



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

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Ray Marquez, Chino Hills

MEETING OF THE

TRANSPORTATION
COMMITTEE

**Members of the Public are Welcome to Attend
In-Person & Remotely**

**Thursday, April 6, 2023
9:30 a.m. – 11:30 a.m.**

To Attend In-Person:

**SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/253270430>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 253 270 430**

PUBLIC ADVISORY

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 Attending the Meeting

SCAG is providing multiple options to attend the meeting:

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017. The meeting will take place in the Regional Council Room on the 17th floor starting at 9:30 a.m.

To Attend on Your Computer

1. Click the following link: <https://scag.zoom.us/j/253270430>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 253 270 430**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

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Instructions for Participating and Public Comments

You may participate and submit public comments in three (3) ways:

1. **In Writing**: Submit written comments via email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, April 5, 2023 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 5, 2023 will be announced and included as part of the official record of the meeting.
2. **Remotely**: 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. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.
3. **In-Person**: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda. 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.

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

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TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p>Elizabeth Becerra Victorville - City Hall 14343 Civic Drive Conference Room A Victorville, CA 92392</p>	<p>Brian S. Berkson Jurupa Valley - City Hall 8930 Limonite Avenue City Council Chamber Jurupa Valley, CA 92509</p>	<p>Ross Chun Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>
<p>Andrew Do County Conference Room 425 West Santa Ana Boulevard Rooms 104/106 Santa Ana, CA 92701</p>	<p>Darrell Dorris Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p>	<p>James Gazeley Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717</p>
<p>Jason Gibbs Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Room Santa Clarita, CA 91355</p>	<p>Brian Goodell Mission Viejo – City Hall 200 Civic Center, 2nd Floor Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Laura Hernandez Ramada by Wyndam Jacksonville Hotel 3130 Hartley Road Jacksonville, Florida 32257</p>
<p>Fred Jung Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832</p>	<p>Trish Kelley Mission Viejo – City Hall 200 Civic Center, 2nd Floor Serenata Conference Room Mission Viejo, CA 92691</p>	<p>Linda Krupa Hemet - City Hall 445 E Florida Avenue Sister City Conference Room Hemet, CA 92543</p>
<p>Richard Loa Palmdale - City Hall 38300 Sierra Highway, Suite A Palmdale, CA 93550</p>	<p>Ken Mann Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p>	<p>Steve Manos Lake Elsinore - City Hall 130 South Main Street Conference Room B Lake Elsinore, CA 92530</p>
<p>Marsha McLean Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Room Santa Clarita, CA 91355</p>	<p>L. Dennis Michael Rancho Cucamonga - City Hall 10500 Civic Center Drive Mayor's Office/Tapia Room Rancho Cucamonga, CA 91730</p>	<p>Carol Moore Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>
<p>Ara Najarian 50 N Brand Boulevard Suite 830 Conference Room Glendale, CA 91203</p>	<p>Frank Navarro Colton - City Hall Council Conference Room 650 N. La Cadena Drive Colton, Ca 92324</p>	<p>Ed Reece Claremont - City Hall 207 Harvard Avenue Council Office Room Claremont, CA 91711</p>
<p>Zak Schwank Temecula - City Hall 41000 Main Street Mayor's Office – Third Floor Temecula CA, 92590</p>	<p>Marty Simonoff 950 E 27th Street Signal Hill, CA 90755</p>	<p>Cynthia Sternquist 6131 Camellia Avenue Temple City, CA 91780</p>



EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

<p>Michael Vargas Perris - City Hall 101 North D Street Mayor's Office Perris, CA 92570</p>	<p>Scott Voigts Lake Forest City Hall 100 Civic Center Drive Lake Forest, CA 92630</p>	<p>Donald Wagner County Conference Room 425 West Santa Ana Boulevard Rooms 104/106 Santa Ana, CA 92701</p>
<p>Alan Wapner Park MGM – Lobby 3770 S. Las Vegas Boulevard Las Vegas, NV 89109</p>		



TC - Transportation Committee *Members – April 2023*

1. **Hon. Ray Marquez**
TC Chair, Chino Hills, RC District 10
2. **Hon. Tim Sandoval**
TC Vice Chair, Pomona, RC District 38
3. **Hon. Konstantine Anthony**
Burbank, RC District 42
4. **Hon. Kathryn Barger**
Los Angeles County
5. **Hon. Elizabeth Becerra**
Victorville, RC District 65
6. **Hon. Brian Berkson**
Jurupa Valley, Pres. Appt. (Member at Large)
7. **Hon. Russell Betts**
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8. **Hon. Art Brown**
Buena Park, RC District 21
9. **Hon. Ross Chun**
Aliso Viejo, OCCOG
10. **Sup. Andrew Do**
Orange County CoC
11. **Hon. Darrell Dorris**
Lancaster, NCTC
12. **Hon. JJohn Dutrey**
Montclair, SBCTA
13. **Hon. James Gazeley**
Lomita, RC District 39
14. **Hon. Jason Gibbs**
Santa Clarita, NCTC
15. **Hon. Brian Goodell**
OCTA Representative

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- 16. Sup. Curt Hagman**
San Bernardino County
- 17. Hon. Ray Hamada**
Bellflower, RC District 24
- 18. Hon. Jan C. Harnik**
RCTC
- 19. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 20. Hon. Heather Hutt**
Los Angeles, RC District 57
- 21. Hon. Mike Judge**
VCTC
- 22. Hon. Fred Jung**
Fullerton, OCCOG
- 23. Hon. Trish Kelley**
TCA Representative
- 24. Hon. Paul Krekorian**
Los Angeles, RC District 49/Public Transit Rep.
- 25. Hon. Linda Krupa**
Hemet, RC District 3
- 26. Hon. Richard Loa**
Palmdale, NCTC
- 27. Hon. Clint Lorimore**
Eastvale, RC District 4
- 28. Hon. Ken Mann**
Lancaster, RC District 43
- 29. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 30. Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member
- 31. Hon. Larry McCallon**
Highland, RC District 7/Air District Rep.

