SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
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www.scag.ca.gov

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HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

ENERGY AND ENVIRONMENT COMMITTEE

In-Person & Remote Participation*
Thursday, April 7, 2022
9:30 a.m. – 11:30 a.m.

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

To Attend and Participate on Your Computer:
https://scag.zoom.us/j/317727062

To Attend and Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 317 727 062

PUBLIC ADVISORY

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

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

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

Instructions for Public Comments

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

1. **In Writing: Submit written comments via email to: EECPublicComment@scag.ca.gov by 5pm on Wednesday, April 6, 2022.** You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

    All written comments received after 5pm on Wednesday, April 6, 2022 will be announced and included as part of the official record of the meeting.

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

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

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

OUR MISSION
To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

OUR VISION
Southern California's Catalyst for a Brighter Future

OUR CORE VALUES
Be Open | Lead by Example | Make an Impact | Be Courageous

Instructions for Participating in the Meeting

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

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: https://scag.zoom.us/j/317727062
2. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select "Join Audio via Computer."
4. The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the "raise hand" function located in the participants' window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 317 727 062**, followed by **#**.
3. Indicate that you are a participant by pressing **#** to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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EEC - Energy and Environment Committee
Members – April 2022

1. **Hon. David Pollock**
   EEC Chair, Moorpark, RC District 46

2. **Hon. Deborah Robertson**
   EEC Vice Chair, Rialto, RC District 8

3. **Hon. Cindy Allen**
   Long Beach, RC District 30

4. **Hon. Ana Beltran**
   Westmorland, ICTC

5. **Hon. Daniel Brotman**
   Glendale, AVCJPA

6. **Hon. Margaret Clark**
   Rosemead, SGVCOG

7. **Hon. Robert Copeland**
   Signal Hill, GCCOG

8. **Hon. Maria Davila**
   South Gate, GCCOG

9. **Hon. Ned Davis**
   Westlake Village, LVMCOG

10. **Hon. Rick Denison**
    Yucca Valley, SBCTA

11. **Hon. Julian Gold**
    Beverly Hills, WSCCOG

12. **Hon. Shari Horne**
    Laguna Woods, OCCOG

13. **Hon. Britt Huff**
    Rolling Hills Estates, SBCCOG

14. **Hon. Jonathan Ingram**
    Murrieta, WRCOG

15. **Hon. Dan Kalmick**
    Huntington Beach, OCCOG

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16. Hon. Joe Kalmick
Seal Beach, RC District 20

17. Hon. Elaine Litster
Simi Valley, VCOG

18. Hon. Diana Mahmud
South Pasadena, SGVCOG

19. Hon. Cynthia Moran
Chino Hills, SBCTA

20. Hon. Oscar Ortiz
Indio, CVAG

21. Sup. Luis Plancarte
Imperial County

22. Hon. Randall Putz
Big Bear Lake, RC District 11

23. Sup. Carmen Ramirez
Ventura County

24. Hon. Greg Raths
Mission Viejo, OCCOG

25. Hon. Richard Rollins
Port Hueneme, VCOG

26. Hon. Jesus Silva
Fullerton, Pres. Appointment (Member at Large)

27. Hon. Sharon Springer
Burbank, SFVCOG

28. Hon. Connor Traut
Buena Park, OCCOG

29. Hon. John Valdivia
San Bernardino, SBCTA

30. Hon. Colleen Wallace
Banning, WRCOG

31. Hon. Edward Wilson
Signal Hill, GCCOG

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Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy A Meeting Room
Los Angeles, CA 90017
Thursday, April 7, 2022
9:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
(The Honorable David Pollock, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)
This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is ***not*** listed on the agenda. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time. Public comment for items listed on the agenda will be taken separately as further described below.

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: EECPublicComment@scag.ca.gov by 5pm on Wednesday, April 6, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Energy and Environment Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, April 6, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Energy and Environment Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

REVIEW AND PRIORITIZE AGENDA ITEMS

ELECTION OF EEC CHAIR AND VICE CHAIR

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – March 3, 2022

2. Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority (OCTA)

Receive and File

3. SCAG Climate Action Resolution Quarterly Update

INFORMATION ITEMS

4. Draft 2022 South Coast Air Quality Management Plan (AQMP)   30 Mins.
(Dr. Sarah Rees, Deputy Executive Director of South Coast AQMD, and Ariel Fideldy, ARB South Coast Air Quality Planning Manager)

5. Equity Analysis Approach (formerly Environmental Justice Analysis)   15 Mins.
(Anita Au, Senior Regional Planner)

6. Racial Equity Early Action Plan – FY22 Progress Report   15 Mins.
(Courtney Aguirre, Program Manager II)

7. Policy Development Framework for Connect SoCal 2024   15 Mins.
(Sarah Dominguez, Program Manager II)

CHAIR'S REPORT
(The Honorable David Pollock, Chair)

STAFF REPORT
(Rachel Wagner, Regional Affairs Officer, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments

April 7, 2022

ENERGY AND ENVIRONMENT COMMITTEE
MINUTES OF THE MEETING
THURSDAY, MARCH 3, 2022

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

The Energy and Environment Committee (EEC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

Members Present
Hon. David Pollock, Moorpark (Chair)	**District 46**
Hon. Deborah Robertson, Rialto (Vice Chair)	**District 8**
Hon. Daniel Brotman, Glendale	AVCJPA
Hon. Margaret Clark, Rosemead	SGVCOG
Hon. Robert Copeland, Signal Hill	GCCOG
Hon. Ned Davis, Westlake Village	LVMCOG
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Dan Kalmick, Huntington Beach	OCCOG
Hon. Joe Kalmick, Seal Beach	District 20
Hon. Elaine Litster, Simi Valley	VCOG
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Cynthia Moran, Chino Hills	SBCTA
Sup. Luis Plancarte	Imperial County
Hon. Randall Putz, Big Bear Lake	District 11
Sup. Carmen Ramirez	Ventura County
Hon. Greg Raths, Mission Viejo	OCCOG
Hon. Jesus Silva, Fullerton	President's Appointment
Hon. Sharon Springer, Burbank	SFVCOG
Hon. Edward H.J. Wilson, Signal Hill	GCCOG

Members Not Present

Hon. Cindy Allen, Long Beach	District 30
Hon. Ana Beltran, Westmoreland	ICTC
Hon. Maria Davila, South Gate	GCCOG
Hon. Rick Denison, Yucca Valley	SBCTA
Hon. Julian Gold, Beverly Hills	WSCCOG
Hon. Britt Huff, Rolling Hills Estates	SBCCOG
Hon. Jonathan Ingram, Murrieta	WRCOG
Hon. Oscar Ortiz, Indio	CVAG
Hon. Richard Rollins, Port Hueneme	VCOG
Hon. Connor Traut, Buena Park	OCCOG
Hon. John Valdivia, Signal Hill	GCCOG

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair David Pollock called the meeting to order at 9:30 a.m. Policy Committee Member, Jesus Silva, Fullerton, President's Appointment, led the Pledge of Allegiance. Staff confirmed a quorum was present.

PUBLIC COMMENT PERIOD

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

He reminded the public to submit comments via email to EECPublicComment@scag.ca.gov. He noted that public comments received via email to after 5pm on Wednesday, March 2, 2022, would be announced and included as part of the official record of the meeting.

SCAG staff noted there were no written public comments received by email before or after the 5pm deadline on Wednesday, March 2, 2022. SCAG staff also noted that there were no public comments for matters not listed on the agenda.

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CONSENT CALENDAR

There were no public comments on this item.

Approval Items

1. Minutes of the Meeting - January 6, 2022

Receive and File

2. Policy Development Framework for Connect SoCal 2024

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

AYES: Brotman, Clark, Copeland, Davis, Horne, D. Kalmick, J. Kalmick, Litster, Mahmud, Moran, Plancarte, Pollock, Putz, Ramirez, Raths, Robertson, Silva, Springer, Wallace and Wilson (20)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEMS

3. Southern California Edison (SCE) Charge Ready New Construction Rebate (NCR)

There were no public comments on this item.

Alison Linder, Senior Regional Planner, introduced Naveed Ahmad, Senior Advisor of eMobility and Business Development and Public Partnerships from Southern California Edison (SCE). She stated Mr. Ahmad would be discussing the new construction rebate which was a new program that targeted multifamily residential developers to install EV Chargers. She also introduced Michelle Sim, Director of Sustainability at Southern California Gas Company (SoCal Gas). She stated Ms. Sim would be talking about their commitment to Net Zero, which was a commitment business wide to reduce their carbon emission and would be focusing her presentation on some of the work they were doing around hydrogen fueling which would be an important zero emissions transportation fuel.

Mr. Ahmad shared his presentation, where he discussed SCEs Charge Ready Program Options. The

main focus of his presentation was on the new construction rebate. Furthermore, he discussed how the NCR options were valuable to property developers and other decision makers.

Mr. Ahmad responded to comments and questions expressed by the Committee members, including observations on availability of funding for new construction and existing multifamily residential buildings. He also addressed questions around EV charging meeting peak loads. Furthermore, he addressed available rebates for single family homes, and the having to enroll in time of use to mitigate costs.

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

4.   SoCal Gas Commitment to Net Zero

There were no public comments on this item.

Michelle Sim, Director of Sustainability at Southern California Gas Company (SoCal Gas), provided a high-level presentation on SoCal Gas' approach to climate objectives and its potential contribution to the regional planning exercises and mobility sector. She stated they were the largest gas utility in the nation serving 22 million customers regionally located in southern California. She stated their service stretched from Central California down to the Mexican border. She explained that they transported natural gas through their pipeline infrastructure and looked forward to increasing volumes of renewable natural gas with lower carbon intensity as well as exploring hydrogen as a decarbonization tool for the future. She highlighted her team was responsible for aligning their company business strategy around their five focus areas of sustainability, which are 1) Accelerate the Energy Transition; 2) Protect Climate and Improve Air Quality in Communities; 3) Increase Clean Energy Access and Affordability; 4) Advance Diversity, Equity, and Inclusion Culture; and Achieve World Class Safety.

Ms. Sim responded to comments and questions expressed by the committee members, including how hydrogen fuel cells fit in to the future economy, how hydrogen fuel fit into the housing element and how SoCal Gas could provide hydrogen to the powerplant in the City of Glendale.

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

5.   California Air Resources Board: Sustainable Communities & Climate Policy Update

There were no public comments on this item.

Sarah Dominguez, Senior Regional Planner introduced Lana Wong, with the California Air Resources Board (CARB), who would provide a presentation about the states Sustainable Communities policy framework.

Ms. Wong provided a broad overview of the SB 375 program as to why it was important, what it was expected to achieve, how it has been going and what can be done to help.

Ms. Wong responded to comments and questions expressed by the Committee members, including observations on how state funding was approached and how transportation and transit systems were working.

Sarah Jepson, Planning Director, informed the committee that conversations around the future of transit were occurring at the Transportation Committee [meeting].

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

6.   Connect SoCal's Program Environmental Impact Report (PEIR) 101

There were no public comments on this item.

Karen Calderon, Senior Associate Planner, provided an overview of Connect SoCal's PEIR. Specifically, what it is, why they do it and the CEQA requirement.

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

CHAIR'S REPORT

Chair Pollock stated that the April EEC meeting would have an item on the agenda, specifically dedicated for the election of the new EEC chair and Vice Chair for the year 2022-23. He stated that if they would like to nominate someone on the committee for the position of Chair or Vice Chair to email [the Clerk and Deputy Clerk] with the name of the individual and position no later than 5 p.m. on Friday, March 25. He stated that if no nominations were received by the deadline, nominations could be made from the floor and accepted at the time of the next meeting. He also announced that registration for the 57th Regional Conference and General Assembly was open, and it was taking place May 5-6, 2022, in Palm Desert.

STAFF REPORT

Rachel Wagner reminded everyone that the [Regional Conference and General Assembly] was free to attend for elected officials and city managers. She stated there was a special early bird discount rate of $100 off general admission and special room rate for those who registered before March 31. She also stated that staff was working with City Clerks to confirm appointments of the voting delegates and alternates to the General Assembly.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Policy Committee Member Diana Mahmud, announced that SCAG provided complimentary lodging for one-night at the General Assembly for committee members.

ADJOURNMENT

There being no further business, Chair Pollock adjourned the Energy and Environment Committee meeting at 11:35 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]
//

ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT

2021-22

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

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC) Energy and Environment Committee (EEC)	
From:	Rongsheng Luo, Program Manager II (213) 236-1994, luo@scag.ca.gov	*Kome Ajise*
Subject:	Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority (OCTA)	

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

RECOMMENDED ACTION FOR TC:
Receive and File

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

EXECUTIVE SUMMARY:
The Orange County Transportation Authority (OCTA) is requesting a Transportation Control Measure (TCM) substitution to replace three toll road expansion TCM projects in the San Joaquin Hills Transportation Corridor, the Eastern Transportation Corridor, and the Foothill Transportation Corridor-North respectively within the Orange County. SCAG staff has determined that the proposed TCM substitution meets all Federal Clean Air Act TCM substitution requirements.

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

In the SCAG region, TCM-type projects are considered committed once they have funds programmed for right-of-way or construction in an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM cannot be delivered or will be significantly delayed, the substitution of the TCM is required and follows the process specified under the Clean Air Act §176(c).

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute three Transportation Corridor Agencies' (TCA) toll road expansion projects in the San Joaquin Hills Transportation Corridor (FTIP ID: 10254), the Eastern Transportation Corridor (FTIP ID: ORA050), and the Foothill Transportation Corridor-North (FTIP ID: ORA051) within Orange County with three new traffic signal synchronization projects along three corridors in Orange County: Portola Parkway, 1st Street, and Alton Parkway. For further details about the proposed TCM substitution, please refer to the Attachment.

The Draft TCM Substitution Report was released for a 15-day public review which concluded on March 22, 2022. No comments were received. As documented in the Attachment, the proposed substitution is consistent with all federal TCM substitution requirements. At its meeting on April 7, 2022, the EEC is being requested to approve staff recommendation that the RC adopt the OCTA TCM substitution and direct staff to forward it to the U.S. EPA and the ARB for concurrence at its meeting on May 5, 2022.

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

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

ATTACHMENT(S):
1. OCTA TCM Substitution Report

ORANGE COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION CONTROL MEASURE SUBSTITUTION REPORT

I.   Introduction

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

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute three Transportation Corridor Agencies' (TCA) toll road expansion projects in the San Joaquin Hills Transportation Corridor (FTIP ID: 10254), the Eastern Transportation Corridor (FTIP ID: ORA050), and the Foothill Transportation Corridor-North (FTIP ID: ORA051) within Orange County with three new traffic signal synchronization projects along three corridors in Orange County: Portola Parkway, 1st Street, and Alton Parkway. As documented herein, the proposed TCM substitution is consistent with all federal requirements, including the Fixing America's Surface Transportation Act or FAST Act planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

II. TCM Substitution Process

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

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

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

"(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;

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

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

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

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

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

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

"(II) consultation with the Administrator; and

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

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

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

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

III. Project Description

1. Three Committed TCM Projects to Be Substituted

The following three toll road expansion projects were previously committed by TCA as HOV lane alternative TCMs through SCAG's 1998 Regional Transportation Improvement Program and continue as committed TCMs in SCAG's current 2021 FTIP.

1) The San Joaquin Hills Transportation Corridor (SJHTC) Project (FTIP ID: 10254) is to construct one additional toll lane in each direction of the 15-mile SJHTC toll road between I-5 in San Juan Capistrano and the non-tolled portion of SR-73 in Irvine, plus climbing and auxiliary lanes, by December 31, 2022. For details of the project, see its 2021 FTIP project sheet on the next page:

OCTA
2021 Federal Transportation Improvement Program ($000)

TIP ID 10254   Implementing Agency **Transportation Corridor Agency (TCA)**

SCAG RTP Project #: 10254
PPNO:
EA Number:
IFAS #:

System: State Hwy   Route: 73   Postmile: 9.6 to 25.45

Program Code
CAN69 - NEW HOV LANE(S)

Enviromental Document
FINAL ENVIRONMENTAL IMPACT REPORT –
06/01/2013

Conformity Category
TCM Committed

Total Estimate
$351,188

Air Basin
SCAB

Project Completion Date
12/31/2022

Current Implementation Status
ROW Acquisition - 02/29/2008

Project Manager
David Lowe - (949) 754-3488

Last Modified By
Heidi Busslinger on 03/05/2020
Administrative Comments:
HBUSSLINGER CTC Only 03/05/2020

Project Title
(SJHTC) (1-5 IN SAN JUAN CAPISTRANO TO RTE 73 IN IRVINE) (15 MI)

Project Description
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC - SR 73). 15 MI TOLL RD BETWEEN 1-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/TCA MOU 4/5/01. EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR, PLUS CLIMBING & AUX LANES BY 2022.

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
06/07	PVT - Private	$540			$540
07/08	PVT - Private	$960		$3,440	$4,400
08/09	PVT - Private	$540		$5,460	$6,000
09/10	PVT - Private	$90		$5,308	$5,398
10/11	PVT - Private	$60			$60
11/12					$0
12/13	PVT - Private			$7,790	$7,790
13/14	PVT - Private				$0
14/15	PVT - Private	$900			$900
15/16	PVT - Private				$0
16/17	PVT - Private				$0
17/18	PVT - Private	$1,200		$38,700	$39,900
18/19	PVT - Private			$143,100	$143,100
19/20	PVT - Private			$143,100	$143,100
		$4,290	$0	$346,898	$351,188

Last Revised **Adoption 21-00 - APPROVED**   Total Programmed   **$351,188**

2) The Eastern Transportation Corridor (ETC) Project (FTIP ID: ORA050) is to contract two additional toll lanes in each direction of the 26.4-mile ETC toll road that connects SR-91 to I-5 via SR-261 and SR-133, plus climbing and auxiliary lanes. For details of the project, see its 2021 FTIP project sheet below:

OCTA
2021 Federal Transportation Improvement Program ($000)

TIP ID ORA050   Implementing Agency **Transportation Corridor Agency (TCA)**

SCAG RTP Project #: ORA050
PPNO:
EA Number:
IFAS #:

System: State Hwy   Route: 241   Postmile: 38.8 to 12.4

Program Code
CAN69 – NEW HOV LANE(S)

Enviromental Document
FINAL ENVIRONMENTAL IMPACT STATEMENT –
09/23/1994

Conformity Category
TCM Committed

Total Estimate
$631,902

Air Basin
SCAB

Project Completion Date
12/31/2022

Current Implementation Status
Engineering/Plans, Specifications and Estimates
(PS&E) - 03/11/2008

Project Manager
David Lowe - (949) 754-3488

Last Modified By
Heidi Busslinger on 03/05/2020
Administrative Comments:
HBUSSLINGER CTC Only 03/05/2020

Project Title
(ETC) (RTE 241/261/133) (FROM RTE 91 TO SR 241/FTC-N AND I-5) (26.4 MI)

Project Description
EASTERN TRANSPORTATION CORRIDOR (ETC- SR 241/261/133) 26.4 MI TOLL ROAD CONNECTS SR 91 to I-5 via SR 261 and SR 133, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F EA DIR. 2 ADDITIONAL M/F IN EA DIR, PLUS CLIMBING AND AUX LANES BY 2022.