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TRANSPORTATION COMMITTEE AGENDA

- 32. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 33. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 34. Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)
- 35. Hon. Carol Moore**
Laguna Woods, OCCOG
- 36. Hon. Ara Najarian**
Glendale, SFVCOG
- 37. Hon. Maria Nava-Froelich**
ICTC
- 38. Hon. Frank Navarro**
Colton, RC District 6
- 39. Hon. Sharona Nazarian**
Beverly Hills, WSCCOG
- 40. Hon. Jonathan Primuth**
South Pasadena, AVCJPA
- 41. Hon. Gil Rebolgar**
Brawley, RC District 1
- 42. Hon. Ed Reece**
Claremont, SGVCOG
- 43. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 44. Hon. Ali Saleh**
Bell, RC District 27
- 45. Hon. Zak Schwank**
Temecula, RC District 5
- 46. Hon. Marty Simonoff**
Brea, RC District 22
- 47. Hon. Jeremy Smith**
Canyon Lake, Pres. Appt. (Member at Large)

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TRANSPORTATION COMMITTEE AGENDA

- 48. Hon. Ward Smith**
Placentia, OCCOG

- 49. Hon. Jose Luis Solache**
Lynwood, RC District 26

- 50. Sup. Hilda Solis**
Los Angeles County

- 51. Hon. Wes Speake**
Corona, WRCOG

- 52. Sup. Karen Spiegel**
Riverside County

- 53. Hon. Cynthia Sternquist**
Temple City, SGVCOG

- 54. Hon. Steve Tye**
Diamond Bar, RC District 37

- 55. Hon. Michael Vargas**
Riverside County CoC

- 56. Hon. Scott Voigts**
Lake Forest, OCCOG

- 57. Sup. Donald Wagner**
Orange County

- 58. Hon. Colleen Wallace**
Banning, WRCOG

- 59. Hon. Alan Wapner**
SBCTA

- 60. Hon. Thomas Wong**
Monterey Park, SGVCOG

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, April 6, 2023
9:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Ray Marquez, Chair)*

GENERAL INFORMATION FOR PUBLIC COMMENTS

Members of the public can participate in the meeting via written or verbal comments. Written comments can be emailed to: TCPublicComment@scag.ca.gov. Written comments received by 5pm on Wednesday, April 5, 2023 will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For members of the public participating in-person, Public Comment Cards are available. For members of the public attending remotely, please wait for the presiding officer to call the item and then indicate your interest in offering public comment by using the "raise hand" function on your computer or pressing *9 on your telephone.

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 upon with one motion and there will be no separate discussion of these items unless a member of the committee so requests, in which event, the item will be considered separately.

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for public comments on any matter of interest within SCAG's jurisdiction that is *not* listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. 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.



REVIEW AND PRIORITIZE AGENDA ITEMS

ELECTION OF CHAIR AND VICE CHAIR

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – February 2, 2023 PPG. 10
2. SCAG's Digital Action Plan PPG. 20

Receive and File

3. Transportation Committee Agenda Outlook and Future Agenda Items PPG. 42
4. Connect SoCal 2024: Draft Aviation and Airport Ground Access Approach PPG. 49
5. Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Stakeholder Outreach and Highlights of Preliminary Approaches to Major Components PPG. 59
6. Connect SoCal 2024: Locally-Reviewed Growth Forecast Demographic and Economic Evaluation PPG. 78
7. Status Update for Draft Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-03 PPG. 88
8. Clean Transportation Technology Policy PPG. 91
9. Exploring Transportation Pricing & Incentives Via Mobility Wallet Update PPG. 107
10. Connect SoCal 2024: Equity Analysis Update - Priority Equity Communities PPG. 110
11. Transit Ridership Update PPG. 124

ACTION ITEMS

12. 2023 SCAG Regional Active Transportation Program **10 Mins.** PPG. 131
(Cory Wilkerson, Principal Planner, SCAG)



RECOMMENDED ACTION:

Recommend that the Regional Council adopt Resolution No. 23-654-3 approving the 2023 Active Transportation Program Regional Program and Contingency List.

13. Approval of Expedited Programming for FY22 Carbon Reduction Program (CRP) 10 Mins. PPG. 146
(Warren Whiteaker, Department Manager, SCAG)

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council: 1) approve expedited programming of Fiscal Year 2021-22 (FY2022) Carbon Reduction Program (CRP) funds for selected projects; and 2) authorize Executive Director to make necessary adjustments to selected projects to meet eligibility criteria and other applicable requirements.

INFORMATION ITEMS

14. Joint Office of Energy and Transportation - Policy Direction for Transportation 30 Mins. PPG. 149
(Gabe Klein, Executive Director, Joint Office of Energy & Transportation)

15. Connect SoCal 2024: Draft New Funding Strategies 20 Mins. PPG. 172
(Jaimee Lederman, Senior Regional Planner, SCAG)

CHAIR'S REPORT

(The Honorable Ray Marquez, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(David Salgado, Government Affairs Officer, SCAG Staff)

ANNOUNCEMENTS

ADJOURNMENT



**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, FEBRUARY 2, 2023**

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>

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

Members Present:

Hon. Ray Marquez, Chino Hills (Chair)	District 10
Hon. Tim Sandoval, Pomona (Vice Chair)	District 38
Hon. Konstantine Anthony, Burbank	District 42
Hon. Kathryn Barger	Los Angeles County
Hon. Liz Becerra, Victorville	District 65
Hon. Russel Betts, Desert Hot Springs	CVAG
Hon. Ross Chun, Aliso Viejo	OCCOG
Hon. Andrew Do, CoC	Orange County
Hon. Darrell Dorris, Lancaster	NCTC
Hon. John Dutrey, Montclair	SBCTA/SBCCOG
Hon. James Gazeley, Lomita	District 39
Hon. Jason Gibbs, Santa Clarita	NCTC
Hon. Brian Goodell	OCTA
Hon. Curt Hagman	San Bernardino County
Hon. Jan Harnik	RCTC
Hon. Laura Hernandez, Port Hueneme	District 45
Hon. Mike T. Judge	VCTC
Hon. Fred Jung, Fullerton	OCCOG
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Linda Krupa, Hemet	District 3
Hon. Clint Lorimore, Eastvale	District 4



Hon. Steve Manos, Lake Elsinore	District 63
Hon. Larry McCallon, Highland	District 7
Hon. Marsha McLean, Santa Clarita	District 67
Hon. L. Dennis Michael, Rancho Cucamonga	District 9
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Maria Nava-Froelich	ICTC
Hon. Frank Navarro, Colton	District 6
Hon. Gil Rebolgar, Brawley	District 1
Hon. Ed Reece, Claremont	SGVCOG
Hon. Ali Saleh, Bell	District 27
Hon. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
Hon. Jeremy Smith, Pres. Appt.	Canyon Lake
Hon. Ward Smith, Placentia	OCCOG
Hon. Speake, Wes, Corona	WRCOG
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Steve Tye, Diamond Bard	District 37
Hon. Don Wagner	Orange County
Hon. Wallace, Colleen, Banning	WRCOG
Hon. Alan Wapner	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG

Members Not Present:

Hon. Art Brown, Buena Park	District 21
Hon. Ray Hamada, Bellflower	District 24
Hon. Heather Hutt, Los Angeles	District 45
Hon. Paul Krekorian, Lost Angeles	District 49
Hon. Richard Loa, Palmdale	NCTC
Hon. Ken Mann, Lancaster	District 43
Hon. Ara Najarian, Glendale	SFVCOG
Hon. Jon Primuth, South Pasadena	AVCJPA
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Hilda Solis	Los Angeles County
Hon. Michael Vargas	Riverside County
Hon. Scott Voigts, Lake Forest	OCCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Ray Marquez, Chino Hills, District 10, called the meeting to order at 9:30 a.m. Hon. Gil Rebollar, Brawley, District 1, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

Chair Marquez opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment on any matter pertinent to SCAG’s jurisdiction that were not listed on the agenda. He reminded the public to submit comments via email to TCPublicComment@scag.ca.gov.

Ruben Duran, committee counsel, acknowledged there were no public comments received by email before or after the deadline.

Seeing no public comment speakers, Chair Marquez closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CONSENT CALENDAR

Chair Marquez opened the Public Comment Period.

Seeing no public comment speakers, Chair Marquez closed the Public Comment Period.

Approval Items

1. Minutes of the Meeting – January 5, 2023

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items
3. STBG/CMAQ Compliance Action Plan
4. Status Update on Air Quality Planning and Transportation Conformity Challenges in SCAG Region
5. Connect SoCal 2024: Draft SCS Technical Methodology

6. Transportation Demand Management Data Standards and Clearinghouse

A MOTION was made (Hagman) to approve Consent Calendar Item 1; and Receive and File Items 2 through 6. The motion was SECONDED (Dutrey) and passed by the following roll call votes.

AYES: BARGER, BECERRA, BETTS, DO, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HAGMAN, HARNIK, HERNANDEZ, JUDGE, JUNG, KELLEY, KRUPA, LORIMORE, MANOS, MARQUEZ, MCLEAN, MICHAEL, MOORE, NAVA-FROELICH, NAVARRO, REBOLLAR, REECE, SALEH, SANDOVAL, SCHWANK, SIMONOFF, J. SMITH, SPEAKE, SPIEGEL, STERNQUIST, TYE, WAGNER, WALLACE, WAPNER, WEINTRAUB (39)

NOES: NONE (0)

ABSTAIN: NONE (0)

ACTION ITEMS

7. Connect SoCal 2024: Draft Active Transportation Approach and Regional Complete Streets Policy

Chair Marquez opened the Public Comment Period.

Seeing no public comment speakers, Chair Marquez closed the Public Comment Period.

Cory Wilkerson, SCAG staff, reported on the Draft Active Transportation Approach and Regional Complete Streets Policy. Mr. Wilkerson stated SCAG’s active transportation strategy was an integral part of Connect SoCal 2024 and its goal to develop the transportation network for all users. He noted active transportation makes up 9% of all regional trips. The average walking trip is 1.4 miles, and the average bicycle trip is 3 miles. There are 5,075 bikeway miles regionally compared to 70,000 road miles. Furthermore, shared mobility declined during the pandemic, however; Metro’s bikeshare program was maintained and continues to expand. Mr. Wilkerson noted California’s Active Transportation Program was a significant funding program. In 2023 the region secured \$687 million in active transportation funds to support local jurisdictions for active transportation infrastructure in addition to safety programs. SCAG is also engaging in studies to better inform active transportation planning efforts such as Curb Space Management Study, Mobility as a Service (MaaS) and Highways to Boulevards. The Go Human program’s Kit of Parts has demonstrated significant value at the local level and Caltrans has launched a statewide pilot to explore its use throughout the state.

He reviewed current objectives including working with state and federal requirements as well as local jurisdictions. The multimodal integration strategy includes Complete Streets, Mobility Hubs, Mobility as a Service (MaaS), First/Last Mile Connections and Shared Mobility. He noted that to evaluate effectiveness, performance measures will be used to determine impacts on mobility, local communities, the economy and environment. He reviewed next steps and timetable.

Hon. Carol Moore, OCCOG, asked about the technology component. Mr. Wilkerson responded that the technology aspect mainly relates to the cell phone applications and communications technology which links users to active transportation mobility choices.

Hon. Steve Manos, Lake Elsinore, District 63, asked about infrastructure improvements to support increased active transportation. Mr. Wilkerson responded that the statewide active transportation program funds local improvements and recently SCAG requested greater funding for the program.

A MOTION was made (Barger) to recommend that the Regional Council adopt the Regional Complete Streets Policy Resolution. The motion was SECONDED (Harnik) and passed by the following roll call votes.