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
00/01	PVT - Private	$4			$4
01/02	PVT - Private	$1			$1
04/05	PVT - Private	$16			$16
05/06	PVT - Private	$7			$7
06/07	PVT - Private	$574			$574
07/08	PVT - Private	$1,700		$3,300	$5,000
08/09	PVT - Private	$1,500		$4,100	$5,600
09/10	PVT - Private	$652		$3,356	$4,008
10/11	PVT - Private	$1,000			$1,000
11/12	PVT - Private	$16			$16
12/13	PVT - Private	$1,510		$28,500	$30,010
13/14	PVT - Private	$5,500		$22,833	$28,333
14/15	PVT - Private	$5,500		$60,833	$66,333
15/16	PVT - Private			$38,000	$38,000
16/17	PVT - Private			$15,000	$15,000
17/18	PVT - Private			$146,000	$146,000
18/19	PVT - Private			$146,000	$146,000
19/20	PVT - Private			$146,000	$146,000
		$17,980	$0	$613,922	$631,902

Last Revised **Adoption 21-00 - APPROVED**   Total Programmed   **$631,902**

Attachment: OCTA TCM Substitution Report (Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority

3) The Foothill Transportation Corridor-North (FTC-N) Project (FTIP ID: ORA051) is to construct two additional toll lanes in each direction of the 12.7-mile FTC-N toll road between Oso Parkway and the ETC, plus climbing and auxiliary lanes. For details of the project, see its 2021 FTIP project sheet below:

OCTA
2021 Federal Transportation Improvement Program ($000)

TIP ID **ORA051**

Implementing Agency **Transportation Corridor Agency (TCA)**

SCAG RTP Project #: ORA051
PPNO:
EA Number:
IFAS #:

System: State Hwy Route: 241 Postmile: 13.8 to 26.5

Program Code
CAN69 - NEW HOV LANE(S)

Enviromental Document
FINAL ENVIRONMENTAL IMPACT STATEMENT - 03/30/1990

Conformity Category
TCM Committed

Total Estimate
$269,045

Air Basin
SCAB

Project Completion Date
12/31/2022

Current Implementation Status
Engineering/Plans, Specifications and Estimates (PS&E) - 11/17/2011

Project Manager
David Lowe - (949) 754-3488

Last Modified By
Heidi Busslinger on 03/05/2020
Administrative Comments:
HBUSSLINGER CTC Only 03/05/2020

Project Title
(FTC-N) (OSO PKWY TO ETC) (12.7MI)

Project Description
FOOTHILL TRANSPORTATION CORRIDOR-NORTH (FTC-N - SR 241). 12.7 MI TOLL ROAD BETWEEN OSO PKWY AND ETC, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F IN EA DIR. 2 ADDITIONAL M/F, PLS CLIMBING & AUX LANES BY 2022.

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
06/07	PVT - Private	$700			$700
07/08	PVT - Private	$1,850		$100	$1,950
08/09	PVT - Private	$1,570		$6,000	$7,570
09/10	PVT - Private	$313			$313
10/11	PVT - Private			$34,492	$34,492
11/12	PVT - Private	$20			$20
12/13	PVT - Private			$36,166	$36,166
13/14	PVT - Private			$36,166	$36,166
15/16	PVT - Private				$0
16/17	PVT - Private				$0
17/18	PVT - Private			$50,556	$50,556
18/19	PVT - Private			$50,556	$50,556
19/20	PVT - Private			$50,556	$50,556
		$4,453	$0	$264,592	$269,045

Anup Kulkarni (akulkarni@octa.net)

Total Programmed $269,045

Last Revised **Adoption 21-00 - APPROVED**

Although all scheduled to be completed by December 31, 2022, the three committed TCM projects will be delayed significantly due to TCA's 2018 Capital Improvement Program adopted on June 14, 2018. As a result, the OCTA has initiated the TCM substitution process.

2. <u>Proposed Three Substitute Projects</u>

The following three proposed traffic signal synchronization projects (SSPs) are new TCM-type projects that are not in either SCAG's 2020 RTP/SCS or 2021 FTIP, and therefore are eligible as TCM substitute projects. Upon successful completion of the proposed TCM substitution, these substitute projects will be processed into SCAG's 2020 RTP/SCS and 2021 FTIP as committed TCMs.

1) The Portola Parkway SSP will implement synchronization of 31 traffic signals along 7.6 miles of Portola Parkway between Paloma Parkway and Plano Trabuco Road. Through select upgrades to key equipment including Advanced Traffic Controllers (ATC), communications, and detection, the Portola Parkway SSP will improve traffic congestion by optimizing travel times along the Portola Parkway corridor. Three agencies will participate in and $2.9 million from Measure M2 and local funds will be available for the implementation of the project.

2) The 1st Street/Bolsa Avenue SSP will implement synchronization of 55 traffic signals along 13.1 miles of 1st Street between Bolsa Avenue and Newport Avenue. Through select upgrades

to key equipment including Advanced Traffic Controllers (ATC), communications, and detection, the 1st Street/Bolsa Avenue SSP will improve traffic congestion by optimizing travel times along the 1st Street corridor. Five agencies will participate in and $3.9 million from Measure M2 and local funds will be available for the implementation of the project.

3) The Alton Parkway SSP will implement synchronization of 50 traffic signals along 12.8 miles of Alton Parkway between Red Hill Street to Portola Parkway. Through select upgrades to key equipment including Advanced Traffic Controllers (ATC), communications, and detection, the 1st Street/Bolsa Avenue SSP will improve traffic congestion by optimizing travel times along the Alton Parkway corridor. Two agencies will participate in and $3.8 million from Measure M2 and local funds will be available for the implementation of the project.

Together, the three proposed substitution projects will coordinate 136 signalized intersections by ten agencies to improve traffic congestion along over 33 miles of roadway in Orange County. A total of $10.6 million will be available from Measure M2 and local funds to implement these projects. All the three projects will be completed by December 31, 2022.

3. <u>Map of Existing TCMs and Proposed Substitute Projects</u>

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

IV. Compliance with TCM Substitution Requirements

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

1. Interagency Consultation

The proposed TCM substitution was presented by OCTA staff at SCAG's publicly noticed TCWG meeting for initial interagency consultation on August 24, 2021. A revised TCM substitution analysis was presented to TCWG on February 22, 2022. Comments received have been addressed in this TCM substitution report. This TCM substitution report was released for a 15-day public review period from March 7 through March 22, 2022. No public comments were received. A status update was provided to TCWG on March 22, 2022.

2. Equivalent Emissions Reduction

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

Transportation Control Measure Substitute Program of Projects

Legend:
— Replacement Transportation Control Measure Projects
— Previously Committed Transportation Control Measure Projects

Source: OCTA

8/18/2021
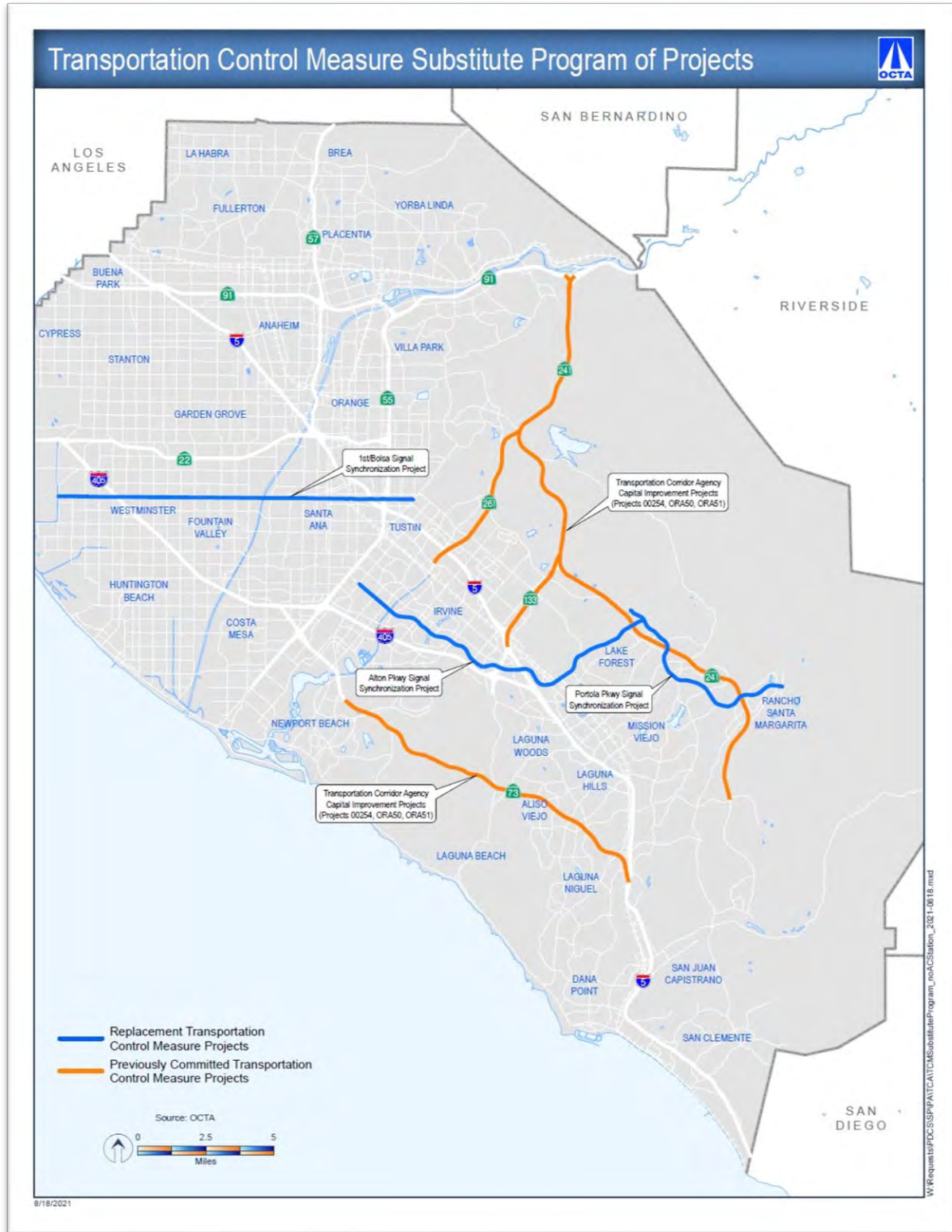
3. Similar Geographic Area.

All the three committed TCM projects and the three proposed substitute TCM projects are located within the Orange County portion of the South Coast Air Basin.

4. Full Funding.

Full funding has been identified by OCTA and will come from Measure M2 and other local funds (for matching M2) for the three proposed substitute TCM projects. In addition, full funding will be programmed and committed for the three proposed substitute projects when these projects are processed into SCAG's 2020 RTP/SCS and 2021 FTIP upon completion of the TCM substitution process.

5. Similar Time Frame.

The proposed substitute TCM projects are scheduled to be completed by December 31, 2022, consistent with the schedule of the three TCM toll road expansion projects.

6. Timely Implementation.

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

7. Legal Authority.

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

8. Agency Review and Adoption.

The final TCM substitution analysis is scheduled to be brought to SCAG's Energy and Environment Committee (EEC) on April 7, 2022 for recommendation to SCAG's Regional Council for adoption on May 5, 2022. Upon adoption by the Regional Council, the TCM substitution will be forwarded to ARB and U.S. EPA for concurrence. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the original TCM projects and the new measures will become effective.

9. Programming of the Substitute TCMs.

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

Appendix

OCTA TCM Substitution Request

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Proposed Transportation Control Measure Substitution of Three Toll Road Capital Improvement Projects (FTIP Project IDs: 10254, ORA050, & ORA051) with Three New Traffic Signal Synchronization Projects

Introduction

The Transportation Corridor Agencies (TCA) previously committed to three toll road capital improvement projects along portions of TCA facilities within Orange County: the San Joaquin Hills Transportation Corridor (FTIP Project ID: 10254); the Eastern Transportation Corridor (FTIP Project ID: ORA050); and the Foothill Transportation Corridor-North (FTIP Project ID: ORA051). These three projects are included as committed TCM's in the Southern California Association of Governments' (SCAG) 2020 RTP/SCS (Connect SoCal), 2021 FTIP, and SCAQMD's 2016 South Coast AQMP/Ozone SIPs. Below are the summary project descriptions of these three committed TCMs. Their 2021 FTIP project sheets including detailed project information are included in **Attachment A**.

- The San Joaquin Hills Transportation Corridor (SJHTC, SR-73) is a 15-mile managed toll facility between Interstate 5 (I-5) in San Juan Capistrano and the non-tolled portion of the SR-73 in Irvine. Planned improvements include one (1) additional tolled lane for mixed flow traffic in each direction, plus climbing and auxiliary lanes by 2022.

- The Foothill Transportation Corridor-North (FTC-N, SR-241) is a 12.7-mile managed toll road between Oso Parkway and the Eastern Transportation Corridor. Planned improvements include two (2) additional tolled lanes for mixed flow traffic in each direction, plus climbing and auxiliary lanes by 2022.

- The Eastern Transportation Corridor (ETC, SR- 241/261/133) is a 26.4-mile managed toll road that connects SR-91 to I-5 via SR-261 and SR-133. Planned improvements include two (2) additional tolled lanes for mixed flow traffic in each direction, plus climbing and auxiliary lanes by 2022.

Note that all the existing TCA facilities and the three TCA capital improvement TCM projects are tolled lanes, open to all vehicles, and without discounts to HOVs. In addition, all the three TCA committed TCMs would add toll capacity and are in the TCM category of HOV lanes and their pricing alternatives.

Based upon TCA's 2018 Capital Improvement Program, adopted on June 14, 2018, these committed TCMs will be delayed beyond the scheduled completion dates. Three substitute TCM projects (a combined 33 miles of new signal synchronization projects) are now proposed as a replacement TCM to the previously committed projects.

Description of Proposed Substitute Projects

Orange County Transportation Authority (OCTA) is proposing substitute projects as a replacement to the three previously committed TCMs. The proposed substitute projects consist of three signal synchronization projects spanning approximately 33 miles of roadway and coordinating 136 signalized intersections. The projects involve nearly 10 agencies and have budgets of approximately $10,600,000. The proposed substitute projects will improve traffic congestion by optimizing travel times on these high-volume corridors. The table below shows the three corridors and the respective details.

Detail on the Replacement Projects					
Arterials	Project Intersections	Project Miles	Participating Agencies	Approximate Project Cost	Fund Sources
1st Street / Bolsa Avenue	55	13.1	5	$3,900,000	Measure M2 and Local Funds
Alton Parkway	50	12.8	2	$3,800,000	Measure M2 and Local Funds
Portola Pkwy/ Santa Margarita Pkwy	31	7.6	3	$2,900,000	Measure M2 and Local Funds
Summary	*136*	*33.5*	*10*	*$10,600,000*	*Measure M2 and Local Funds*

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

1. Portola Parkway Signal Synchronization Project (SSP)

The Portola Parkway SSP implements optimized signal timing between Paloma Parkway to Plano Trabuco Road (7.6 miles). The project includes select upgrades to key equipment including Advanced Traffic Controllers (ATC), communications, and detection.

2. 1st Street/Bolsa Avenue SSP

The 1st Street/Bolsa Avenue SSP implements optimized signal timing between Bolsa Avenue to Newport Avenue (13.1 miles). The project includes select upgrades to key equipment including ATC, communications, and detection.

3. Alton Parkway SSP

The Alton Parkway SSP implements optimized signal timing between Red Hill Street to Portola Parkway (12.8 miles). The project includes select upgrades to key equipment including ATC, communications, and detection.

Compliance with TCM Substitution Requirements

- Equivalent Emissions Reduction: OCTA has analyzed the emissions reduction benefits of both the substitute projects and the previously committed TCM projects. The substitute projects will provide equivalent emission reductions. OCTA used the OCTA's Orange County Transportation Analysis Model (OCTAM), ARB's Emission Factors (EMFAC2017) model, and ARB's Automated Cost-effectiveness Calculation Tool for the analysis of the previously committed and proposed substitute alternatives. The following three sections document the OCTAM Model Information, the Emissions Analysis Methodology, and the Emissions Analysis Findings.

- Similar Geographic Area: The proposed substitute projects and the previously committed TCM projects are both located in the Orange County portion of the South Coast Air Basin.

- Full Funding: Current funding is available for the proposed substitute projects as documented under the previous section Description of Proposed Substitute Projects.

- Similar Time Frame: The proposed substitute projects will be operational by December 2022, equivalent to the schedule of the previously committed TCM projects.

- Timely Implementation: The proposed substitution is the means by which the obstacles to implementation of previously committed TCM projects is being overcome.

- Legal Authority: OCTA has the legal authority and personnel to implement and operate the proposed substitute projects.

OCTAM Model Information

OCTAM is a four-step (trip generation, trip distribution, mode choice, and trip assignment), trip-based travel demand model built on the TransCAD platform. The current model version 5.0 uses 2010 Census data and the SCAG household travel survey to help calibrate the model. The assumptions used in the current model for future forecasting are based on demographic projections from Orange County Projections 2018 and the SCAG 2020 RTP/SCS.

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

Automated Cost-effectiveness Calculation Tool

Applied with ARB's latest emission factor tables, the Automated Calculation Tool enables staff and decision-makers to quantify the cost-effectiveness of proposed projects in terms of cost per pound (or ton) of pollutants reduced. These tools are used to evaluate projects and to report on both the CMAQ and the Motor Vehicle Registration Fee Program.

This automated Access database program includes methods for traffic signal coordination and other project categories (cleaner on- and off-road vehicle purchases and re-powers; cleaner street sweepers; new bus service operations; vanpool and shuttle service; bicycle facilities; telecommunications; and ridesharing and pedestrian facilities). The tool and the emission factor tables are available at the following ARB site: https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program. See **Attachment C** for the 2045 input and output summaries for the three-signal synchronization applications.

Emissions Analysis Methodology

The emissions were calculated for the previously committed TCM projects and the proposed substitute projects. A multi-step approach was used that combined the OCTAM, EMFAC, and the CMAQ Toolkit. This methodology was developed with the guidance of CARB staff to better estimate the emissions reduction from signal synchronization improvements. The following process was used:

Step 1: Obtain daily vehicle miles traveled (VMT) and speed data for freeways and arterials from OCTAM for both with and without the previously committed in forecast year 2045. The coding of the alternatives was consistent with OCTAM modeling practice and used the 2020 RTP/SCS network. **Attachment D** includes additional modeling details and summary of modeling files. **Attachment E** includes 2045 OCTAM model output summary statistics for Orange County.

Two alternatives were modeled using OCTAM. The previously committed TCA TCM projects as described earlier were modeled in an alternative referred to as the "TCA TCM Projects" analysis. The second alternative did not include either the previously committed TCM projects or the proposed substitute TCM projects.

The OCTAM forecasts were post-processed using the National Cooperative Highway Research Program (NCHRP) 255 process. This process provides a standard methodology to refine forecasted volumes on links based on a combination of base year traffic counts, base year model estimates, and forecasted model estimates using

incremental adjustments. The output of the travel demand model and post-processing includes loaded link information, intrazonal travel speeds, and intrazonal travel volumes for all time periods for the alternatives.

Note that the additional toll lanes are part of the existing toll road management and are only available to drivers willing to pay a toll. The projects were programmed and budgeted in the 2019 FTIP Consistency Amendment #19-12.

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

A spreadsheet tool has been created to modify EMFAC input data to reflect the results of OCTAM runs. The tool was run for the base year and forecast year 2045 using the extracted information from Step 1 as input to update the VMT and vehicle speed data needed by EMFAC. Both the "TCA TCM Projects" and the "With No Projects" alternatives were modeled in EMFAC. This process was performed multiple times for the modeled alternatives in order to analyze conditions for summer, winter, and averaged annual timeframes.

Step 3: For the emission reductions from the implementation of the three signal synchronization projects, the Automated Calculation Tool was applied to account for signal synchronization benefits. The Tool was run three times to analyze each signal synchronization project separately.

To estimate future-year volumes for the input, observed Average Annual Daily Traffic and peak-hour volumes were factored up using growth factors derived from OCTAM. For each corridor, base year and future year model volumes were obtained for a typical segment to estimate the growth.

The before and after speed emission factors are from Table 4 of ARB's Emission Factor Tables (November 2021) (https://ww2.arb.ca.gov/sites/default/files/2022-01/Cost%20Effectiveness%20Tables%202021%20%28revised%29.pdf).

The Automated Calculation Tool estimated emission reductions for each of the three signal synchronization projects. These numbers were summed together to derive the total emissions reduction from the "Proposed TCM Substitute Projects."

Step 4: Compare the emissions output from Steps 2 and 3 between the alternatives to identify the emissions-related improvements from the proposed substitute TCM projects.

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

Emissions Analysis Findings

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

Year 2022

Emission Reductions (Summer) - Ozone (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
ROG	- 0.4	- 0.7
NOx	- 0.1	- 3.4

Emission Reduction (Winter) - Carbon Monoxide, Nitrogen Dioxide (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
CO	- 9.7	- 21.7

Emission Reductions (Annual) - PM_{10}, $PM_{2.5}$ (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
ROG	- 0.5	- 0.7
NOx	- 0.1	-3.4
PM10	0.0	0.0
PM2.5	0.0	- 0.1

Year 2037

Emission Reductions (Summer) - Ozone (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
ROG	- 1.5	- 2.4
NOx	- 0.3	- 11.7

Emission Reductions (Winter) - Carbon Monoxide, Nitrogen Dioxide (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
CO	- 33.7	- 75.7

Emission Reductions (Annual) - PM_{10}, $PM_{2.5}$ (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
ROG	- 1.5	- 2.4
NOx	- 0.4	- 11.8
PM10	0.0	0.0
PM2.5	0.0	- 0.2

Year 2045

Emission Reductions (Summer) - Ozone (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
ROG	- 2.0	- 3.3
NOx	- 0.4	- 16.2

Emission Reductions (Winter) - Carbon Monoxide, Nitrogen Dioxide (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
CO	- 46.7	- 104.6

Emission Reductions (Annual) - PM$_{10}$, PM$_{2.5}$ (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
ROG	- 2.0	- 3.3
NOx	- 0.4	- 16.2
PM10	0.0	0.0
PM2.5	- 0.1	- 0.2

Attachments

A. 2021 FTIP Project Sheets of the Three Previously Committed TCM Projects (10254, ORA050, & ORA051)
B. Map of the Three Previously Committed TCM Projects (10254, ORA050, & ORA051) and the Proposed Substitution Projects
C. Automated Calculation Tool Input/Output Files
D. Additional Modeling Details and Summary of OCTAM Files
E. 2045 OCTAM Model Output Summary Statistics for Orange County

2021 FTIP PROJECT SHEETS

OCTA
2021 Federal Transportation Improvement Program ($000)

TIP ID 10254 — Implementing Agency **Transportation Corridor Agency (TCA)**

SCAG RTP Project #: 10254
PPNO:
EA Number:
IFAS #:

System: State Hwy Route: 73 Postmile: 9.6 to 25.45

Program Code
CAN69 - NEW HOV LANE(S)

Environmental Document
FINAL ENVIRONMENTAL IMPACT REPORT - 06/01/2013

Conformity Category
TCM Committed

Total Estimate
$351,188

Air Basin
SCAB

Project Completion Date
12/31/2022

Current Implementation Status
ROW Acquisition - 02/29/2008

Project Manager
David Lowe - (949) 754-3488

Last Modified By
Heidi Busslinger on 03/05/2020
Administrative Comments:
HBUSSLINGER CTC Only 03/05/2020

Last Revised **Adoption 21-00 - APPROVED**

Project Title
(SJHTC) (1-5 IN SAN JUAN CAPISTRANO TO RTE 73 IN IRVINE) (15 MI)

Project Description
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC - SR 73), 15 MI TOLL RD BETWEEN 1-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/TCA MOU 4/5/01. EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR, PLUS CLIMBING & AUX LANES BY 2022.

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
06/07	PVT - Private	$540			$540
07/08	PVT - Private	$960		$3,440	$4,400
08/09	PVT - Private	$540		$5,460	$6,000
09/10	PVT - Private	$90		$5,308	$5,398
10/11	PVT - Private	$60			$60
11/12	PVT - Private				$0
12/13	PVT - Private			$7,790	$7,790
13/14	PVT - Private				$0
14/15	PVT - Private	$900			$900
15/16	PVT - Private				$0
16/17	PVT - Private				$0
17/18	PVT - Private	$1,200		$38,700	$39,900
18/19	PVT - Private			$143,100	$143,100
19/20	PVT - Private			$143,100	$143,100
		$4,290	$0	$346,898	$351,188

Total Programmed $351,188

OCTA
2021 Federal Transportation Improvement Program ($000)

TIP ID ORA050 — Implementing Agency **Transportation Corridor Agency (TCA)**

SCAG RTP Project #: ORA050
PPNO:
EA Number:
IFAS #:

System: State Hwy Route: 241 Postmile: 38.8 to 12.4

Program Code
CAN69 - NEW HOV LANE(S)

Environmental Document
FINAL ENVIRONMENTAL IMPACT STATEMENT - 09/23/1994

Conformity Category
TCM Committed

Total Estimate
$631,902

Air Basin
SCAB

Project Completion Date
12/31/2022

Current Implementation Status
Engineering/Plans, Specifications and Estimates (PS&E) - 03/11/2008

Project Manager
David Lowe - (949) 754-3488

Last Modified By
Heidi Busslinger on 03/05/2020
Administrative Comments:
HBUSSLINGER CTC Only 03/05/2020

Last Revised **Adoption 21-00 - APPROVED**

Project Title
(ETC) (RTE 241/261/133) (FROM RTE 91 TO SR 241/FTC-N AND I-5) (26.4 MI)

Project Description
EASTERN TRANSPORTATION CORRIDOR (ETC- SR 241/261/133) 26.4 MI TOLL ROAD CONNECTS SR 91 to I-5 via SR 261 and SR 133, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F EA DIR. 2 ADDITIONAL M/F IN EA DIR, PLUS CLIMBING AND AUX LANES BY 2022.

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
00/01	PVT - Private	$4			$4
01/02	PVT - Private	$1			$1
04/05	PVT - Private	$16			$16
05/06	PVT - Private	$7			$7
06/07	PVT - Private	$574			$574
07/08	PVT - Private	$1,790		$3,300	$5,000
08/09	PVT - Private	$1,500		$4,100	$5,600
09/10	PVT - Private	$652		$3,356	$4,008
10/11	PVT - Private	$1,000			$1,000
11/12	PVT - Private	$16			$16
12/13	PVT - Private	$1,510		$28,500	$30,010
13/14	PVT - Private	$5,500		$22,833	$28,333
14/15	PVT - Private	$5,500		$60,833	$66,333
15/16	PVT - Private			$38,000	$38,000
16/17	PVT - Private			$15,000	$15,000
17/18	PVT - Private			$146,000	$146,000
18/19	PVT - Private			$146,000	$146,000
19/20	PVT - Private			$146,000	$146,000
		$17,980	$0	$613,922	$631,902

Total Programmed $631,902

| TIP ID: **ORA051** | | Implementing Agency **Transportation Corridor Agency (TCA)** |

SCAG RTP Project #: ORA051

PPNO:

EA Number:

IFAS #:

System	Route	Postmile
State Hwy	241	13.8 to 26.5

Program Code
CAN69 - NEW HOV LANE(S)

Environmental Document
FINAL ENVIRONMENTAL IMPACT STATEMENT - 03/30/1990

Conformity Category
TCM Committed

Total Estimate
$269,045

Air Basin
SCAB

Project Completion Date
12/31/2022

Current Implementation Status
Engineering/Plans, Specifications and Estimates (PS&E) - 11/17/2011

Project Manager
David Lowe - (949) 754-3488

Last Modified By
Heidi Busslinger on 03/05/2020

Administrative Comments:
HBUSSLINGER CTC Only 03/05/2020

Project Title
(FTC-N) (OSO PKWY TO ETC) (12.7MI)

Project Description
FOOTHILL TRANSPORTATION CORRIDOR-NORTH (FTC-N - SR 241). 12.7 MI TOLL ROAD BETWEEN OSO PKWY AND ETC, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F IN EA DIR. 2 ADDITIONAL M/F, PLS CLIMBING & AUX LANES BY 2022.

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
06/07	PVT - Private	$700			$700
07/08	PVT - Private	$1,850		$100	$1,950
08/09	PVT - Private	$1,570		$6,000	$7,570
09/10	PVT - Private	$313			$313
10/11	PVT - Private			$34,492	$34,492
11/12	PVT - Private	$20			$20
12/13	PVT - Private			$36,166	$36,166
13/14	PVT - Private			$36,166	$36,166
15/16	PVT - Private				$0
16/17	PVT - Private				$0
17/18	PVT - Private			$50,556	$50,556
18/19	PVT - Private			$50,556	$50,556
19/20	PVT - Private			$50,556	$50,556
		$4,453	$0	$264,592	$269,045

Anup Kulkarni (akulkarni@octa.net)

Total Programmed $269,045

Last Revised Adoption 21-00 - APPROVED

Attachment: OCTA TCM Substitution Report (Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority

Packet Pg. 35

Transportation Control Measure Substitute Program of Projects

Automated Calculation Tool Input/Output Files - 2045

1. Alton Parkway

Days (D):	250	operating days per year	Default is 250 (all weekdays)
Length (L) of congested roadway segment:	12.80	miles	Length of roadway impacted by the project.
Traffic volume during congested period (Congested Traffic):	21,000	trips per day	
Annual Project VMT (VMT):	67,200,000	annual miles	VMT= (D) * (L) * (Congested Traffic)

Emission Factors Use measured "before" and "after" average speeds. If speeds are unknown, average traffic speed can be estimated using the segment length and a travel time for vehicles passing through the segment. Speed = Length/Time.

	Before Speed Factor		**After Speed Factor**	
ROG Factor:	0.05	grams per mile	0.03	grams per mile
NOx Factor:	0.33		0.25	
PM2.5 Factor:	0.00		0.00	

Emission Factors depend on before-project and after-project average traffic speeds. To select emission factors for various speeds, refer to Emission Factors, Table 4. The emission factors in Table 4 can also be interpolated.

	Before Speed Factor		**After Speed Factor**	
CO Factor:	1.24	grams per mile	1.03	grams per mile

CO factor can be entered for Los Angeles and Imperial counties ONLY for CMAQ projects targeted at CO hot spots. All other projects enter zero. CO is not requested for MV Fee projects. See Emission Factors Menu, Table 4.

Emission Reductions

	pounds per year	kilograms per day	
Reductions in Reactive Organic Gases (ROG):	1,480	1.84	**For Caltrans Staff Use ONLY**
Reductions in Nitrogen Oxides (NOx):	5,921	7.37	
Reductions in Particulates (PM2.5):	74	0.09	
Reductions in Carbon Monoxide (CO):	2,220	2.76	The calculation divides CO by 7
TOTAL EMISSION REDUCTIONS:	9,695	12.07	Less than 0.5 pounds shows as zero

Annual Emission Reductions in pounds per year (ROG, NOx, CO, and PM2.5) =
(0.5)*(VMT) * [(Before Speed Factor) - (After Speed Factor)]/454

Daily Emission Reductions in kilograms per day (ROG, NOx, CO, and PM2.5) =
Annual Emission Reductions in pounds per year/ (2.2 * 365)

2. Portola Parkway

Days (D):	**250** operating days per year Default is 250 (all weekdays)
Length (L) of congested roadway segment:	**7.60** miles Length of roadway impacted by the project.
Traffic volume during congested period (Congested Traffic):	**24,000** trips per day
Annual Project VMT (VMT):	**45,600,000** annual miles VMT= (D) * (L) * (Congested Traffic)

Emission Factors

Use measured "before" and "after" average speeds. If speeds are unknown, average traffic speed can be estimated using the segment length and a travel time for vehicles passing through the segment. Speed = Length/Time.

	Before Speed Factor	After Speed Factor	
ROG Factor:	0.05	0.04	grams per mile
NOx Factor:	0.34	0.29	
PM2.5 Factor:	0.00	0.00	

Emission Factors depend on before-project and after-project average traffic speeds. To select emission factors for various speeds, refer to Emission Factors, Table 4. The emission factors in Table 4 can also be interpolated.

	Before Speed Factor	After Speed Factor
CO Factor:	1.10 grams per mile	0.96 grams per mile

CO factor can be entered for Los Angeles and Imperial counties ONLY for CMAQ projects targeted at CO hot spots. All other projects enter zero. CO is not requested for MV Fee projects. See Emission Factors Menu, Table 4.

Emission Reductions

	pounds per year	kilograms per day	
Reductions in Reactive Organic Gases (ROG):	502	0.63	**For Caltrans Staff Use ONLY**
Reductions in Nitrogen Oxides (NOx):	2,511	3.13	
Reductions in Particulates (PM2.5):	50	0.06	
Reductions in Carbon Monoxide (CO):	1,004	1.25	**The calculation divides CO by 7**
TOTAL EMISSION REDUCTIONS:	4,068	5.07	Less than 0.5 pounds shows as zero

Annual Emission Reductions in pounds per year (ROG, NOx, CO, and PM2.5) = (0.5)*(VMT) * [(Before Speed Factor) - (After Speed Factor)]/454

Daily Emission Reductions in kilograms per day (ROG, NOx, CO, and PM2.5) = Annual Emission Reductions in pounds per year/ (2.2 * 365)

3. 1st Street Bolsa

Days (D):	250	operating days per year Default is 250 (all weekdays)
Length (L) of congested roadway segment:	13.10	miles Length of roadway impacted by the project.
Traffic volume during congested period (Congested Traffic):	18,000	trips per day
Annual Project VMT (VMT):	58,950,000	annual miles VMT= (D) * (L) * (Congested Traffic)

Emission Factors   Use measured "before" and "after" average speeds. If speeds are unknown, average traffic speed can be estimated using the segment length and a travel time for vehicles passing through the segment. Speed = Length/Time.

	Before Speed Factor			After Speed Factor	
ROG Factor:	0.04	grams per mile		0.03	grams per mile
NOx Factor:	0.29			0.22	
PM2.5 Factor:	0.00			0.00	

Emission Factors depend on before-project and after-project average traffic speeds. To select emission factors for various speeds, refer to Emission Factors, Table 4. The emission factors in Table 4 can also be interpolated.

	Before Speed Factor		After Speed Factor	
CO Factor:	1.10	grams per mile	0.96	grams per mile

CO factor can be entered for Los Angeles and Imperial counties ONLY for CMAQ projects targeted at CO hot spots. All other projects enter zero. CO is not requested for MV Fee projects. See Emission Factors Menu, Table 4.

Emission Reductions

	pounds per year	kilograms per day	
Reductions in Reactive Organic Gases (ROG):	649	0.81	**For Caltrans Staff Use ONLY**
Reductions in Nitrogen Oxides (NOx):	4,545	5.66	
Reductions in Particulates (PM2.5):	0	0.00	
Reductions in Carbon Monoxide (CO):	1,298	1.62	The calculation divides CO by 7
TOTAL EMISSION REDUCTIONS:	6,492	8.09	Less than 0.5 pounds shows as zero

Annual Emission Reductions in pounds per year (ROG, NOx, CO, and PM2.5) =
(0.5)*(VMT) * [(Before Speed Factor) - (After Speed Factor)]/454

Daily Emission Reductions in kilograms per day (ROG, NOx, CO, and PM2.5) =
Annual Emission Reductions in pounds per year/ (2.2 * 365)

Additional Modeling Details and Summary of OCTAM Files

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

- TCA TCM – Previously committed project alternative 2045
  - With the three committed TCA TCM projects (10254, ORA050, & ORA051) coded into the transportation network
- No Build – Removal of previously committed project alternative 2045
  - With the three TCA TCM projects removed

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

Key data fields in the TransCAD Geographic File (TCMBase.DBD and TCMTCARepNB.DBD):
- AB_LN/BA_LN: Number of lanes in the AB/BA directions
- AB_LVOL/BA_LVOL: Post-processed forecast volumes in the AB/BA directions

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

- TCMTCA.zip – TCA TCM
- TCMNoBuild.zip – No Build

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

2045 OCTAM Model Output Summary Statistics for Orange County
Previously Committed versus No Build

	Committed Projects	No Build
Total Population	3,534,620	3,534,620
Household Population	3,488,505	3,488,505
Total Dwelling Units	1,154,416	1,154,416
Employment	1,980,433	1,980,433
Total Vehicle Hours of Delay	465,247	474,375
Daily Vehicle Hours Traveled	2,511,972	2,522,018
Daily Vehicle Miles Traveled	83,745,416	83,743,858
Daily Peak Vehicle Hours Traveled	1,620,755	1,630,908
Daily Peak Vehicle Miles Traveled	47,069,400	47,070,444
Total Person Hours of Delay	634,437	646,885
Daily Person Hours Traveled	3,425,470	3,439,169
Daily Person Miles Traveled	114,200,070	114,197,945
Daily Peak Person Hours Traveled	2,180,856	2,194,518
Daily Peak Person Miles Traveled	63,335,670	63,337,075
Avg. Spd. - Arterials Peak	25.0	25.0
Avg. Spd. - Arterial AM Pk Period	24.2	24.2
Avg. Spd. - Arterial PM Pk Period	25.7	25.6
Avg. Spd. - All Facilities Peak	31.6	31.3
Avg. Spd. - All Facilities - AM Pk Period	30.6	30.3
Avg. Spd. - All Facilities PM Pk Period	32.3	32.1

To: Energy and Environment Committee (EEC)

From: Lorianne Esturas, Assistant Regional Planner
(213) 236-1853, esturas@scag.ca.gov

Subject: SCAG Climate Action Resolution Quarterly Update

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:
On January 7, 2021, the Regional Council (RC) adopted Resolution 21-628-1 affirming a climate change crisis in Southern California and called on SCAG and other local and regional partners to join together to reduce greenhouse gas (GHG) emissions, improve regional resilience, and reduce hazards from a changing climate (the "Resolution"). The RC's action will help to promote climate adaptation, mitigation and resilience in support of the 197 jurisdictions in Southern California and the 19 million residents who call the SCAG region home. This report provides an update on the agency's progress in implementing the Resolution. Quarterly updates will continue to be provided to the Energy and Environment Committee on the agency's progress in addressing Resolution 21-628-1 action steps.

BACKGROUND:
Resolution 21-628-1 calls on SCAG to pursue a number of activities to address climate change in order to strengthen regional resilience. These actions emphasize both adaptation to emerging climate-related hazards, as well as mitigation of GHG emissions to reduce the impacts to the region from a changing climate. Importantly, the RC's direction underscores the need to strengthen partnerships amongst local governments with resources, technical assistance and other support for jurisdictions' climate-related planning initiatives. It also advances several goals, policies, and key connections from Connect SoCal.