AYES: ANTHONY, BARGER, BECERRA, BETTS, CHUN, DO, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HAGMAN, HARNIK, HERNANDEZ, JUDGE, JUNG, KELLEY, KRUPA, LORIMORE, MANOS, MARQUEZ, MCLEAN, MICHAEL, MOORE, NAVA-FROELICH, NAVARRO, REBOLLAR, REECE, SALEH, SANDOVAL, SCHWANK, SIMONOFF, SMITH J., SPEAKE, SPIEGEL, STERNQUIST, TYE, WAGNER, WALLACE, WAPNER, WEINTRAUB (40)

NOES: NONE (0)

ABSTAIN: NONE (0)

8. Goods Movement Supply Chain Resolution

Chair Marquez opened the Public Comment Period.

Seeing no public comment speakers, Chair Marquez closed the Public Comment Period.

Scott Strelecki, SCAG staff, reported on the Goods Movement Supply Chain Resolution. He stated the region was home to the largest port complex in the country, the ports of Los Angeles and Long Beach. He indicated that it has an extensive multimodal freight network that supports goods movement throughout the state and nation generating one-third of regional jobs including those in logistics, manufacturing, wholesale and retail. He indicated that the trade value is \$573 billion.

Further, recent trends show double digit growth at the ports which created backlog conditions. He noted the goods movement strategy for Connect SoCal 2024 was being developed including updates to key components such as outreach and exchange with key stakeholders. From this work has emerged the need for a goods movement resolution to affirm strategies and codify the way forward. Five key principals have been advanced, including a commitment to leverage and prioritize investments to provide cross benefits among stakeholders as well as comprehensive systems-level planning of inland port concepts.

A MOTION was made (Harnik) to recommend that the Regional Council adopt the Goods Movement Supply Chain Resolution. The motion was SECONDED (Navarro) and passed by the following roll call votes.

AYES: BECERRA, BETTS, CHUN, DO, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HAGMAN, HARNIK, HERNANDEZ, JUDGE, JUNG, KELLEY, KRUPA, LORIMORE, MANOS, MARQUEZ, MCLEAN, MICHAEL, MOORE, NAVA-FROELICH, NAVARRO, REBOLLAR, REECE, SALEH, SCHWANK, SIMONOFF, SMITH J., SPEAKE, SPIEGEL, STERNQUIST, TYE, WAGNER, WALLACE, WAPNER, WEINTRAUB (38)

NOES: NONE (0)

ABSTAIN: NONE (0)

INFORMATION ITEM

9. Federal Funding and Policy Direction for Transportation

Chair Marquez opened the Public Comment Period.

Seeing no public comment speakers, Chair Marquez closed the Public Comment Period.

Elissa Konove, FHWA, reported on federal transportation funding. Ms. Konove first reviewed the IIJA (Infrastructure Investment Jobs Act) which includes the largest ever investment in public transit and bridges as well as clean energy infrastructure. She reviewed the highway trust fund noting the majority of its funding comes from tax on gasoline. In recent years revenues has fallen short of funding needs and transfers from the general fund were needed to keep the trust fund solvent. She noted our current funding methods for the trust fund may not be sufficient to meet future needs particularly with the emergence of electric vehicles which do not contribute to the trust fund. Ms. Konove stated pilot programs are underway to explore other methods for transportation funding. These would tax based on the number of miles travelled rather than taxing vehicle fuel. The National Motor Vehicle per-mile User Fee Pilot Program seeks to demonstrate a National Motor

Vehicle per-mile user fee to restore and maintain the long-term solvency of the Highway Trust Fund and maintain and improve the surface transportation system. The Strategic Innovation for Revenue Collection seeks to test the feasibility of a road usage fee through pilot projects at the state, local and regional level including funding for MPOs.

Monica Gourdine, FHWA, continued the presentation and reviewed the key highway programs including National Highway Performance Program (NHPP) and the Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP) and the National Highway Freight Program (NHFP). She reviewed the changes to the NHFP including greater funding and an increase in rural roadways as freight corridors.

Hon. Darrell Doris, NCTC, asked about incentive programs which help drivers convert from gasoline fueled vehicles to those electric powered. Ms. Konove responded that programs are available mainly through the Department of Energy.

Hon. Russell Betts, CVAG, asked about the development of hydrogen fuel technology and if the program can be increased in scope to make room for hydrogen. Ms. Gourdine responded that most funds are outlined for battery electric power.

10. Connect SoCal 2024: Draft Core Revenues and Costs

Chair Marquez opened the Public Comment Period.

Seeing no public comment speakers, Chair Marquez closed the Public Comment Period.

Jaimee Lederman, SCAG staff, reported on the Connect SoCal 2024 Draft Core Revenues and Costs. Ms. Lederman stated Connect SoCal's financial plan must estimate funding needed over a 20-year life of the RTP to implement improvements, operate and maintain the transportation system and keep people and goods moving. These include core revenue from federal, state and local sources as well as new sources/innovative financing. The plan builds off county transportation commission input, state forecasts, federal apportionments and others. It must demonstrate that there is a balance of available funding and the estimated cost of the plan. She noted the plan must demonstrate that funds are available to make improvements that will help reach air quality attainment. She noted local sales tax measures provide the largest single source of revenue which can be affected by changes in consumer behavior or economic conditions.

Ms. Lederman reported transportation funding remains volatile and the shift to electric vehicles will present future challenges. Current draft of the financial plan indicates between \$535 to \$665 billion estimated for Connect SoCal 2024. The sources of revenue include 58% local, 32% state and 10%

federal. It was noted that revenues are decreasing while costs and transportation system needs are increasing.