Over the last year, SCAG has been working to:

- Develop a *regional resilience framework* to help the region plan and prepare for a changing climate and other potential near- and long-term disruptions to Southern California;
- Initiate a *regional climate planning network* that will provide technical assistance for local climate adaptation and mitigation initiatives;
- Provide *resource support and technical assistance for local jurisdictions* to integrate climate planning in their local planning activities;
- Initiate a *Regional Advanced Mitigation Program (RAMP)* as described in the Connect SoCal Program Environmental Impact Report (PEIR);
- Develop a work plan to advance the *Accelerated Electrification strategy* envisioned in Connect SoCal;
- Evaluate the *economic and job creation benefits of climate adaptation and mitigation* practices for inclusion in regional planning efforts; and
- Develop *climate adaptation and mitigation analysis and strategies for the 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)*.

Additionally, SCAG will continue to develop programs and outreach strategies to support near-term adaptation to address regionally significant vulnerabilities and long-term regional resilience planning.

Recent Initiatives

Regional Resilience: As discussed at the March 2022 Regional Council Meeting, SCAG has proposed establishing a new Resilience and Conservation Subcommittee to dive deeper into policy considerations for Connect SoCal, and advance the direction set in the Resolution on Climate Change Action. This committee will consider opportunities for enhanced conservation and how Connect SoCal can support our communities in adapting to changing conditions or mitigating risks to become more resilient. The Resilience and Conservation Subcommittee will prepare and make recommendations to SCAG Policy Committees on how to address emerging issues within Connect SoCal 2024.

During 2022 and 2023, SCAG will develop a Regional Resilience Framework project as recommended in Connect SoCal, and will assemble a project advisory group to help guide the effort. The foundation for this work is rooted in a cross-departmental Resilience Policy Lab that has been developing the foundations of a "regional resilience framework" to explore pressing issues and potential near- and long-term disruptions to Southern California, such as extreme weather, drought, wildfires, pandemics, earthquakes and economic shocks. The regional resilience framework will consider the potential degree of disruption to the region that could result from land based, atmospheric, public health and geologic natural hazards. To inform the framework, SCAG is completing a baseline Regional Resilience Landscape Analysis to identify the status of resilience planning at the local level, including best practices that can serve as touchpoints for SCAG and local

jurisdictions' future work in resilience. Initial findings from the Landscape analysis and ongoing work on the Regional Resilience Framework will support the new Resilience and Conservation Subcommittee and inform resilience policies and strategies in the 2024 Regional Transportation Plan and Sustainable Communities Strategy ("Connect SoCal"). SCAG anticipates work on the Regional Resilience Framework to begin in Spring 2022.

Climate Planning Network: SCAG staff have been engaging with local jurisdictions, regional climate collaboratives, and other stakeholders to initiate a regional climate planning network that will complement existing regional collaboratives and provide technical assistance for local jurisdictions' climate planning initiatives. These efforts include consensus building exercises, an information hub featuring a framework of effective mitigation strategies for cities and counties to use in climate action plans (CAPs), and a library of model policies that collectively foster climate change mitigation, adaptation, and resilience. Moving this work forward, SCAG has been conducting outreach to inform stakeholders from the region, state, greater nation, and internationally of the recently completed Southern California Regional Climate Adaptation Framework to support local jurisdictions' climate planning work, including a library of model policies and a matrix of climate adaptation strategies and actions that can be utilized by jurisdictions with flexibility to address the specific hazards and potentially impacted infrastructure and community assets in their locales. To share these resources and the challenges faced in Southern California, SCAG staff recently attended the Climate Change Adaptation Lab hosted by the Scottish Government, the Californian State Government, Adaptation Scotland, and European Institute of Innovation and Technology Climate Knowledge and Innovation Community (EIT-Climate-KIC) as part of the COP26 event in November 2021.

This year, SCAG also launched a new resource to help jurisdictions update general plan safety elements and local hazard mitigation plans to address climate adaptation and resilience strategies in compliance with SB 379 (Jackson, 2015). SCAG's SB 379 Compliance Curriculum for Local Jurisdictions was developed with feedback from the Governor's Office of Planning and Research (OPR), and links resources available from local, regional, and state efforts to specific requirements under SB 379. The objective of this guidebook is to reduce the cost and staffing needed for local jurisdictions to be in compliance with the law and effectively plan to reduce the hazards to residents stemming from a changing climate.

To roll out these resources, in June 2021 SCAG partnered with the Los Angeles Regional Collaborative (LARC), Climate Resolve, Southern California Edison, the Los Angeles Chapter of the American Planning Association, and the Malibu Foundation to host a workshop on local climate adaptation planning that provided information, best practices, and other tools for jurisdictions to address climate adaptation and resilience strategies in compliance with SB 379. This event was attended by over 100 stakeholders, including staff from local jurisdictions, utilities, universities,

community-based organizations, and industry professionals. Further, SCAG hosted a meeting of the Climate Adaptation Regional Planning Working Group as well as a Toolbox Tuesday training in June.

Additionally, SCAG joined the Inland Southern California Climate Collaborative (ISC3) in August to collaborate and engage with one of the major Southern California climate networks. SCAG has been connecting and learning from existing climate networks, such as LARC, Central Coast Climate Collaborative (4C), and other regional climate planning networks from and engage with existing regional climate planning networks.

SB379 Technical Assistance Program: To engage with jurisdictions on a one-on-one basis, SCAG launched the *General Plan SB 379 Technical Assistance Program* to walk local staff through available resources and provide hands-on training on available data tools leading up to the January 1, 2022 deadline for SB 379 compliance. SCAG reached out to jurisdictions that expressed interest in receiving SB 379 technical assistance during the June Toolbox Tuesday training, as well as jurisdictions with recently updated Local Hazard Mitigation Plans. From this initial outreach, SCAG held trainings during 2021 for the City of Westminster, City of West Hollywood, City of Camarillo, and City of Fillmore. SCAG has continued to provide technical assistance trainings on a rolling basis beyond the January 1, 2022 deadline.

To further support jurisdictions with SB 379 safety element updates SCAG developed the Climate Risk and Vulnerability Assessment Tool (CRVAT). The CRVAT consolidates climate hazard data and allows users to more easily preview the types of climate hazards a jurisdiction is facing or may face in the future. The tool accompanies the SB 379 Compliance Curriculum for Local Jurisdictions and outlines the SB 379 compliance curriculum steps to conduct a vulnerability assessment, providing publicly available data on climate impacts and vulnerabilities across the SCAG region, and making relevant resources easily accessible, all in a central platform. The *SB 379 Technical Assistance Program* is part of SCAG's Local Information Services Team (LIST), an ongoing program which provides tailored training to assist with General Plan Housing, Safety and Environmental Justice Elements. The LIST program provides one-on-one assistance, helping local jurisdictions leverage SCAG's comprehensive parcel-level land use database and Esri software to advance long range planning.

In these multiple engagements, local jurisdictions have emphasized the need for resources to support climate adaptation and mitigation activities, including identifying funding resources for climate action plans, general plan safety element updates, local hazard mitigation infrastructure financing plans, electric vehicle permitting, urban heat mitigation plans, organic waste reduction plans, wildlife corridor restoration plans, greenway connectivity master plans, among other efforts. SCAG staff have been monitoring emerging regional, state, and federal opportunities to this end and have been working to advance the allocation, distribution, and

expenditure of resources to meet the region's needs. SCAG also provided feedback to the Strategic Growth Council on the implementation of SB 1072's Regional Climate Collaboratives Program.

Regional Advance Mitigation: As the conservation and management of natural and farm lands serves as an important strategy to mitigate climate change-inducing GHG emissions, options for the establishment of Regional Advance Mitigation Program (RAMP) are being explored. Advance mitigation is a science-based approach to identify mitigation opportunities early in the planning process ahead of the design and permitting phases to more effectively address impacts for projects that support reduction of per capita vehicles miles traveled. A RAMP can support long-term management and stewardship of mitigated properties. To support establishment of a RAMP, Connect SoCal's adopted Programmatic Environmental Impact Report (PEIR) includes mitigation measures that call for the establishment of a regional Greenprint, which can serve as a strategic web-based conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands. This type of data-rich tool can help SCAG and other stakeholders to identify priority conservation areas and develop advanced mitigation programs or include them in future transportation measures. To guide development of a Greenprint tool and RAMP, SCAG staff completed stakeholder interviews with each of the region's six county transportation commissions, as well as organizations in the region that have established habitat conservation plans, natural community conservation plans, and multiple species habitat conservation plans. Overall, the RAMP can establish and/or supplement regional conservation and mitigation banks to offset impacts of transportation and other development projects.

On October 7, 2021 SCAG's Regional Council provided further direction for SCAG staff to develop a white paper and work with a five-member advisory task group (ATG) of the Regional Council on establishing a policy framework for advance mitigation in the region to ensure the Greenprint is aligned with policy objectives. The ATG has convened three times since forming in December 2021 at the direction of the Regional Council. At the most recent meeting on February 18, 2022, the ATG heard presentations on the Caltrans regional advance mitigation programs and the draft policy framework for advanced mitigation, including guidance for aligning the SoCal Greenprint and its data layers with related policy objectives. SCAG is conducting outreach to solicit feedback on the draft RAMP Policy Framework to share at the next meeting of the ATG, which is anticipated to be held in April 2022. Meetings of the ATG will comply with the Brown Act and will be open and public. Additional information is available online at: https://scag.ca.gov/sites/main/files/file-attachments/statement-nov17socalgreenprintadvisorytaskforce.pdf?1637300046

Accelerated Electrification: Looking further into opportunities for climate mitigation, staff have been working to advance the Accelerated Electrification strategy adopted in Connect SoCal to

provide a holistic and coordinated approach to decarbonizing or electrifying passenger vehicles, transit, and goods movement vehicles to go beyond benefits achieved through state mandates alone. Staff developed a draft work plan and sought feedback from the EEC and the Transportation Policy Committee in April 2021.

On the passenger vehicle side, staff have continued to partner with the Governor's Office of Business and Economic Development to conduct outreach and provide trainings on permit streamlining for electric vehicle charging infrastructure pursuant to Assembly Bill 1236. Staff held a training for planning directors from the Gateway Cities Council of Governments in July 2021. As part of SCAG's Electric Vehicle Charging Station Study, staff and the consultant team have been holding listening sessions with local jurisdictions to address barriers and opportunities for electric vehicle charging infrastructure, are working to complete a regionwide electric vehicle site suitability analysis, and began to identify potential locations for electric vehicle charging station site evaluations across the study area. Staff will also provide coordination and outreach support on a project that was awarded a Department of Energy grant and led by researchers at UC Irvine to operate a fleet of electric vehicles and study vehicle-to-vehicle communication, vehicle-to-infrastructure communication, traffic flows, and multimodal interactions. Work on the study is anticipated to begin in Summer of 2022.

On the medium- and heavy-duty vehicles side, staff is launching a new SCAG-led regional freight and passenger rail electrification analysis for the SCAG region. Staff is also continuing to work on the Last Mile Freight Program to fund commercial deployment projects targeting zero and near-zero emissions for last mile delivery, including opening another call for applications. Additionally, staff will be conducting a *Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks Study*, anticipated to kick-off in Summer of 2022. To support this work, SCAG received a California Energy Commission (CEC) Research Hub for Electric Technologies in Truck Applications (RHETTA) grant as a sub-recipient to the Electric Power Research Institute (EPRI). This grant was accepted by the Regional Council on Jan 6, 2022, under Resolution # 22-639- 1. More information on the study and resolution can be found online at: https://scag.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2298&Inline=True#page=74.

To further advance transportation electrification and coordinate with partner agencies, staff continues to participate in a Technical Advisory Group to provide input for the Santa Barbara County Association of Governments' Central Coast Zero Emission Vehicle Strategy.

Inclusive Economic Recovery Strategy: The Inclusive Economic Recovery Strategy (IERS) was developed around the three work phases of *listen, convene,* and *catalyze*. It builds on listening sessions and data collection produced between July and December 2020, the Racial Equity Baseline Indicators generated by the SCAG Equity Working Group based on the National Equity Atlas and over twenty focus groups and convenings held between February and April 2021. The post-

pandemic economic recovery will be one that respects the region's workforce and respects our natural resources. As such, the IERS focuses on economic development investments that prepare our region for the worsening impacts of climate change such as drought, wildfires, flash floods, and extreme. The July 2021-adopted IERS makes recommendations for strategies that harness the net economic benefits from climate adaptation and mitigation, both in terms of job creation and for workforce development in transitioning to a greener economy. The IERS also includes recommendations for SCAG to pursue funding resources for infrastructure investments that will better prepare the region to be climate-ready and meet its future resource and safety needs.

With support from Senator Susan Rubio, SCAG was awarded $3.5 M in one-time grant funding through AB 129. The funding is to implement several core recommendations developed in (IERS), which was adopted by the RC on July 1, 2021. The grant funding is being implemented through an agreement with the California Workforce Development Board and the period of performance is 2022 - 2024. This project has five study areas and deliverables: (1) Supporting expansion of the number of, and access to, middle wage jobs, (2) strengthening supply chains and access to contracting opportunities, (3) construction apprenticeships and training, (4) providing regional data, and (5) addressing human capital needs. Staff anticipate work on the project to kick-off in mid-2022. In addition, the State has committed $600 million to develop the Community Economic Resiliency Fund (CERF) program, which is focused on transitioning to a greener economy and green jobs, and transitioning away from reliance on fossil fuels. The IERS implementation work will closely coordinate with subregional efforts to secure CERF funding and implement new programs, further aligning with SCAG's climate resilience efforts.

Looking forward, SCAG staff will continue to provide quarterly updates to the Energy and Environment Committee on the agency's progress in fulfilling the direction of the RC on the completion of activities in Resolution No. 21-628-1.

FISCAL IMPACT:
Work for this effort is funded in SCAG's Fiscal Year 2021-2022 Overall Work Program (OWP) under project 065-4092.01 (Adaptation Analysis).

AGENDA ITEM 4
REPORT

Southern California Association of Governments

April 7, 2022

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

From: Rongsheng Luo, Program Manager II
(213) 236-1994, luo@scag.ca.gov

Subject: Draft 2022 South Coast Air Quality Management Plan (AQMP)

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, AND RC:
Receive and File

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

EXECUTIVE SUMMARY:
Jointly prepared by the South Coast Air Quality Management District (AQMD), the lead agency, the California Air Resources Board (ARB), and SCAG, the Draft 2022 Air Quality Management Plan (AQMP) has been released for public review. Dr. Sarah Rees, South Coast AQMD Deputy Executive Officer, and Ariel Fideldy, ARB South Coast Air Quality Planning Manager, will provide a joint presentation on the Draft 2022 AQMP including the respective major control measures of AQMD and ARB.

BACKGROUND:
Pursuant to the Federal Clean Air Act (CAA), the 2022 Air Quality Management Plan (AQMP) is being prepared to attain the federal 2015 8-hour ozone national ambient air quality standard in the South Coast Air Basin and the Coachella Valley respectively. The 2022 AQMP is being jointly prepared by three responsible agencies: the South Coast Air Quality Management District (AQMD), the lead agency, the California Air Resources Board (ARB), and SCAG. The 2022 AQMP is required to be submitted to the U.S. Environmental Protection Agency (EPA) by August 3, 2022.

As reported previously, SCAG's role in the 2022 AQMP development process includes providing the socio-economic growth forecast and regional transportation demand model output data to the South Coast AQMD for use in estimating and forecasting emission inventories and airshed modeling; and vehicle activity data to the ARB for use in developing on-road emissions. SCAG has provided this data to the respective agencies.

In addition to the technical data, SCAG is also responsible for writing a portion of the 2022 AQMP for the South Coast Air Basin on the region's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Transportation Control Measures (TCMs) as they relate to air quality. The document, commonly referred to as "Appendix IV-C," primarily includes an overview of the adopted Connect SoCal (2020 RTP/SCS); a list of committed TCMs in the South Coast Air Basin that are federally enforceable and subject to timely implementation; and, pursuant to Clean Air Act requirements, an analysis of reasonably available TCMs. As recommended by the EEC in January 2022 and subsequently approved by the RC in February 2022, the Draft Appendix IV-C has been transmitted to the South Coast AQMD for inclusion in the Draft 2022 AQMP for public release in March 2022.

The 2022 AQMP will include an important component relative to regional transportation planning and federal transportation conformity requirements, the motor vehicle emissions budgets, which set an upper limit which on-road transportation activities are permitted to emit. The new emission budgets established as part of the 2022 AQMP process and approved in the final plan will become the functioning emission budgets for transportation conformity for future RTP/SCS, Federal Improvement Program (FTIP), and their amendments post the effectiveness date of the new emission budgets.

Note that additional air quality plans are also being developed by three of the other four local air districts within the SCAG region in collaboration with ARB. These air quality plans also include their respective new motor vehicle emissions budgets that will become the functioning emission budgets for transportation conformity for future RTP/SCS, FTIP, and their amendments post the effectiveness date of the new emission budgets. Staff has been closely participating in and monitoring the various air quality planning efforts throughout the SCAG region and will report on any significant issues to EEC as appropriate.

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

ATTACHMENT(S):
1. PowerPoint Presentation - Draft 2022 AQMP - 1. Overview and AQMD Strategy
2. PowerPoint Presentation - Draft 2022 AQMP - 2. ARB SIP Strategy

DRAFT 2022 AIR QUALITY MANAGEMENT PLAN

SCAG Energy & Environment Committee

April 7, 2022

Sarah Rees, Ph.D.
Deputy Executive Officer
South Coast Air Quality Management District

Background – Air Quality Management Plans

- An Air Quality Management Plan (AQMP) is the region's blueprint on how it will attain air quality standards
- When U.S. EPA revises a National Ambient Air Quality Standard*
  - South Coast AQMD is required to prepare an AQMP if the region does not meet the standard
  - Each plan is prepared for a specific standard and does not address all standards at once
- In 2015, U.S. EPA strengthened the ozone NAAQS from 75 to 70 parts per billion (ppb)
  - EPA does not consider costs when setting health-based standard
- 2022 AQMP focuses on 2015 8-hour ozone standard with attainment year in 2037**

*NAAQS cover ozone, particulate atter, lead, carbon monoxide, sulfur dioxide, and nitrogen dioxide
** State standards also addressed, whereas upcoming deadlines for other standards (e.g., 2023 ozone deadline) not part of this plan

2

Ozone Trends in the South Coast Air Basin*

Legend:
- South Coast Air Basin
- Coachella Valley

1997 8-Hr Ozone Standard (80 ppb)
2008 8-Hr Ozone Standard (75 ppb)
2015 8-Hr Ozone Standard (70 ppb)

Background level of ozone
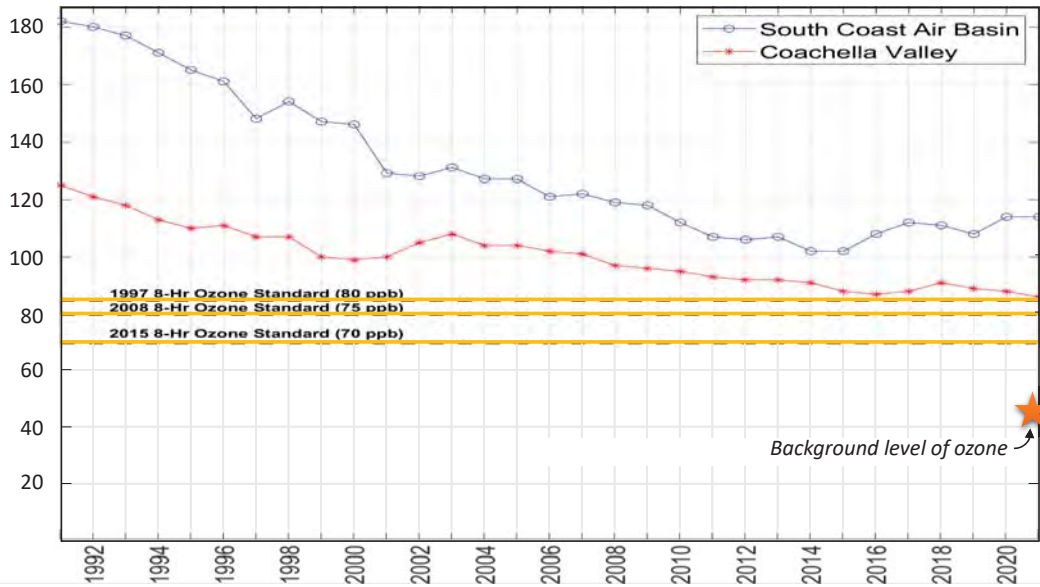
Poor meteorology and complex photochemistry have resulted in recent poor ozone air quality despite on-going emission reductions

Standards allow for some air pollution

* Design values shown,
  Preliminary data for 2021

2022 AQMP Input

Keeping this slide to show SCAG's role for AQMP. Put it a full screen mode. There is a custom animation to highlight SCAG. Little fun in slide!

Public Process/Feedback

South Coast AQMD Control Measures

SCAG Regional Transportation Plan

AQMP

CARB Control Measures

U.S. EPA
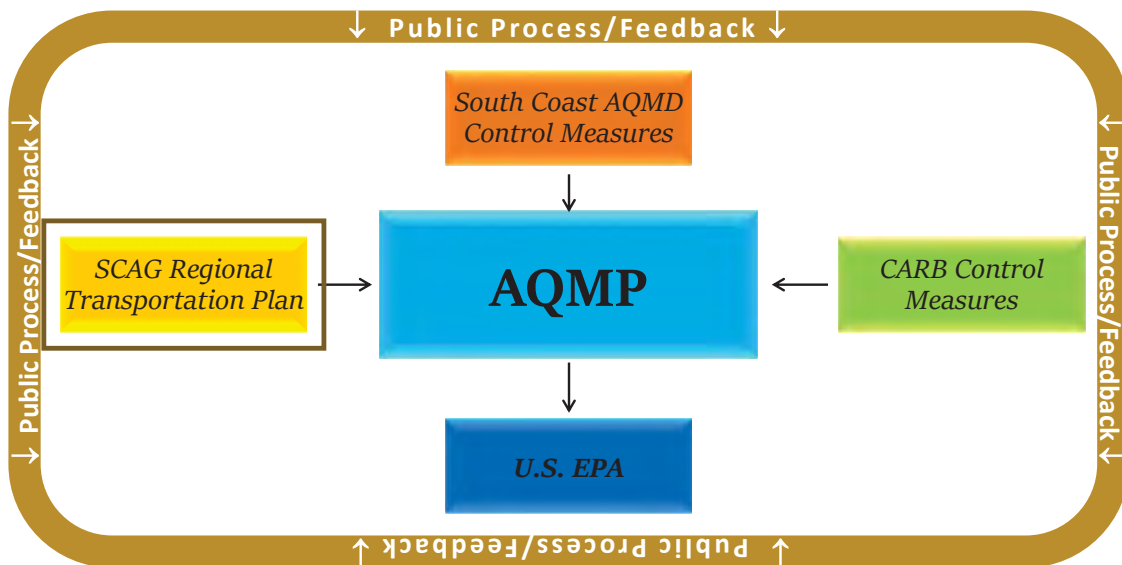
NOx Emissions and Reduction Goals

Basin Total NOx Emissions
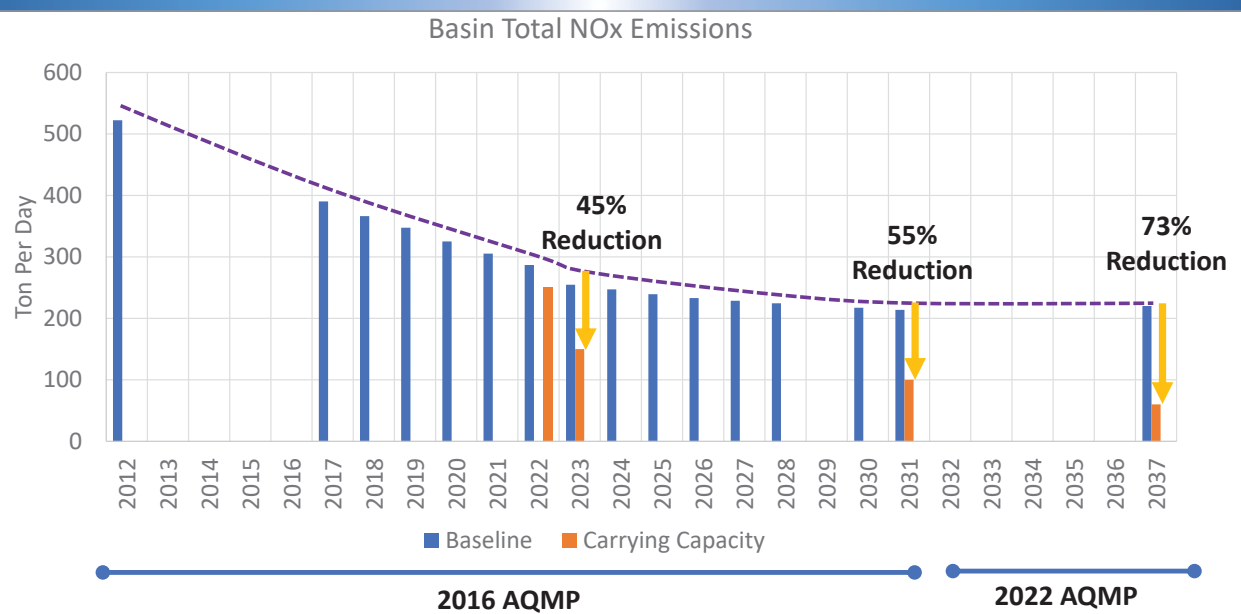
2016 AQMP emissions inventory for 2012 to 2031, and 2022 AQMP preliminary emissions inventory for 2037

NOx Reductions Needed for Attainment

Basin Total NOx Emissions in tons per day

6
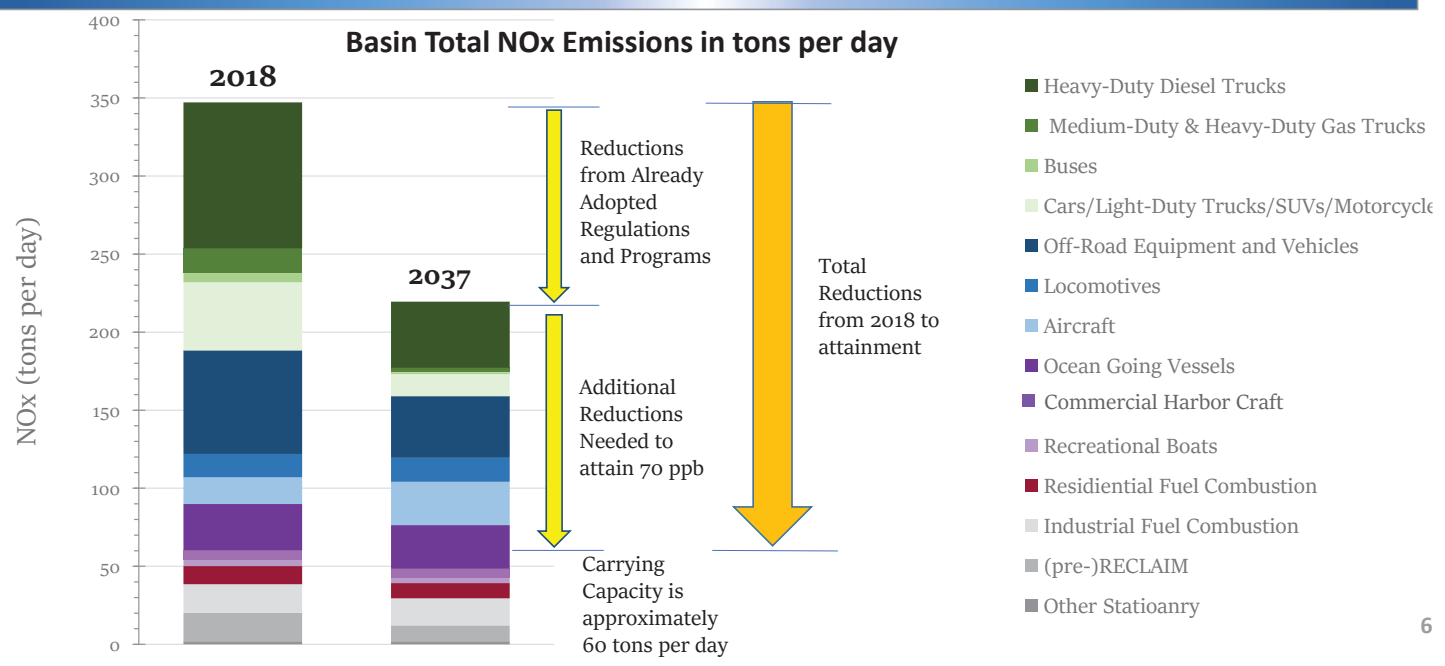
Is Attaining the Ozone Standard in 15 Years Possible?

Attaining this standard is possible, but...

- Will be difficult
- Cannot be achieved alone
- Will be expensive with existing technologies
- Will require flexibility provided by Clean Air Act
  - 'Black Box'

2037

Traditional Air Quality Planning Won't Work

Traditional approach relies on additional _tailpipe/exhaust stack controls_, _new engines technology_, or _fuel improvements_ tailored to individual use cases

Traditional Approach

These traditional approaches on already highly controlled sources cannot achieve additional ~73% reduction in South Coast and must be bypassed wherever possible

8

Key Considerations on a Zero Emissions Approach

What does the pathway look like through time?

Which fuels for which applications?

How can this be made most affordable?

- **Ensures adoption at scale, and available equitably**

Anticipated Key Issues

Large Magnitude of Emission Reductions

- Amount needed from Stationary & Mobile measures, Federal & State measures

Transition to Zero Emissions

- Infrastructure (grid, hydrogen, reliability, affordability)
- Fuels pathway given earlier attainment dates for other standards

Building Electrification

- Coordination with other agencies

Federal and International Sources

- Approximately 1/3 of the 2037 baseline emissions inventory is regulated primarily under federal and international jurisdiction, with limited authority for CARB/South Coast AQMD
  - Ships, aircraft, locomotives, etc
- Cannot assign responsibility to federal government to reduce emissions, even from federal sources
- Attainment is not possible without significant reductions from these sources
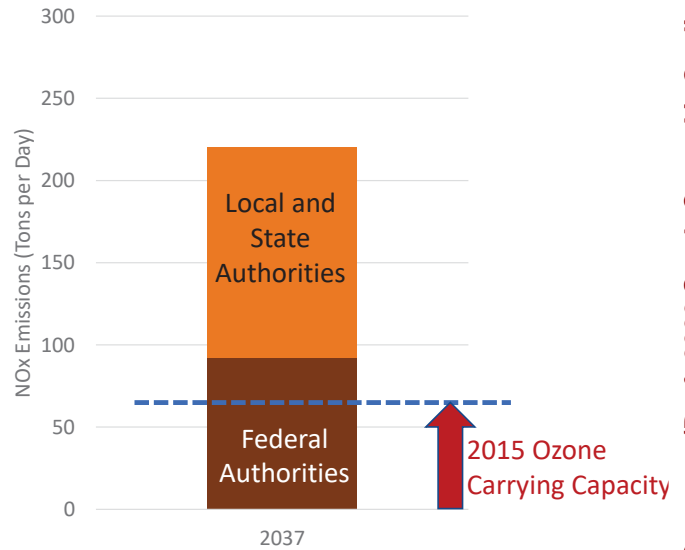
11

Overview of Draft Stationery and Area Sources Control Strategy

- Residential combustion:
  - A combination of zero-emission and other low-NOx technology approaches
  - 2037 Goal: ~70 percent reduction
- Commercial combustion
  - A combination of zero-emission, near-zero, and other NOx combustion reduction technology approaches
  - 2037 Goal: ~70 percent reduction
- Large Combustion Equipment
  - Focus on traditional source-specific and industry-specific command and control rules
  - 2037 Goal: ~ 37 percent reduction from commercial combustion equipment

2037 NOx Baseline Emissions

Commercial Combustion 14 tons/day

Large Combustion 15.3 tons/day

Residential Combustion 9.8 tons/day
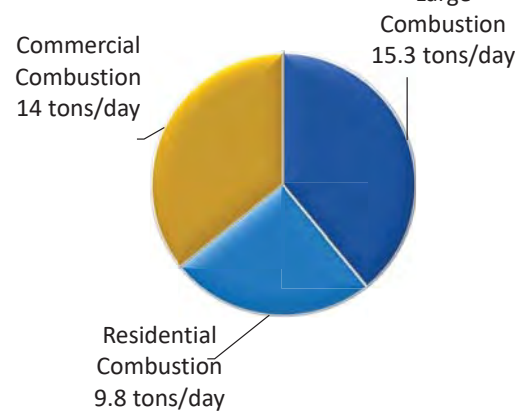
Total NOx: 39 Tons/Day

Overview of Draft South Coast AQMD Mobile Source Control Strategy

Facility Based Mobile Source Measures	Emission Reductions from Incentive Program	Partnership with local, state, federal and international entities

Summary of Potential Approach to Reducing NOx by Major Source Category

Chart legend:
- Reduction from Incentives
- 2037 Remaining Emissions
- Potential Reductions from Draft 2022 AQMP and Draft 2022 SIP strategy

Categories: Point and Area*, On-Road Mobile, Off-Road Mobile, OGVs, Aircraft

Percentages: 57%, 76%, 63%, 80%

Y-axis: Emissions (tons per day)
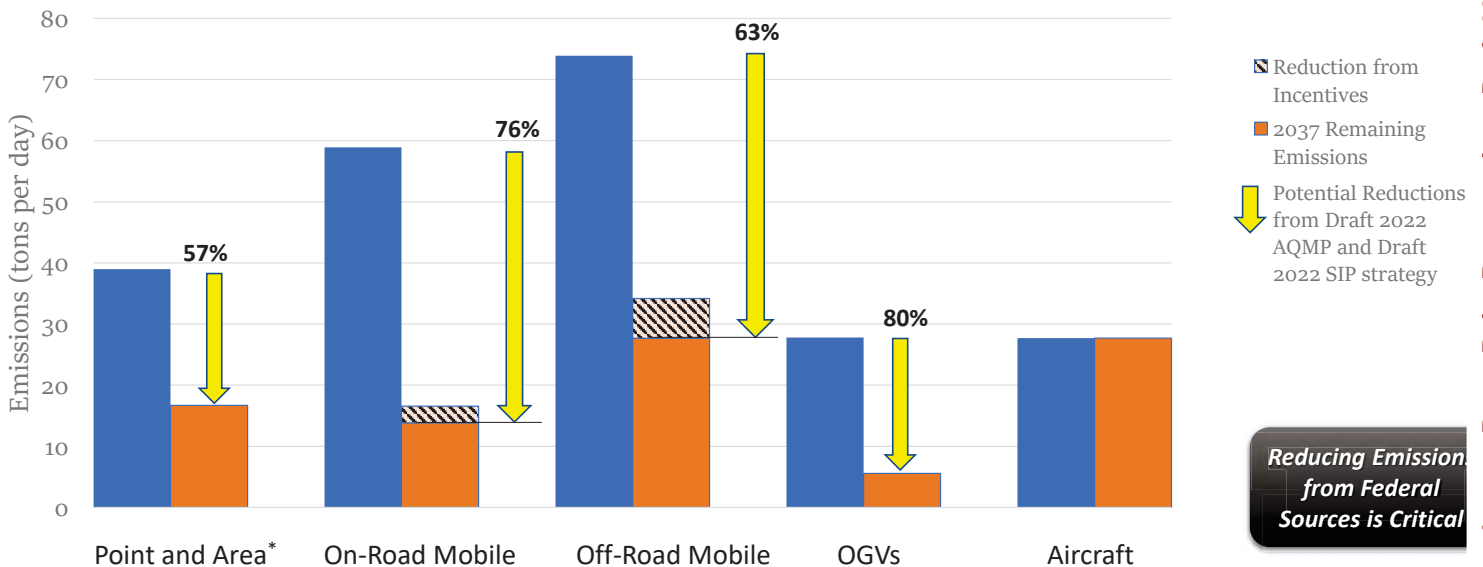
Reducing Emissions from Federal Sources is Critical

*Some incentives also anticipated for area sources, but not yet defined

Outreach

'Standard' Comprehensive AQMP Outreach

Additional Critical Outreach
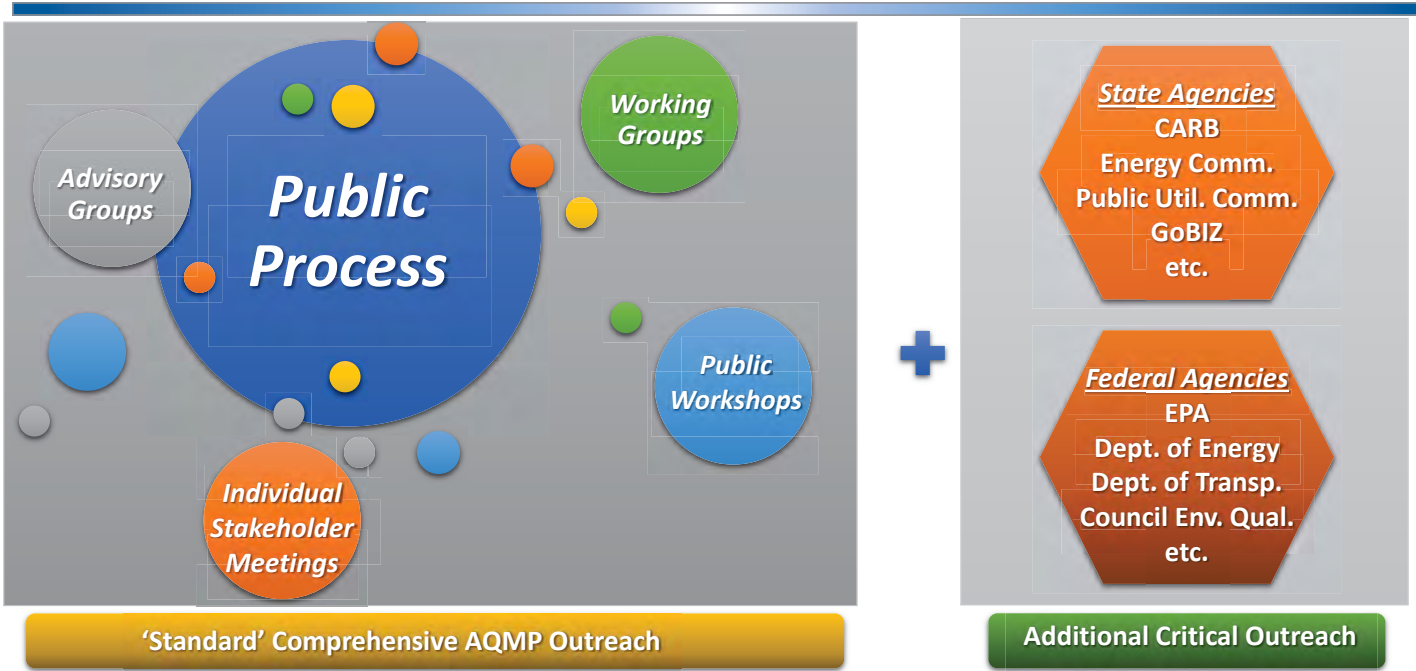
Coachella Valley