CHAIR'S REPORT

Hon. Ray Marquez welcomed new committee members Hon. Gil Rebollar, Brawley, District 1, Hon. Konstantine Anthony, Burbank, District 42, Hon. Ken Mann, Lancaster, District 43 and Hon. Fred Jung, OCCOG. Chair Marquez further noted, in September 2022, three (3) subcommittees were launched to look at emerging issues for Connect SoCal 2024 and that on March 2, 2023 there would be a Joint Policy Committee meeting to consider the recommendations from the subcommittees. He also reported that scholarship applications were being accepted for the 2023 SCAG Scholarship program. He noted that seven (7) \$4,000 scholarship awards are available. In addition, the committee will elect its 2023-24 Chair and Vice Chair at the April meeting.

STAFF REPORT

David Salgado, SCAG staff, stated that today's meeting would be the last under the governor's emergency orders. He indicated that Committee members seeking to participate using Zoom would need to post their location prior to the meeting.

FUTURE AGENDA ITEMS

Hon. Marsha McLean, Santa Clarita, District 67, requested an agenda item on the governor's proposed budget cuts.

ADJOURNMENT

There being no further business, Chair Marquez adjourned the Transportation Committee meeting at 11:31 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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MEMBERS	CITY	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB
Anthony, Konstantine	Burbank	District 42									1
Barger, Kathryn		Los Angeles County	1			1	1	1			1
Becerra, Liz	Victorville	District 65	1	1		1	1	1		1	1
Betts, Russell	Desert Hot Springs	CVAG	1	1		1	1	1		1	1
Brown, Art	Buena Park	District 21	1	1		1	1	1		1	
Chun, Ross	Aliso Viejo	OCTA		1		1	1	1		1	1
Do, Andrew		Orange County	1	1		1	1			1	1
Dorris, Darrell	Lancaster	NCTC	1	1		1	1			1	1
Dutrey, J. John	Montclair	SBCTA	1	1		1	1	1		1	1
Gazeley, James	Lomita	District 39	1	1		1	1	1		1	1
Gibbs, Jason	Santa Clarita	NCTC	1	1			1	1		1	1
Goodell, Brian	Mission Viejo	OCTA	1	1		1	1			1	1
Hagman, Curt		San Bernardino Cnty	1	1		1	1	1		1	1
Hamada, Ray	Bellflower	Bellflower	1	1		1	1	1		1	
Harnik, Jan	Palm Desert	RCTC	1	1		1	1	1			1
Hernandez, Laura	Prt Hueneme	District 45		1				1		1	1
Hutt, Heather	Los Angeles	District 57									
Judge, Mike	Simi Valley	VCTC	1	1		1	1	1		1	1
Jung, Fred		OCCOG									1
Kelley, Trish	Mission Viejo	OCCOG	1	1		1	1	1		1	1
Krekorian, Paul	Public Transit Rep	District 49									
Krupa, Linda	Hemet	WRCOG	1	1		1	1	1		1	1
Loa, Richard	Palmdale	NCTC		1		1	1	1		1	
Lorimore, Clint	Eastvale	District 4	1	1		1	1	1		1	1
Mann, Ken	No. L.A. County	District 43									
Manos, Steve	Lake Elsinore	District 63	1	1				1		1	1
Marquez, Paul	Caltrans District 7	Ex-Officio	1			1	1	1			
Marquez, Ray	Chino Hills	District 10	1	1		1	1	1		1	1
McCallon, Larry	SBCTA/SBCCOG	District 7	1	1		1	1	1		1	1
McLean, Marsha	No. L.A. County	District 67	1	1		1	1	1		1	1
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1		1	1	1		1	1
Moore, Carol	Laguna Woods	OCCOG	1	1		1		1		1	1
Najarian, Ara	Glendale	AVCJPA	1			1				1	
Nava-Froelich, Maria		ICTC	1	1		1	1	1		1	1
Navarro, Frank	Colton	District 6	1	1		1	1	1		1	1
Primuth, Jon	S. Pasadena	AVCJPA	1	1				1			
Rebollar, Gil	ICTC	District 1									1
Reece, Ed	Claremont	SGVCOG	1	1		1	1	1		1	1
Ruiz, Crystal	San Jacinto	WRCOG	1	1			1	1		1	
Saleh, Ali	City of Bell	GCCOG	1	1		1	1	1		1	1
Sandoval, Tim	Pomona	District 38	1	1			1	1		1	1
Schwank, Zak	Temecula	District 5		1						1	1
Simonoff, Marty	Brea	District 22	1	1		1	1	1		1	1
Smith, Jeremy	Canyon Lake	Canyon Lake		1		1	1	1		1	1
Smith, Ward	Placentia	OCCOG		1		1	1			1	1
Solache, Jose Luis	Lynwood	District 26	1	1		1	1	1		1	
Solis, Hilda		Los Angeles County						1			
Speake, Wes	Corona	WRCOG								1	1

Spiegel, Karen		Riverside County		1		1	1			1	1
Sternquist, Cynthia	Temple City	SGVCOG	1	1			1	1		1	1
Tye, Steve	Diamond Bar	District 37		1			1	1			1
Vargas, Michael		Riverside County	1	1		1	1	1		1	
Voigts, Scott	Lake Forest	Orange County		1		1	1				
Wagner, Don	Orange County	Orange County	1	1			1	1		1	1
Wallace, Colleen	Banning	WRCOG								1	1
Wapner, Alan		SBCTA	1	1		1	1	1		1	1
Weintraub, Alicia	Calabasas	LVMCOG	1			1	1	1			1



AGENDA ITEM 2
REPORT

Southern California Association of Governments
April 6, 2023

To: Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Roland Ok, Planning Supervisor
(213) 236-1819, ok@scag.ca.gov

Subject: SCAG's Digital Action Plan

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve and adopt Resolution No. 23-654-4 formalizing SCAG's Digital Action Plan.