- Designated as "Severe" nonattainment for the 2015 8-hour ozone standard with attainment year 2032
- Coachella Valley's ozone attainment depends on emission reductions placed in the South Coast Air Basin
- South Coast Air Basin's attainment has measures subject to CAA Section 182(e)(5), which is allowed only in an extreme nonattainment area
- It is likely necessary to bump-up Coachella Valley to "extreme" with attainment in 2037
- Coachella Valley is already "extreme" nonattainment for the 1997 8-hour ozone standard (80ppb)

Next Steps

Draft AQMP
March 2022

Regional Public Workshops
April 2022

Draft Final AQMP
May to June 2022

Regional Hearings
Summer 2022

South Coast AQMD Board
Summer to Fall 2022

CARB Board
Summer to Fall 2022

U.S. EPA
– 18 months after submission

Attachment: PowerPoint Presentation - Draft 2022 AQMP - 1. Overview and AQMD Strategy (Draft 2022 South Coast Air Quality Management

Packet Pg. 59

2022 State SIP Strategy

SCAG Energy & Environment Committee
April 7, 2022

Ariel Fideldy, Manager, South Coast Air Quality Planning Section

1

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70 ppb Challenge Across the State

- U.S. EPA revised the 8-hour ozone standard to 70 ppb in 2015
- 19 nonattainment areas in California
  - Attainment years 2020-2037
- 10 areas must submit SIPs
- South Coast most challenging, but other areas will also need commitments
- SIPs due August 2022
- Continue to identify and implement measures for 75 and 80 ppb

70 ppb 8-Hour Ozone Nonattainment Areas

Legend
Air Basin
County
8-Hr O3 Classification
Marginal (Rural Transport)
Marginal
Moderate
Serious
Severe-15
Extreme

CARB

2

Attainment Plans and 2022 State SIP Strategy

District Measures	Federal Actions Needed

CARB Measures

Attainment Plan (SIP)

Transportation Planning Agency Activity & Actions

CARB
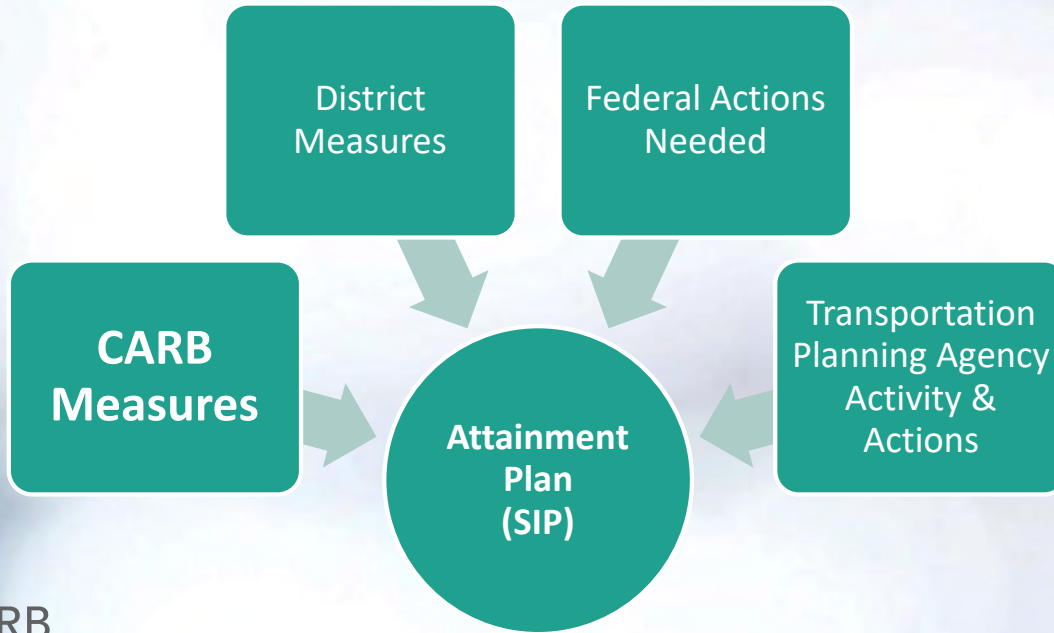
2022 State SIP Strategy

- Draft Released on January 31, 2022
- Unprecedented variety of new measures to reduce emissions using all mechanisms available
- Level of action is necessary to meet all air quality standards and protect public health
- Drives pace and scale of CARB rulemakings
- Prioritizes near-term reductions for earlier SIP deadlines

Draft
2022 State Strategy for the State
Implementation Plan
January 31, 2022

CALIFORNIA
AIR RESOURCES BOARD

CARB
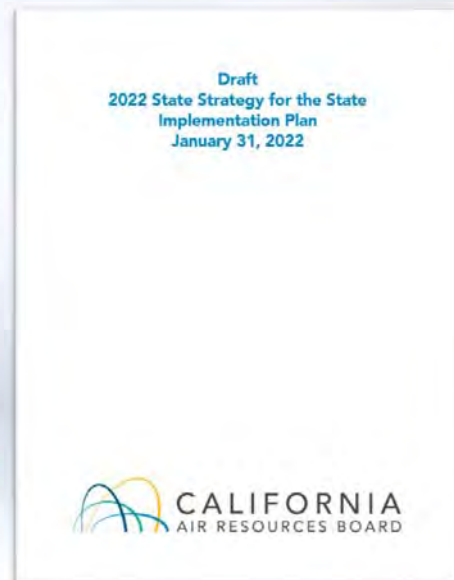
Proposed 2022 State SIP Strategy Measures

On-Road

- Advanced Clean Fleets Regulation
- Zero-Emission Trucks
- On-Road Motorcycle New Emissions Standards
- Clean Miles Standard*
- Enhanced Regional Emission Analysis in State Implementation Plans

Off-Road

- Tier 5 Off-Road Engine Standard
- Amendments to In-Use Diesel-Fueled Fleets Regulation
- Zero-Emission TRU Part II
- Commercial Harbor craft
- Cargo Handling Equipment
- Off-Road Zero-Emission Targeted Manufacturer Rule
- Clean Off-Road Fleet Recognition Program
- Spark-Ignition Marine Engine Standards

Primarily Federally-Regulated

- In-Use Loco Regulation
- Future Measures for Aviation Emissions Reductions
- Future Measures for OGV Emissions Reductions

Other

- Consumer Products
- Zero-Emission Standard for Space and Water Heaters

CARB   *Already adopted by Board

On-Road Heavy-Duty

- **Advanced Clean Fleets Regulation**
  - ZE requirements for heavy-duty fleets
  - Adoption: 2023, Implementation beginning: 2023
- **Zero-Emission Trucks Measure**
  - Exploring new methods to target the replacement of older trucks and accelerate transition to ZEV, beyond ACT/ACF
  - Adoption/Implementation: TBD

CARB

On-Road Light-Duty

- **Advanced Clean Cars II** (2016 SSS measure)
  - Manufacturer ZE sales requirements for LDV
  - Adoption: 2022, Implementation beginning: 2026
- **On-Road Motorcycles New Emissions Standards**
  - More stringent exhaust/evap standards & ZE sales threshold
  - Adoption: 2022, Implementation beginning: 2024
- **Clean Miles Standard Regulation** (Adopted 2021)
  - ZE requirements for transportation network companies
  - Implementation beginning: 2023
- **Enhanced Regional Emission Analysis in SIPs**
  - Exploring options to facilitate reductions in VMT – update MVEB development process, RACM support, update CMAQ guidance
  - Development/Implementation: TBD

CARB

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Federal Action is Critical

California-Regulated Sources: Cars, Trucks, & Equipment

Reductions from California Sources:
>70% as of 2020
>85% by 2037

Primarily Federally Regulated Source Emissions Surpassed CA Source Emissions in 2020, & will be Double CA Source Emissions by 2030

Primarily Federally-Regulated Sources: Interstate Trucks, Planes, Trains, & Ships

Statewide Mobile Source NOx Emissions (tpd)

2000, 1500, 1000, 500, 0

2000, 2005, 2010, 2015, 2020, 2025, 2030, 2035, 2040

CARB

Source: CARB, CEPAM 2019 SIP - Standard Emission Tool (v1.03), https://ww2.arb.ca.gov/applications/cepam2019v103-standard-emission-tool

8

Federal Actions Needed

On-Road Heavy-Duty Vehicles
- Low-NOx Engine Standards
- Zero-Emission Engine Standards

Off-Road Equipment
- Tier V Standards
- Zero-Emission Standards Where Feasible

Locomotives
- More Stringent National Emission Standards
- Zero-Emissions Standards for Switcher
- Address Remanufacturing Loophole

Ocean-Going Vessels
- More Stringent NOx and PM Standards Requirements
- Cleaner Fuel and Visit Requirements

Aviation
- More Stringent Engine Standards
- Cleaner Fuel and Visit Requirements
- Zero-Emission Airport On Ground Support Requirements

CARB

9

CARB NOx Strategy Benefits
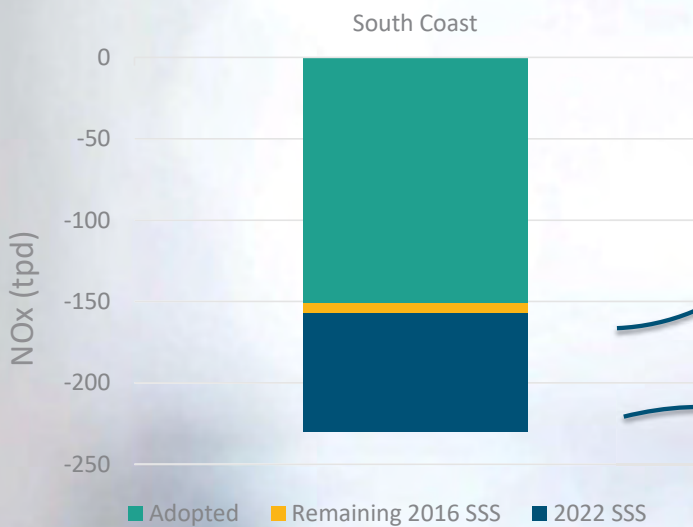
Total NOx Reductions in 2037

Legend: Adopted, Remaining 2016 SSS, 2022 SSS

2022 SSS Reductions in 2037

Legend: On-Road, Off-Road, Buildings, Locomotive, Federal Action

CARB

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Public Process & Next Steps

| July 2021: Public Workshop | Summer 2021: Stakeholder Meetings | Oct 2021: Release 2022 State SIP Strategy Draft Measures, 2nd Public Workshop | Oct/Nov 2021: Participated in SJVAPCD & SCAQMD Control Measure Workshops | January 2022: Release Draft 2022 State SIP Strategy | February 2022: 3rd Public Workshop | February 2022: Informational Update CARB Board Hearing | Summer 2022: Board Consideration of 2022 SSS & District SIPs |

CARB

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Contact Us!

- Austin Hicks, Air Pollution Specialist
  Austin.Hicks@arb.ca.gov
- Ariel Fideldy, Manager
  Ariel.Fideldy@arb.ca.gov
- General SIP Questions: SIPplanning@arb.ca.gov

https://ww2.arb.ca.gov/resources/documents/2022-state-strategy-state-implementation-plan-2022-state-sip-strategy

CARB

Southern California Association of Governments

April 7, 2022

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Community Economic & Human Development Committee (CEHD) Energy & Environment Committee (EEC) Transportation Committee (TC) Regional Council (RC)	*Kome Ajise*
From:	Anita Au, Senior Regional Planner (213) 236-1874, au@scag.ca.gov	
Subject:	Equity Analysis Approach (formerly Environmental Justice Analysis)	

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, and RC:
Receive and File

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

EXECUTIVE SUMMARY:
In July 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021, outlining goals, strategies, and actions to advance its commitments. SCAG's Environmental Justice (EJ) Program focuses on public outreach, engagement, early and meaningful participation of EJ communities in the decision--making process, and equal and fair access to a healthy environment with the goal of protecting people of color and low-income communities from incurring disproportionately adverse environmental impacts as required by Title VI, EO 12898 and California Government Code Section 11135. The Energy and Environment Committee sets the policy direction for SCAG's EJ Program and plays a central role in advancing two of the primary goals of the EAP which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG's regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.

This staff report and presentation provide a preview of SCAG's approach for Connect SoCal 2024's Equity Analysis (formerly Environmental Justice Analysis). The proposed approach is grounded in best practices and aims to meaningfully evaluate inequities in the region and strategies for addressing the resulting issues.

BACKGROUND:

In July 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021, outlining goals, strategies, and actions to advance its commitments. SCAG's Environmental Justice (EJ) Program, which is guided by the policy direction of the Energy and Environment Committee, plays a central role in advancing two of the primary goals of the EAP which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG's regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.

SCAG EJ Program focuses on public outreach, engagement, early and meaningful participation of EJ communities in the decision-making process, and equal and fair access to a healthy environment with the goal of protecting people of color and low-income communities from incurring disproportionately adverse environmental impacts. For background, the consideration of EJ in the transportation process stems from Title VI of the Civil Rights Act of 1964,[1] and was further enhanced by Executive Order 12898[2] (1994) which established the need for transportation agencies to disclose to the general public the benefits and burdens of proposed projects on people of color and low-income populations. Executive Order 12898 amplified Title VI by providing protections based on income in addition to race and ordered all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects. As a Metropolitan Planning Organization (MPO) that receives federal funding, SCAG is required to conduct early and meaningful outreach to EJ communities and develop an EJ analysis for its regional transportation plans. In addition to federal requirements, SCAG must also comply with California Government Code Section 11135,[3] which mandates fair treatment of all individuals for all state-funded programs and activities.

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[1] Title VI states that "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

[2] Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994. https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf

[3] California Government Code Section 11135 states "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state."

In an effort to further improve upon the next EJ analysis for Connect SoCal 2024, staff conducted a literature review of EJ methodologies from MPOs throughout the nation. Methodologies were reviewed and analyzed for potentially relevant performance metrics and innovative approaches. In addition to evaluating peer agency EJ methodologies, staff are also coordinating and communicating with stakeholders at the federal and state levels to ensure equity efforts are aligned. More specifically, staff are evaluating the Council on Environmental Quality's Climate and Economic Justice Screening Tool,[4] which has been developed to support federal agencies in identifying communities that are marginalized, underserved, and overburdened by pollution. The current version is still undergoing refinement, but currently provides socioeconomic, environmental, and climate information to inform decisions that may affect these communities. Staff are also in communications with Caltrans staff regarding the agency's forthcoming tool, the Equity Index, which aims to identify communities that are underserved and/or burdened by transportation using environmental, accessibility, and socioeconomic indicators. Because these federal and state tools may be used for future funding programs to prioritize projects in underserved communities, staff want to ensure alignment with the region's approach. SCAG already considers California Environmental Protection Agency's SB 535 Disadvantaged Communities in its analyses. Ultimately SCAG's approach for Connect SoCal 2024 will be grounded in best practices from extensive research and continued communication with many stakeholders.

REFINED APPROACH:

As a planning organization, understanding the disparities that result from geography are central to SCAG's work to plan for a more equitable future. SCAG's long-range plan has long included an EJ analysis that evaluates current conditions and the consequences of the region's transportation projects on people of color and low-income households, as statutorily required. The analysis has also evaluated impacts on other vulnerable populations like older adults, young children, households without vehicles, people with disabilities, people with limited English proficiency, and more. Because SCAG's analysis encompasses more than just environmental justice, staff is recommending developing a more robust equity analysis for Connect SoCal 2024. This evolved approach is described in more detail below. It is important to note that the statutory requirements would continue to be addressed with this shift.

Revisiting Populations and Communities

Language and terms are intricately connected to equity and representation and are evolving. The tables below provide an overview of the proposed changes to the populations and communities considered for the equity analysis. SCAG has long utilized the names of indicators from existing terminology utilized in their original data sources. However, the terminology does not always represent current best practice, and in some cases, may be offensive, triggering, or erasing to some communities. Thus, within SCAG's equity analysis terminology will be updated to reflect current

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[4] Climate and Economic Justice Screening Tool: https://screeningtool.geoplatform.gov/en/

best practice, such as renaming minority populations to people of color and renaming Non-English Speakers to Individuals with Limited English Proficiency. Staff will also update the poverty threshold for low-income households. Finally, the previous three communities, Environmental Justice Areas, SB 535 Disadvantaged Communities, and Communities of Concern, will be incorporated into one community, Prioritized Equity Populations and Areas (PEPA). This adjusted approach is described in more detail below.

In summary, two populations groups, people of color and low-income households, and one community, PEPA, will be considered for the Connect SoCal 2024 Equity Analysis.

PROPOSED CHANGES FOR CONNECT SOCAL 2024 EQUITY ANALYSIS	
Populations	
Minority Populations	Renamed to People of Color
Low-Income Households	Updated with base year poverty threshold and incorporating one income level analysis
Other Populations (Young Children, Older Adults, Disabled, Non-English Speakers, Households w/o High School Diploma, Foreign Born, Zero-Vehicle Households)	Incorporated in Prioritized Equity Populations and Areas (PEPA)
Communities	
Environmental Justice Areas	Incorporated in Prioritized Equity Populations and Areas (PEPA)
SB535 Disadvantaged Communities	
Communities of Concern	

Defining Prioritized Equity Populations and Areas (PEPA)
Staff are proposing that Prioritized Equity Populations and Areas, or PEPA, be comprised of 10 categories, including: groups that are statutorily required for the equity analysis like People of Color, Low-Income Households, groups that were previously used in EJ analyses like Older Adults, People with Disabilities, People with Limited English Proficiency, Zero-Vehicle Households, People without a High School Diploma, Disadvantaged Communities, and groups that have become increasingly relevant and important to SCAG initiatives like Female-Headed Households, and Rent-Burdened Households.

Staff are proposing that PEPAs be determined using two methods:
(1) Census tracts that have an above average regional concentration of BOTH low-income households and people of color; and
(2) Census tracts that have an above average regional concentration of low-income households or people of color AND have above average regional concentrations of four or more of the eight remaining categories listed above (Older Adults, People with Disabilities, People with

Limited English Proficiency, Zero-Vehicle Households, People without a High School Diploma, Disadvantaged Communities, Female-Headed Households, and Rent-Burdened Households).

Incorporating Equity into Analysis
In addition to streamlining and consolidating the populations and communities utilized for the equity analysis, staff are also considering other methods of incorporating equity into the analysis. Staff is proposing to add analysis of race and ethnicity where available to align with SCAG's existing equity efforts. Staff also intend to expand on the demographic trends section and include more existing conditions data that align with SCAG's Racial Equity Baseline Conditions Report to provide more context to the equity analysis. Young children, a population previously included in EJ analyses, but not included in PEPA, will be more fully incorporated into the expanded demographic trends section and certain equity performance indicators that tend to pose significant impacts like air quality. Young children are also considered in under the SB 535 Disadvantaged Communities criteria. Similarly, the foreign-born population was also previously included in EJ analyses and not included in PEPA but will be included in the expanded demographic trends section, because impacts of these individuals are addressed by considering individuals with limited English proficiency.