RECOMMENDED ACTION FOR RC:

Approve and adopt Resolution No. 23-654-4 formalizing SCAG's Digital Action Plan.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

In February 2021, SCAG's Regional Council adopted Resolution No. 21-629-2, which pledged SCAG to assist in bridging the digital divide in underserved and unserved communities. The resolution directed staff to (1) develop a Digital Action Plan, (2) Collect and invest in broadband data for mapping and analysis, (3) conduct studies which propose solutions and/or strategies to assist in the deployment of broadband infrastructure, and (4) incorporate broadband planning into SCAG's programs, including the development of future Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS or Connect SoCal). Since then, Staff has completed SCAG's Digital Action Plan which lays out the action the agency will take to provide accessibility and in turn foster an equitable, prosperous, and resilient region for all residents. Staff has drafted a resolution (Resolution No. 23-654-4) for the Regional Council to adopt, which would formalize SCAG's Digital Action Plan.

The Final Digital Action Plan is available for review at: <https://scag.ca.gov/post/scag-digital-action-plan>.

BACKGROUND:

In February 2021, SCAG's Regional Council adopted Resolution No. 21-629-2¹, which pledged SCAG to assist in bridging the digital divide in underserved and unserved communities. The resolution directed staff to:

- (1) Develop a Digital Action Plan
- (2) Collect and invest in broadband data for mapping and analysis.
- (3) Conduct studies which propose solutions and/or strategies to assist in the deployment of broadband infrastructure.
- (4) Incorporate broadband planning into SCAG's programs, including the development of future Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS or Connect SoCal).

OVERVIEW OF THE DIGITAL DIVIDE:

The digital divide is defined as the growing gap between the members of society who have reliable access to broadband services and/or adequate devices for connecting to the internet, and those who do not. However, the digital divide is a complex issue, which is caused by three key factors:

- **Availability** – A lack of infrastructure or proper service
- **Affordability** – A lack of affordable subscription rates or devices
- **Literacy** – A lack of understanding or knowledge or how to participate in digital activities.

Nearly half of California's population or approximately 19 million residents live within the six counties (Imperial, Los Angeles, Orange Riverside, San Bernardino, and Ventura) of the SCAG region. It is currently projected that the population will increase from 19 million to over 24 million.² While the region is growing and is diverse in its population, economy and environment, the region faces digital access challenges. Within the SCAG Region approximately 9-10% residents within SCAG region do not have access to broadband and 3% do not have access to a computer. These statistics, however, belie disparities across racial/ethnic, age, and income groups. Upon closer inspection:

- 20% (495,606) of Seniors aged 65 and over do not have access to broadband and 12% (300,155) do not own a computer.
- 13% (152,450) of the Black population do not have access to broadband and 5% (61,178) do not own a computer.

¹ Resolution No. 21-629-2. Available at: https://scag.ca.gov/sites/main/files/file-attachments/resolution_no._21-629-2_-_support_to_increase_broadband_access.pdf?1646942018

² For more information, please visit <https://scag.ca.gov>

- 11% (15,078) of the Native American/Indigenous population do not have access to broadband and 4% (6,037) do not own a computer.
- 12% (1,010,300) of the Latino/Hispanic population do not have access to broadband and 4% (334,814) do not own to a computer.
- 70% (981,912) of total households without internet are concentrated within low-income households.

VISION, GOALS, STRATEGIES AND GUIDING PRINCIPLES:

The Digital Action Plan is guided by a vision, goals and a set of guiding principles based on feedback from member jurisdictions, elected officials who participated in digital divide working groups, and stakeholders (public and private).

Vision Statement: The vision statement is consistent with Resolution 21-629-2 and SCAG's Strategic Plan and is as follows:

"We envision an equitable region that fosters accessibility and adoption of affordable high-speed broadband and digital devices for all its residents."

Goals: The Digital Action Plan is divided into four major goals, each with its own strategies, guiding principles and supporting actions:

1. **Accessibility and Affordability** – Every household in the region should have access to affordable high-speed broadband services and high-quality devices.
2. **Adoption** – All residents should have the confidence and skills to participate in digital activities.
3. **Consensus** – Build partnerships and reach consensus that high-quality and affordable broadband is an essential service to everyone and provides economic, environmental and safety benefits to the region.
4. **Planning** – Develop broadband technical tools and studies which provide value to the region.

Strategies: To reach the Plan's goals, four core strategies were developed (also known as **SCAG** strategies):

1. **Seek and Secure** - Seek and secure broadband funding for our local jurisdictions and stakeholders to deploy broadband infrastructure, digital devices, and advance digital equity initiatives.
2. **Coordinate and Collaborate** - Coordinate, collaborate and build partnerships with public agencies, local jurisdictions, partners, and the public and align work efforts to collectively bridge the digital divide.

3. **Advocate and Assist** – Advocate for better data, Southern California’s fair share in funding, and open access to broadband networks, and assist low-income and rural households in underserved and unserved communities.
4. **Gather and Gain** - Gather data and gain knowledge through broadband technical and strategic studies, disseminate findings and inform decision makers and the public.

Guiding Principles: The principles which drive the strategies and actions to fulfil the goals and overall vision are as follows:

- **Break.** Break down barriers which inhibit the deployment of broadband infrastructure
- **Resilience.** Plan or advocate for networks that are efficient and assist in resiliency for communities and infrastructure.
- **Invest.** Invest in communities affected by the digital divide.
- **Data Driven.** Collect and share data to determine opportunity zones and solutions.
- **Grassroots.** Use a bottom-up approach and listen to and prioritize a community’s needs.
- **Expedite.** Develop solutions which can be quickly implemented and efficiently.
- **Determine.** Determine funding opportunities and potential partnerships
- **Innovate.** Promote an atmosphere which allows for healthy competition and innovative solutions which are speed driven, while remaining technologically agnostic
- **Visionary.** Plan or advocate for networks that are scalable, sustainable and accommodate future needs and innovative technology
- **Integrate.** Integrate findings into traditional disciplines of transportation and land use planning
- **Dependable.** Promote transparency and gain the trust of the public, other agencies, and stakeholders
- **Educate.** Educate the public, policy makers and stakeholders and build consensus for collective action

PREVIOUS AND CURRENT WORK EFFORTS:

Staff across the agency have worked on several projects to address the digital divide or work related to broadband (directly and indirectly) conducted by the Broadband Planning team and other departments. Some of the key work efforts include but are not limited to the following:

Request for Qualifications for Prospective Partnerships - SCAG and SANDAG conducted a joint request for qualifications to seek partnerships (RFQPP) to deploy broadband infrastructure and provide high-quality and affordable broadband service to residents, businesses, public agencies, public agencies, educational institutions, and tribes in the Southern California region. The goal of

the RFQPP is to secure funding from state or federal sources for ISPs, constructors, engineer firms and non-profits to partner with local jurisdictions for planning efforts, construction and operation of last mile services, and advocacy efforts for digital literacy.