Next Steps
Staff is seeking input from the Energy and Environment Committee on this evolved approach and the shift to a more robust equity analysis. Staff has conducted extensive internal outreach with subject matter experts and will continue to seek input from external stakeholders to ensure the proposed methodology is inclusive of EJ and equity concerns and accurately reflect SCAG initiatives. Staff will return to the Energy and Environment Committee to present on the proposed Equity Performance Indicators and will continue to return to the Committee to provide updates on the Connect SoCal 2024 Equity Analysis. The table provided below provides a forecast of updates to the Committee.

Proposed Date	Topic	Description
June 2022	Equity Analysis Performance Indicators	Discuss proposed indicators (informed by the updated Equity Analysis)
July 2022	Racial Equity Baseline Conditions Update	Share updated baseline conditions information
September/ October 2022	Equity in Action Presentation	Seek dynamic and engaging speakers from agencies doing innovative work on equity to educate and inspire other jurisdictions
November 2022	Equity Analysis Update	Status update and highlight a major issue area (TBD)
March 2023	Equity Analysis Update	Status update and highlight a major issue area (TBD)

April/June 2023	Equity in Action Presentation	Seek dynamic and engaging speakers from agencies doing innovative work on equity to educate and inspire other jurisdictions
July/August 2023	Equity Analysis Update	Status update and highlight a major issue area (TBD)
October 2023	Equity Analysis Update: Report Release (Tentative)	

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2021-2022 Overall Work Program (020. 0161.06: Environmental Justice Outreach and Policy Coordination).

ATTACHMENT(S):

1. PowerPoint Presentation - Equity Analysis Approach

Equity Analysis Approach (Formerly EJ Analysis)
Connect SoCal 2024

Anita Au, Senior Regional Planner

Energy & Environment Committee

April 7, 2022

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SCAG
INNOVATING FOR A BETTER TOMORROW

Statutory Requirement

Federal

Title VI of the Civil Rights Act of 1964

- "…race, color or national origin…"

Executive Order 12898 (1994)

- "…minority populations and low-income populations…"

State

California Government Code Section 11135

- "…race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability…"

EJ Research

- **Conducted** extensive research
  - Reviewed 20 MPO EJ Methodologies

- **Grounded** in best practices

Federal and State Equity Efforts

- **Aligned** with Federal and State equity efforts

CEQ's Climate and Economic Justice Screening Tool

Caltrans Equity Index

OEHHA's CalEnviroScreen

2024 Equity Analysis

Environmental Justice Analysis → Equity Analysis

Incorporate Equity in Analysis

Enhance and Consolidate Performance Indicators

Incorporate Equity into Analysis

EQUITY

Title VI	Environmental Justice	Other FHWA & FTA Groups
• Race • Color • National Origin	• Low Income • Minority	• Sex/Gender • Disability • Age • LEP

2020 EJ Analysis Populations and Communities

Minority Populations
- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

Low-Income Households
- Family of three earning less than $19,105 in 2016
- By Poverty Levels
- By Quintiles

Other Populations
- Young Children
- Seniors
- Disabled/Mobility Limited
- Non-English Speakers
- w/o High School Diploma
- Foreign Born
- Zero-Vehicle Households

P O P U L A T I O N S

Environmental Justice Areas
- Transportation Analysis Zones (TAZs) (similar to census track block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole

SB 535 Disadvantaged Communities
- Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DAC based on the requirements set forth in SB 535, which sought to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution

Communities of Concern
- Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population **and** low-income households

C O M M U N I T I E S

2024 Equity Analysis Populations and Communities

Minority Populations
- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

→ Renamed to People of Color

Low-Income Households
- Family of three earning less than $19,105 in 2016
- By Poverty Levels
- By Quintiles

→ Updated with base year poverty threshold and incorporating one income level analysis

Other Populations
- Young Children
- Seniors
- Disabled/Mobility Limited
- Non-English Speakers
- w/o High School Diploma
- Foreign Born
- Zero-Vehicle Households

→ Incorporated in Prioritized Equity Populations and Areas (PEPA)

P O P U L A T I O N S

2024 Equity Analysis Populations and Communities

Environmental Justice Areas
- Transportation Analysis Zones (TAZs) (similar to census track block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole

→ Incorporated in Prioritized Equity Populations and Areas (PEPA)

SB 535 Disadvantaged Communities
- Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DAC based on the requirements set forth in SB 535, which sought to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution

→ Incorporated in Prioritized Equity Populations and Areas (PEPA)

Communities of Concern
- Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population **and** low-income households

→ Incorporated in Prioritized Equity Populations and Areas (PEPA)

C O M M U N T I E S

2024 Equity Analysis Populations and Communities

People of Color
- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

Low-Income Households
- Base Year Federal Poverty Level
- Analysis By Quintiles

Prioritized Equity Populations and Areas (PEPA)
- Census tracts that have a concentration of BOTH low-income households and people of color
- Census tracts that have a concentration of either low-income households or people of color AND 4 or more of the 8 additional criteria.

P O P U L A T I O N S

C O M M U N I T I E S

2024 Prioritized Equity Populations and Areas (PEPA)

STATUTORILY REQUIRED
- People of Color
- Low-Income Households

PREVIOUSLY ANALYZED
- Older Adults (Previously Seniors)
- People with Disabilities
- People with Limited English Proficiency
- Zero-Vehicle Households
- People without a High School Diploma
- Disadvantaged Communities

NEW
- Female-Headed Households
- Rent-Burdened Households

2024 Prioritized Equity Populations and Areas (PEPA)

Census tracts that have a concentration of **BOTH** low-income households and people of color

Census tracts that have a concentration of either low-income households or people of color **AND** 4 or more of the 8 additional criteria.

AND
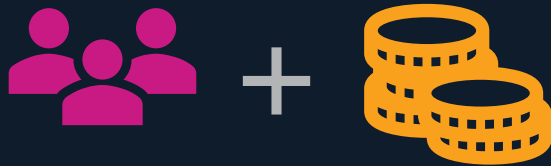
Incorporate Equity into Analysis

Add Analysis of Race/Ethnicity (when available)

Expand Demographic Trends (Baseline Conditions)

Add More Existing Conditions Data

Next Steps

Equity Analysis Performance Indicators	Racial Equity Baseline Conditions Update	Equity in Action Presentation	Equity Analysis Update
June 2022	July 2022	September/ October 2022	November 2022

March 2023	April/ June 2023	July/ August 2023	October 2023
Equity Analysis Update	Equity in Action Presentation	Equity Analysis Update	Equity Analysis Update: Report Release

Thank you!

Anita Au, Senior Regional Planner

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Southern California Association of Governments

April 7, 2022

To:	Community Economic & Human Development Committee (CEHD)	**EXECUTIVE DIRECTOR'S APPROVAL**
	Energy & Environment Committee (EEC)	
	Transportation Committee (TC)	
	Regional Council (RC)	*Kome Ajise*
From:	Courtney Aguirre, Program Manager II	
	(213) 236-1990, aguirre@scag.ca.gov	
Subject:	Racial Equity Early Action Plan – FY22 Progress Report	

RECOMMENDED ACTION:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, AND RC:
Receive and File

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

EXECUTIVE SUMMARY:
In July 2020 SCAG's Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG's response to advancing equity. The Committee met on a quarterly basis starting in September 2020 and concluding in March 2021, culminating in the development of an early action plan. In May 2021, the Regional Council adopted the Racial Equity Action Plan (EAP), and since then, SCAG staff have made significant progress on implementing actions included within the plan. This is a report on SCAG's progress on advancing equity across the region.

BACKGROUND:
On July 2, 2020, SCAG's Regional Council adopted Resolution No. 20-623-2, affirming its commitment to meaningfully advance justice, equity, diversity, and inclusion, and declaring its intent to end racial and social disparities internal to the agency, strengthen the way it engages and convenes to protect and expand community voice and power, and work in partnership with others to close the gap of racial injustice and better serve the region's Black, Indigenous, and People of

Color. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG's response to advancing social justice throughout the agency's activities and advise the Regional Council on policies and practices. The Committee met on a quarterly basis starting in September 2020 and concluding in March 2021, culminating in the development of an early action plan.

The Racial Equity Early Action Plan (EAP) was grounded in SCAG's working definition of equity that led with race as a focal point in addressing the pervasive and deep inequities faced by people of color across the region. The EAP included overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities. The plan's goals included:

- Shifting the Organizational Culture;
- Centering Racial Equity in Regional Policy & Planning;
- Encouraging Racial Equity in Local Planning Practices; and
- Activating and Amplifying SCAG and others' commitment to advancing equity.

Each of these goals was meant to be advanced through a focus on the following strategies:

- Listen & Learn: Develop a shared understanding of our history of discrimination and the structural barriers that continue to perpetuate the inequities experienced today;
- Engage & Co-Power: Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities; and
- Integrate & Institutionalize: Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change.

IMPLEMENTATION:
The EAP included a total of 29 actions fairly evenly split across all the goals and strategies. Progress on all actions is reported in Attachment 1. A selection of actions is highlighted below, along with a handful of new actions that were not originally accounted for that have been initiated and have secured support from the Regional Council. As noted at the time of adoption, the EAP is anticipated to continue to be a "living document," with opportunities to identify new actions over time.

Shifting the Organizational Culture

Develop an Inclusion, Diversity, Equity, and Awareness (IDEA) Education and Training Program
SCAG's Human Resources Division recently secured consultant support for equity-related work, including education and training, developing a baseline assessment report of SCAG's current organizational practices; and assessing the level of inclusion, diversity, and equity awareness and competency to identify opportunities for improvement and priorities.

Prepare an Inclusive and Equitable Talent Management Strategy
SCAG's Human Resources Division initiated new practices to further embed diversity, equity, inclusion, and accessibility within the recruitment process. Specifically, SCAG's job posting template was revamped to emphasize minimum qualifications over ideal qualities, and all candidates who meet the minimum qualifications of a position are sent over for subject matter expert review. Interview rating materials have been updated with a numerical rating scale to provide more objectivity in the interview assessment process, and the interview panel views a video on bias mitigation in the interview process. The descriptions of the competencies for which candidates are evaluated as well as the interview questions SCAG uses have been updated to reflect more inclusive and diverse verbiage. SCAG is also supporting accessibility throughout the interview process by conducting remote interviews and copying and pasting interview questions into the chat function of the virtual meeting for candidates to reference as they respond to the interview questions.

Centering Racial Equity in Regional Policy & Planning

Update Public Participation Plan
SCAG updated its Public Participation Plan to include several goals and strategies to ensure the agency's communications are looked at through an equity framework whenever possible. As a part of a more equitable outreach and engagement approach, SCAG intends to seek the support of Community-Based Organizations to target specific populations and areas of the region as it develops its next long-range plan, Connect SoCal 2024.

Prepare Annual Racial Equity Indicators Report
In 2021, SCAG released a baseline assessment of racial equity in Southern California. The report highlighted past transportation and housing policies and practices that yielded the inequitable conditions that exist today and provided an assessment of existing disparities and inequities. SCAG staff anticipate sharing an updated report this summer once updated data becomes available.

Restorative Justice Subcommittee (new)
As a part of the proposed Connect SoCal Policy Development Framework, SCAG will be convening a set of special subcommittees to consider emerging issues. One of the subcommittees will focus on Restorative Justice. This subcommittee will identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG's Environmental Justice communities.

Encouraging Racial Equity in Local Planning Practices

Call for Collaboration

Last year the Regional Council voted to approve $1 million of SCAG's REAP 1.0 grant funding to establish the Call for Collaboration partnership program with the intent to support new partnership models and engage a wider range of stakeholders to advance the region's housing goals. SCAG partnered with the California Community Foundation (CCF), joined by the Irvine Foundation, Chan Zuckerberg Initiative, and other funding partners for this program. The program was designed to fund community-based organizations and non-profit led activities that result in action-oriented planning policies and programs demonstrating a nexus to accelerating housing production. This collaboration fosters diverse community-driven approaches and strategic coalitions to shape and execute a vision for more housing in every community while addressing historic racial inequities.

CCF and SCAG procured a technical assistance provider, to be funded by the foundation partners, to support the grant program awardees in their planning activities. CCF released the Request for Proposals for the grant program on January 19, 2021, offering funding in two categories:

- **Partnership Programs:** Awards of up to $125,000 to support the expansion and/or implementation of existing plans, initiatives, and/or partnerships that promote equitable growth strategies.
- **Spark Grants:** Smaller, capacity-building grants of around $50,000 (1) to seed new models of collaboration and engagement to support community-driven approaches and partnerships that promote equitable growth strategies.

The grant program was oversubscribed by four (4) times, and fifteen (15) awards were made totaling $1.25 million. These awards were made to a range of non-profit and community-based organizations covering five of SCAG's six counties. Through its partner, CCF, awardees are now in grant agreements and implementing their grant-funded work. The period of performance is 18-months from execution of the grant agreement.

Economic Empowerment Program (new)
Recent restructuring within SCAG's Planning Division have created an opportunity to form a new Economic Empowerment Program. SCAG is in the process of recruiting and hiring staff for the new team, which will include a department manager with shared responsibilities for Housing and Economic Empowerment, as well as, a senior planner and associate regional planner dedicated to Economic Empowerment. The team will oversee several EAP action items to build capacity to incorporate equity into local planning including the implementation of Sustainable Communities Program Call 4 efforts (projects focused on Civic Engagement, Equity, and Environmental Justice) as well as the Public Health Fellows program.

Activating and Amplifying

Develop an Excellence in Equity Annual Award Program

SCAG's Sustainability Awards Program now includes an equity category to highlight projects that advance equity and facilitate the growth of healthy, livable, sustainable, and economically resilient communities. SCAG anticipates issuing the first award at the Regional Conference in May.

Inclusive Economic Growth Implementation Program (new)
The Inclusive Economic Recovery Strategy (IERS) was developed through a rigorous public outreach Following adoption of the Inclusive Economic Recovery Strategy in July 2021, SCAG was awarded $3.5 million in State funding to implement IERS core recommendations. This work is anticipated to kick off in mid-2022. Deliverables will include: a targeted analysis of the economic impacts of racial inequities in income; the creation of a job-quality index; reports and recommendations on best practices for more inclusive procurement and contracting; recommendations for best practices on project labor agreements, construction, and development; and sub-regional reports on sectors with family-supporting jobs combined with addressing the human capital needs for households to access those jobs (such as childcare, transportation, training). The grant funding is structured to fund community-based partners that can ground-truth the research and findings with the lived experiences of targeted communities.

NEXT STEPS:
SCAG staff will continue to take steps to implement the EAP and share periodic updates with the EEC and other policy committees to ensure progress and accountability. New actions that are underway that have secured approval from the Regional Council will be incorporated into an updated EAP.

FISCAL IMPACT:
Funding for staff work associated with this item is included under various projects and programs in the FY 2021-22 Overall Work Program.

ATTACHMENT(S):
1. PowerPoint Presentation - Racial Equity Early Action Plan – Progress Report
2. Racial Equity Early Action Plan – FY22 Progress Report Table

SCAG's Equity Efforts
Racial Equity Early Action Plan – Progress Report

Energy & Environment Committee

April 7, 2022

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SCAG's Commitment to Equity & Social Justice

- July 2020 - SCAG Board adopted resolution

- Sept. 2020 – Established Special Committee on Equity & Social Justice

- Focused on:
  - SCAG's response to advancing equity across agency's activities

  - Advising SCAG's Regional Council on policies and practices

SEPT. 2020
- SCAG Overview and Work Program
- Committee Purpose
- Defining Equity
- Special Presentation on Transportation Inequities from Mr. Charles Brown of Equitable Cities: "Arrested Mobility"

NOV. 2020
- Regional Equity Discussion
- SCAG Activities:
  - Defining Equity
  - Equity Inventory
  - Diversity, Equity, & Inclusion (DEI) Work Plan
  - Public Participation Plan

JAN. 2021
- Draft Racial Equity Framework & Early Action Plan
- Inclusive Economic Recovery Strategy – Work Plan & Draft Framework

MAR. 2021
- Early Action Plan
- Final Recommendatio[ns]

Equity Framework & Early Action Plan

- Early Action Plan critical for ensuring work advances and endures

- Early Action Plan included:
    - Definition of equity
    - Equity goals and strategies
    - Early actions

Racial Equity Framework: Goals & Strategies

GOALS

Shift Organizational Culture
Focus SCAG's internal work and practices on inclusion, diversity, equity, and awareness.

Center Racial Equity in Regional Planning & Policy
Bring equity into SCAG's regional planning functions.

Encourage Racial Equity in Local Planning Practices
Promote racial equity in efforts involving local elected officials and planning professionals.

Activate & Amplify
Communicate broadly SCAG's commitment to racial equity and join with others in different fields and sectors to amplify impact.

STRATEGIES

Listen & Learn
Develop a shared understanding of our history of discrimination and the structural barriers that continue to perpetuate the inequities experienced today.

Engage & Co-Power
Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities.

Integrate & Institutionalize
Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change. Advancing Racial Equity in Southern California.

Racial Equity Early Action Plan

Shifting the Organizational Culture

Inclusion, Diversity, Equity, and Awareness (IDEA) Education and Training Program

Inclusive and Equitable Talent Management Strategy

Update SCAG's Strategic Plan to incorporate an equity vision and goals

Centering Racial Equity in Regional Policy & Planning

Updated Public Participation Plan

Regional Equity Working Group

Connect SoCal 2024 – Equity Analysis

Restorative Justice Subcommittee (new)

Encouraging Racial Equity in Local Planning Practices

Resources for CBO engagement:
Call for Collaboration, *Go Human* Mini-Grants

Toolbox Tuesday Trainings

Economic Empowerment Program (new)

Activating and Amplifying

Develop an Excellence in Equity Annual Award Program

Planning University for Community-Based Organizations and Stakeholders

Inclusive Economic Growth Implementation Program (new)

Next Steps

SCAG staff implements the Racial Equity Early Action Plan

Regional Council receives periodic updates on implementation

Thank you!

Questions?

Courtney Aguirre, Program Manager
aguirre@scag.ca.gov

www.scag.ca.gov

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Shift Organizational Culture	Develop an Inclusion, Diversity, Equity, and Awareness (IDEA) Education and Training Program.	In-Progress	Secured consultant support for equity-related work, including education and training, developing a baseline assessment report of SCAG's current organizational practices; and assessing the level of inclusion, diversity, and equity awareness and competency to identify opportunities for improvement and priorities.
Shift Organizational Culture	Conduct an externally led racial equity audit to further inform equity actions.	In-Progress	Strategic Plan Consultant is being onboarded and will be discussing the scope and timing.
Shift Organizational Culture	Establish an IDEA Team to oversee and update EAP.	Completed	The IDEA team, consisting of 17 cross-functional SCAG team members, underwent a foundational knowledge workshop series titled "IDEA Foundations," where a shared language of DEI principles was established. With both the addition of a DEI Principal Management Analyst position in HR, and the execution of a contract between a DEI consultant firm in Spring, the IDEA team will reconvene to continue working toward shifting the organizational culture.
Shift Organizational Culture	Assess and align procurement policies with diversity goals.	In-Progress	The Regional Council authorized staff to include the project budget within a Request for Proposal (RFP) when including the project budget is deemed by staff to be in the best interest of SCAG. Service providers will consider the best use of their limited staffing resources when deciding whether to respond to RFP's, and the evaluation of the adequacy of project funding is a key consideration. Small, woman, DVBE and minority owned businesses are more likely to face the challenge of limited staffing resources, thus RFPs that do not provide project budget information may disproportionately disincentivize or prohibit these service providers from bidding.
Shift Organizational Culture	Create an Equity Planning Resource Group to share best practices.	Completed	SCAG has established an Equity Planning Resource Group that is currently focused on developing an equity toolkit to help institutionalize equity in the Planning Division, and the group has also developed an equity resource guide to support local jurisdictions as they take on advancing equity.
Shift Organizational Culture	Develop a Diversity Style Guide on standards for communication.	In-Progress	Public Affairs will work with HR to incorporate an Equity Style Guide into DEI Consultant work.

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Shift Organizational Culture	Update SCAG's Strategic Plan to incorporate an equity vision and goals to guide agency work plans.	Planned	Consultant is being on-boarded and the first task order being developed will include DEI components.
Shift Organizational Culture	Prepare an Inclusive and Equitable Talent Management Strategy.	In-Progress	SCAG HR initiated new practices to further embed diversity, equity, inclusion, and accessibility within the recruitment process. SCAG's job posting template was revamped to emphasize minimum qualifications over ideal qualities, and all candidates who meet the minimum qualifications of a position are sent over for subject matter expert review. Interview rating materials have been updated with a numerical rating scale to provide more objectivity in the interview assessment process, and the interview panel views a video on bias mitigation in the interview process. The descriptions of the competencies for which candidates are evaluated as well as the interview questions SCAG uses have been updated to reflect more inclusive and diverse verbiage. SCAG is also supporting accessibility throughout the interview process by conducting remote interviews and copying and pasting interview questions into the chat function of the virtual meeting for candidates to reference as they respond to the interview questions.
Center Racial Equity in Regional Policy & Planning	Offer equity training for Board members, including as part of Board Orientation.	In-Progress	SCAG's equity efforts are incorporated into New Member Orientation presentations and onboarding materials. Resources from GARE and other publications will be shared with members. A formal training program will be proposed to Human Resources as part of their DEI Consultant initiatives.
Center Racial Equity in Regional Policy & Planning	Include Equity Assessment section in Staff Reports.	Planned	An equity section based on the forthcoming equity vision and goals incorporated in SCAG's Strategic Plan is anticipated to be added to the staff report template in MinuteTraq. Evaluating a date when it will become effective (requires advance staff training).
Center Racial Equity in Regional Policy & Planning	Prepare Annual Racial Equity Indicators Report.	In-Progress	In 2021, SCAG staff developed a baseline assessment of racial equity in Southern California. The report highlighted past transportation and housing policies and practices that yielded the inequitable conditions that exist today and provided an assessment of existing disparities and inequities. SCAG staff anticipate sharing an updated report this summer.

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Center Racial Equity in Regional Policy & Planning	Increase opportunity for participation in Policy Committees; Formalize Committee equity roles.	Completed	Coinciding with the adoption of the Racial Equity Early Action Plan, last May SCAG's Bylaws were amended to expand Policy Committee membership to include Communities of Concern representatives to create a more inclusive governance structure.
Center Racial Equity in Regional Policy & Planning	Update Public Participation Plan.	Completed	SCAG updated the Public Participation Plan to include several goals and strategies to ensure SCAG's communications are looked at through an equity framework whenever possible. The Regional Council will consider approving the document at its April meeting.
Center Racial Equity in Regional Policy & Planning	Form Regional Policy Working Group dedicated to Equity.	Completed	Quarterly, SCAG staff convenes a Regional Equity Working Group to engage stakeholders on SCAG's equity-focused regional and local planning activities as well as uplift efforts across the region to advance equity in land-use and transportation planning.
Center Racial Equity in Regional Policy & Planning	Develop equity goals, policies, and metrics as part of Connect SoCal update.	In-Progress	SCAG staff are currently researching and developing Connect SoCal equity-oriented goals and performance measures, and reevaluating the plan's environmental justice analysis by shifting to an equity analysis to further align with SCAG's equity efforts.
Center Racial Equity in Regional Policy & Planning	Explore developing Research Program with University Partners.	Planned	SCAG staff are currently developing a proposal for a University Collaboration rooted in equity to create more opportunities for participatory and collaboratively applied research projects with university partners. SCAG staff are also currently working with UC Davis on a COVID and associated travel behavior study that includes analysis of impacts on high need populations.
Center Racial Equity in Regional Policy & Planning	Form a Restorative Justice Subcommittee to inform work on Connect SoCal (**new**).	Planned	This subcommittee will identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG's Environmental Justice communities.

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Support data requests, create tools for information sharing.	In-Progress	SCAG staff are currently conducting outreach to local jurisdictions in the region, including those that are low-resourced and located in Disadvantaged Communities, to introduce the available tools and resources in the Regional Data Platform (RDP). One of the immediate benefits of the RDP is a set of complementary ArcGIS licenses, which could support jurisdictions with planning activities like Housing Element updates. The Local Information Services Team (LIST) at SCAG are ready to provide technical assistance upon request.
Encourage Racial Equity in Local Planning	Expand Toolbox Tuesday trainings to include sessions on racial equity.	Completed	On a quarterly basis, SCAG hosts equity-focused Toolbox Tuesday trainings for practitioners. To-date, SCAG has held three trainings on the following topics: developing equity baseline conditions reports, conducting equitable engagement, and developing and utilizing equity tools.
Encourage Racial Equity in Local Planning	Provide elected officials with fact sheets and tools to promote racial equity.	In-Progress	SCAG's equity efforts are incorporated into New Member Orientation presentations and onboarding materials. Resources from GARE and other publications will be shared with members.
Encourage Racial Equity in Local Planning	Provide resources for CBO engagement in Local Planning - e.g., Call for Collaboration, Go Human Mini-Grants.	In-Progress	In the past year, SCAG issued a Call for Collaboration in partnership with three foundations. SCAG provided $1 million of its REAP 1.0 funding to develop a program that provided capacity-building technical assistance and grants to non-profits and CBOs. Fifteen organizations were invited to engage in land use planning efforts that support the acceleration of housing production, with an emphasis on ensuring principles of equity are included in planning processes, new funding programs, and policies. The Go Human Safety Strategies contract is anticipated to kickoff this spring. The contract includes resources for CBO engagement. The Go Human Mini Grants Call for Applications is also anticipated in spring 2022.
Encourage Racial Equity in Local Planning	Build planning capacity in low-resourced jurisdictions by providing staff support - e.g., Civic Sparks, Public Health Fellows.	In-Progress	SCAG is currently funding Public Health & Policy Fellows in a variety of jurisdictions, including Eastvale, Fontana, Los Angeles, Montclair, and Riverside. SCAG staff are exploring grant funding options for next fiscal year, including possible REAP 2021 funding.

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Refine equity goals and evaluation criteria used in Sustainable Communities Program (SCP).	In-Progress	Throughout three Calls for Applications completed in 2020/2021, SCAG prioritized equity criteria in the project evaluation and program goals. Specifically, the evaluation criteria required applicants to discuss anti-displacement strategies for all projects, and discuss how projects will engage community-based partners and the most impacted communities, including non-English speaking populations. The program goals point to prioritizing disadvantaged communities in alignment with SCAG's resolution on race and equity. Additionally, staff developed an Equity Tool to prioritize outreach to high need areas based on a series of data-driven equity indicators and past funding SCP, to target communities with the highest need and those who historically have not received SCP funding.
Encourage Racial Equity in Local Planning	Provide resources through the Sustainable Communities Program to promote Environmental Justice.	Planned	Developing SCP Call 4, Civic Engagement, Equity and Environmental Justice, to support the goals and implementation of the Racial Equity Early Action Plan. Through strategic funding set-asides, this program, SCAG will prioritize resources in historically disinvested areas and communities most impacted by adverse public health outcomes and air quality impacts. This program will catalyze planning activities to support GHG and VMT reduction, advance equity and environmental justice, and provide needed funding to communities with the highest need.
Encourage Racial Equity in Local Planning	Identify opportunities to incorporate equity analysis in development of 2023 Federal Transportation Improvement Program (FTIP).	In-Progress	Based on the adopted FTIP Guidelines, County Transportation Commissions are encouraged to consider equity in developing their respective County TIPs, which could be in the form of an equity statement or consideration of equity in project selection. Once SCAG is in receipt of the County TIPs, staff will prepare a regional equity statement to be included in the Final FTIP. This document will identify/quantify investments in non-auto modes, particularly transit and active transportation, given that Disadvantaged Communities or Communities of Concern tend to have low levels of auto ownership and therefore greater dependence on non-auto modes.

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Form Economic Empowerment Program (**new**).	In-Progress	SCAG is in the process of recruiting and hiring staff for the new team, which will include a department manager, senior planner, and associate regional planner. The team will oversee the Sustainable Communities Program Call 4 efforts (projects focused on Civic Engagement, Equity, and Environmental Justice) as well as the Public Health Fellows program.
Activate & Amplify	Collaborate on a public information campaign to promote fair housing, reduce segregation.	Planned	SCAG designated funding for the development of a community outreach and advertising campaign with the goals of creating positive associations with housing development and housing-supportive land use policies. This effort will be modeled on the success of SCAG's Go Human campaign. Staff began to research several similar, active efforts, and found that the Chan Zuckerberg Initiative (CZI) has been working with a marketing and branding firm on a market segmentation analysis, identifying core values associated with housing development. CZI is currently testing various slogans developed based on the outcomes of the market research. SCAG staff is proposing to coordinate with CZI and other partners (foundations, community based and municipal) to use these market-tested slogans and develop and launch the campaign materials and toolkits.
Activate & Amplify	Strengthen relationships with other MPOs.	In-Progress	On a bimonthly basis, SCAG works with others to convene an MPO Equity Working Group to discuss current equity efforts, challenges, and best practices. The past year's meetings have focused on performance measures, partnering with community-based organizations, environmental justice analysis, and equity tools. SCAG also participates in the California Association of Councils of Governments Big MPO + Caltrans meetings to discuss experiences advancing equity and share resources.
Activate & Amplify	Explore opportunities to partner to establish a "Planning University" for Community-Based Organizations & Stakeholders.	In-Progress	"Planning University" concepts have been incorporated into the scope development for the Connect SoCal 2024 public and stakeholder engagement consultant, including establishing a Pre-Plan Development phase to build interest and capacity for stakeholders to meaningfully participate in the regional and local decision-making processes that shape their communities.

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Activate & Amplify	Develop an Excellence in Equity Annual Award Program.	Completed	SCAG's Sustainability Awards Program now includes an equity category to highlight projects that advance equity and facilitate the growth of healthy, livable, sustainable, and economically resilient communities.
Activate & Amplify	Develop Inclusive Economic Recovery Strategy.	Completed	The Inclusive Economic Recovery Strategy (IERS) was developed through a rigorous public outreach and engagement process, including 20 convenings with stakeholders from the private, public, and government sectors. The resulting Inclusive Economic Recovery Strategy Report and recommendations were adopted by the Regional Council on July 1, 2021.
Activate & Amplify	Inclusive Economic Growth Implementation Program (**new**).	Planned	Following adoption of the Inclusive Economic Recovery Strategy in July 2021, SCAG was awarded $3.5 million in State funding to implement IERS core recommendations. This work is anticipated to kick off in mid-2022.

Southern California Association of Governments

April 7, 2022

To: Community Economic & Human Development Committee (CEHD)	**EXECUTIVE DIRECTOR'S APPROVAL**
Energy & Environment Committee (EEC)	
Transportation Committee (TC)	
From: Sarah Dominguez, Program Manager II	*Kome Ajise*
(213) 236-1918, dominguezs@scag.ca.gov	
Subject: Policy Development Framework for Connect SoCal 2024	

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

BACKGROUND:

What is Connect SoCal 2024?
SCAG prepares a long-range RTP/SCS every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable growth.

SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by

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

Connect SoCal 2024: Status Update

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

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

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Phases of Connect SoCal 2024 Development

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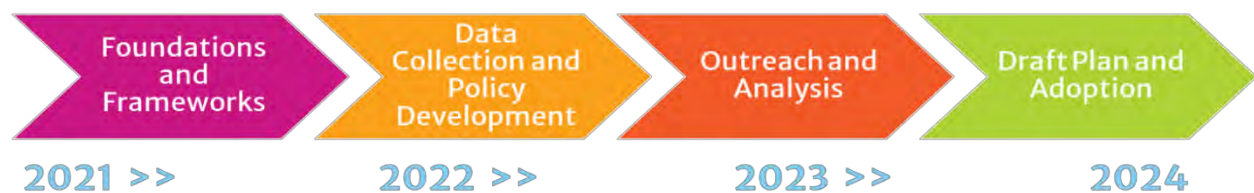
Policy Development Framework for Connect SoCal 2024

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

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

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

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

Next Steps
SCAG staff will incorporate feedback and input from each Policy Committee into a revised Policy Development Framework before seeking a recommendation for adoption by the EAC and RC in June 2022.

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

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

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

ATTACHMENT(S):

1. CSC24_PolicyDevelopmentFramework
2. PowerPoint Presentation - Policy Development Framework

Draft Policy Development Framework for Connect SoCal 2024

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

DRAFT PLAN VISION AND GOALS

In January 2022, staff began engaging with stakeholders through the Regional Planning Working Groups on the draft Goals & Vision for Connect SoCal 2024.

The draft Vision is meant to capture what we want the region to be by 2050 and is supported by four draft Goals, each centered around a key theme (Mobility, Communities, the Environment, and the Economy). These goals will each be further defined by supporting sub-Goals. In addition, staff aim to integrate overarching through lines of Equity and Resilience across the goals.

DRAFT VISION STATEMENT

Option 1: A healthy, equitable and resilient region that works together to plan effectively for the challenges of tomorrow.

Option 2: A healthy, accessible and connected region for a more resilient and equitable future.

DRAFT GOALS

Mobility: Build and maintain a robust transportation network.

- Support investments that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality and minimize greenhouse gas emissions.
- Ensure reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high need communities.
- Support planning for people of all ages, abilities, and backgrounds.

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

- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.

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

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

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

- Improve access to jobs and educational resources.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.

After engaging with stakeholders to add to, edit, and modify the above draft statements, staff will bring these draft Vision and Goals concurrently to each Policy Committees in June 2022 alongside draft plan Performance Measures.

POLICY PRIORITIES

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

CORE VISION

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

- Sustainable Development
- System Preservation & Resilience
- Demand & System Management

- Transit Backbone
- Complete Streets
- Goods Movement

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

KEY CONNECTIONS

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

- Smart Cities & Job Centers
- Housing Supportive Infrastructure
- Go Zones

- Accelerated Electrification
- Shared Mobility & Mobility as A Service (MaaS)

2

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

EMERGING ISSUES

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

Equity

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

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

Resilience

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

Economy

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

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

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

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[1] https://scag.ca.gov/sites/main/files/file-attachments/rc070220agn01.pdf?1602368143
[2] https://scag.ca.gov/sites/main/files/file-attachments/rc050621fullpacket.pdf#page=91
[3] https://scag.ca.gov/sites/main/files/file-attachments/rc010721fullpacket.pdf#page=12
[4] https://scag.ca.gov/sites/main/files/file-attachments/rc070121fullpacket.pdf#page=13
[5] https://scag.ca.gov/sites/main/files/file-attachments/rc020421fullpacket.pdf#page=13

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

POLICY DEVELOPMENT: LEADERSHIP & OUTLOOK

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

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

MAIN POLICY COMMITTEES

TRANSPORTATION COMMITTEE	COMMUNITY, ECONOMIC, HUMAN DEVELOPMENT COMMITTEE	ENERGY AND ENVIRONMENT COMMITTEE
Core Vision		
• System Preservation & Resilience • Demand & System Management • Transit Backbone • Complete Streets • Goods Movement	• Sustainable Development	• Sustainable Development
Key Connections		
• Go Zones • Shared Mobility & MaaS • Smart Cities & Job Centers	• Smart Cities & Job Centers • Housing Supportive Infrastructure	• Accelerated Electrification
		Environmental Compliance
		• PEIR • Transportation Conformity • Environmental Justice • SB 375 Technical Methodology

JOINT POLICY COMMITTEE

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

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

SPECIAL CONNECT SOCAL 2024 SUB-COMMITTEES

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

These three sub-committees will be comprised of members from each county as well as select non-voting members representing business or civic leaders with unique and valuable perspective on the given sub-committee focus area.

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

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

5

Policy Development Framework

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

April 7, 2021

www.scag.ca.gov

Policy Development Framework Overview

- **Draft Vision and Goals**
  - Mobility, Communities, Environment, Economy

- **Policy Priorities**
  - Core Vision
  - Key Connections
  - Emerging Issues

- **Policy Development:** Leadership & Outlook

Draft Connect SoCal 2024 Vision and Goals

- **Vision Statement** to capture what we want the region to be

- Four simplified Goals
  - Themes: **Mobility**, **Communities**, **Environment**, and **Economy**
  - Further defined through sub-goals

- Overarching through lines to integrate into the 2024 cycle: **Equity** and **Resilience**

Policy Priorities

CORE VISION

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

KEY CONNECTIONS

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

EMERGING ISSUES

- Equity
- Resilience
- Economy

Policy Development: Leadership & Outlook

TRANSPORTATION COMMITTEE	COMMUNITY, ECONOMIC, HUMAN DEV COMMITTEE	ENERGY & ENVIRONMENT COMMITTEE

CORE VISION

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

- Sustainable Development

- Sustainable Development

KEY CONNECTIONS

- Smart Cities & Job Centers
- Shared Mobility & Mobility as a Service (MaaS)
- Go Zones

- Smart Cities & Job Centers
- Housing Supportive Infrastructure

- Accelerated Electrification

ENVIRONMENTAL COMPLIANCE

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

Transportation Committee

CORE VISION	KEY CONNECTIONS

CORE VISION

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

KEY CONNECTIONS

- Smart Cities & Job Centers
- Shared Mobility & Mobility as a Service (MaaS)
- Go Zones

Community, Economic, Human Development Committee

CORE VISION

- Sustainable Development

KEY CONNECTIONS

- Smart Cities & Job Centers
- Housing Supportive Infrastructure

Energy and Environment Committee

SCAG

CORE VISION

- Sustainable Development

KEY CONNECTIONS

- Accelerated Electrification

ENVIRONMENTAL COMPLIANCE

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

Special Connect SoCal 2024 Sub-Committees

NEXT GENERATION INFRASTRUCTURE

PURPOSE

Build on the recommendations for the Inclusive Economic Recovery Strategy to identify ways Connect SoCal can ensure opportunities for all; and explore solutions for making the most of existing infrastructure to maintain and improve levels of service such as through innovations in Broadband and System Demand Management.

RESILIENCE & CONSERVATION

PURPOSE

Advance the direction set in the SCAG Regional Council Resolution on Climate Change Action to consider opportunities for enhanced conservation and how can Connect SoCal support our communities in adapting to changing conditions or mitigating risks to become more resilient.

RESTORATIVE JUSTICE

PURPOSE

Identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how our planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG's environmental justice communities.

CONNECT SoCal

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SCAG
INNOVATING FOR A BETTER TOMORROW

Attachment: PowerPoint Presentation - Policy Development Framework (Policy Development Framework for Connect SoCal 2024)

Packet Pg. 111