VMT Report - In early 2022, SCAG together with the California Emerging Technology Fund (CETF) and the regional broadband consortia released a report titled Transportation Broadband Strategies to Reduce VMT and GHGs (vehicle miles traveled and greenhouse gases, respectively). The study used the first year of the COVID-19 pandemic's "shelter in place" orders to study some impacts on the transportation system. With travel restrictions in place, many people were forced to participate in a trial run of "tele-everything" which includes teleworking, tele-medicine, remote learning, e-commerce, etc. As such, the project team used the observed traffic patterns in conjunction with online surveying to analyze potential impacts of broadband on VMT and GHGs.

ACP/Go-Human - To provide access to affordable internet to unserved and underserved areas across the region, SCAG is partnering with the CETF for a Digital Equity Call for Action to leverage and bolster their existing campaign for the Affordable Connectivity Program (ACP). Additionally, SCAG recently received an FCC grant award to conduct a regionwide campaign to boost adoption rates.

Permit Streamlining - SCAG is developing a permit streamlining report, model permit and ordinance template that can be readily adopted by local jurisdictions within the SCAG region. The report will identify streamlined broadband permitting practices that may lead to lower cost of entry and operation of broadband systems, reduce the risk of delays during the planning, permitting and construction phases, provide opportunities for increasing revenue, and create new avenues for competitive entries.

PROPOSED ACTIONS AND DELIVERABLES:

The Digital Action Plan provides a set of proposed actions and deliverables. Actions and deliverables are aligned with the goals, strategies, and guiding principles of the Digital Action Plan and SCAG's Strategic Plan. Proposed work efforts include but are not limited to:

- Securing grant fundings (i.e., BEAD Funding, California Advanced Services Fund, Federal Funding Account)
- Participation in state planning exercises (i.e., State's Digital Equity Plan)
- The development of regional policies and platforms (i.e., development of a broadband policy to be incorporated into Connect SoCal 2024, integration of broadband data into SCAG's Regional Data Platform (RDP))

Further, the proposed actions and deliverables are designed to go beyond bridging the digital divide. While bringing accessibility to underserved and unserved communities are of the highest priority, the future of transportation will rely on digital infrastructure, as communications

infrastructure facilitates the flow of images and data required for state-of-the-art transportation management and safety improvements, including connected and autonomous vehicles (CAV), reliance on big data, and expanded use of technology which would support emergency services.³

As such, proposed technical studies Staff would like to pursue include but are not limited to:

- Telework/VMT report (VMT Report 2.0) evaluating the shift of VMT from highways to local roadways.
- Broadband’s role in bolstering transportation/pedestrian safety
- Infrastructure and speed assessment studies to support Smart Cities initiatives

For a complete list of proposed actions and deliverables, please refer to the Final Digital Action Plan located at: <https://scag.ca.gov/post/scag-digital-action-plan>.

PREVIOUS PRESENTATION AND PUBLIC REVIEW:

On November 3, 2022, SCAG staff provided an update on the Draft Digital Action Plan to the Transportation Committee, Energy & Environment Committee, Community Economic & Human Development Committee, and Regional Council. SCAG staff also presented an overview of the Digital Action Plan to the Subregional Executive Directors, Emerging Technology Committee, Equity Working Group, and Transportation Committee as shown in the table below.

Previous Presentations and Meetings

Presentations/Meetings	Date
Subregional Executive Directors	10/26/22
Emerging Technology Committee	10/27/22
Equity Working Group	12/8/22
Transportation Committee	1/5/23

Further, on January 5, 2023, the Transportation Committee authorized staff to release the Digital Action Plan for public review and comment. The comment period occurred from January 5, 2023, to February 3, 2023.

COMMENTS RECEIVED:

SCAG received one comment during the public review period:

³ Please note that proposed actions and deliverables are dependent on available funding and staffing resources and the annual Overall Work Program development. Further, all technical studies or other work efforts funded by SCAG or other sources will adhere to SCAG’s procurement policies.

1. Frontier Communications requested that the Digital Action Plan highlight some of their digital divide work efforts (see Attachment 1, Comment Letter from Frontier Communications).

Staff received several comments from SCAG Policy Committee members:

1. Consider expanding the language regarding digital literacy to include technical literacy (networking, coding, repair, and troubleshooting).
2. Consider expanding the language regarding legislative advocacy to include advocating for the SCAG regions fair share of funding.
3. Ensure that both absolute figures and percentages are shown when describing populations.
4. Ensure that the Digital Action Plan emphasizes the importance of broadband for businesses, particularly small businesses.
5. Provide county level data and maps.
6. Concerns over the high-level nature of the proposed actions and deliverables.

Staff Response:

1. *Frontier Communications* – The Digital Action Plan now includes information about Frontier Communications' initiatives to address the digital divide, as detailed on page 50 of the Plan.
2. *Technical Literacy* – The American Library Association (ALA) defines digital literacy as "the capacity to employ information and communication technologies for locating, assessing, generating, and conveying information, necessitating both cognitive and technical abilities." Technical literacy, which encompasses skills such as networking, repair, and coding, extends beyond fundamental literacy skills.⁴ Nevertheless, SCAG has incorporated language throughout the document (see page 40 of the Digital Action Plan) to underscore the importance of technical skills or literacy, as numerous near-term and future job opportunities (e.g., information technology/coding) will demand proficiency in programming languages, software development, cloud computing, and more.
3. *Legislative Advocacy* – Staff has incorporated language regarding the regions fair share under SCAG Strategies – Advocate and Assist (See Page 8 of the Digital Action Plan) and provided an action item under *Action 3.3 – Proposed Deliverables* (See Page 71 of the Digital Action Plan).
4. *Absolute figures over percentages* – Upon reviewing the Digital Action Plan, Staff verified that the document effectively presents absolute figures and proportions pertaining to individuals and communities impacted by the digital divide in a comprehensive manner.
5. *Broadband and businesses* – Staff examined the Digital Action Plan and verified that the document consistently highlights the significance of broadband services and digital initiatives in assisting businesses, with particular emphasis on small and immigrant-owned enterprises.

⁴ Digital Literacy. American Library Association. Available at: <https://literacy.ala.org/digital-literacy/>

6. *County level data and maps* - Upon reviewing the Digital Action Plan, Staff verified that the document provides County wide data and maps with respect to populations and households affected by the digital divide and internet service area levels.
7. *High level nature of Digital Action Plan deliverables* - The high-level nature of the deliverables outlined in this section was intentional. Broadband planning is a dynamic process and often requires flexibility due to resource constraints (i.e., grant funded). Therefore, Staff will propose amendments to the plans as needed and provide updates on data and deliverables to the Regional Council and policy committees on an annual basis.

NEXT STEPS:

Upon Transportation Committee recommendation and Regional Council approval and adoption of Resolution No. 23-654-4, which formalizes the Digital Action Plan, SCAG staff will implement the Digital Action Plan and integrate work efforts into SCAG's Overall Work Program (as feasible). Further, the Digital Action Plan is anticipated to be a "living document," with opportunities to identify new actions over time, and SCAG staff will provide the Policy Committees and the Regional Council with periodic updates to ensure progress and accountability.

FISCAL IMPACT:

Work on this project is funded in SCAG's Fiscal Year 2022-2023 Overall Work Program (OWP) under 100.4901.01 (Broadband Planning).

ATTACHMENT(S):

1. Comment Letter From Frontier Communications
2. Resolution No. 23-654-4 - SCAG's Digital Action Plan
3. PowerPoint Presentation - SCAG's Digital Action Plan



Via Email

January 31, 2023

Mr. Roland H. Ok
Planning Supervisor
SCAG
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Re: Comments on SCAG's Draft Digital Action Plan from Frontier Communications

Dear Mr. OK:

Thank you for allowing Frontier Communications ("Frontier") to provide some comments on SCAG's very comprehensive Digital Action plan for the six (6) counties within SCAG's purview. As you may know, Frontier provides service in many areas of the counties represented by SCAG—and has for many years—and is keenly interested in being part of the expansion of Fiber to the Premises ("FTTP") services in the Region.

First, SCAG should be commended on all the work and detail put into this plan. It is very thorough and, based on Frontier's significant experience with fiber expansion efforts, covers the key points for bringing digital connectivity to the six (6) counties. As you may know, Frontier's **Building Gigabit America™** initiative to expand the availability of FTTP broadband to 10 million locations by year end 2025, including throughout the many SCAG communities, is well underway. Frontier is pairing this fiber expansion commitment with an effort to make premier levels of connectivity increasingly available and affordable. For example, Frontier was the first provider to launch its residential 2G symmetrical service last February 2, 2022, nationwide and hosted its launch event in Los Angeles County. On January 30, 2023, Frontier became the first provider to launch 5G symmetrical residential service throughout its fiber footprint.

As you can see, Frontier is actively building the connectivity needed for tomorrow needs and specifically selected fiber to ensure that its network is 'future proof' and readily scalable to support increasing capacity needs for decades to come. In fact, Frontier has designed its network so that it can scale to even higher speeds (10Gig symmetrical) with minimal additional upgrades. Further, Frontier's fiber provides advanced functionality and is highly resilient to inclement weather (like the rains we've seen here in California over the last month). In fact, Frontier's fiber service is 99.97% reliable, equating to an average downtime of 2.5 hours per year. Thus, it is the best choice for ensuring access to public safety, NextGen 911, and other critical services.

Frontier SCAG Letter
January 31, 2023

As part of SCAG's Digital Action Plan, we would like to reinforce the importance of the need to create public private partnerships. Partnerships between providers and communities are critical to not only securing grants that bring invaluable state and federal funding for broadband deployment to the community and but also the ultimate success of deployment projects. Additionally, we would like to emphasize the importance of streamlining permitting processes so that construction and expansion is not unduly delayed.

Finally, there appears to be an oversight on the provider listings on pages 49-50 of the Action Plan. Frontier is not mentioned. As you know, Frontier is active in the SCAG communities. It is currently providing very competitively priced services in fiberized areas (currently \$69.99/month for Gig symmetrical service) and has established a robust low income offering through the ACP assistance program (the zero cost product is 100/100 Mbps). In addition, we continue to partner with local organizations across our statewide footprint to deploy fiber and compete for grant funding on behalf of communities. We hope your Action Plan can be updated with this information. Please let us know if you would like us to provide you with additional details.

Thank you again for allowing us to provide comments on SCAG's Digital Action Plan.

Sincerely,



Allison M. Ellis
Senior Vice President, Regulatory & Governmental Affairs
Frontier Communications Parent

cc: Steven Crosby



RESOLUTION NO. 23-654-4

A RESOLUTION TO ADOPT THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS' DIGITAL ACTION PLAN

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

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code Section 6502 et seq.;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange and Imperial, pursuant to Title 23, United States Code Section 134(d);

WHEREAS, SCAG is responsible for bringing Southern California's diverse residents and local partners together with unifying regional plans, policies, and programs that result in healthy, sustainable, and economically resilient communities;

WHEREAS, on February 2, 2021, the Regional Council adopted Resolution No. 20-623-2, which recognizes SCAG's role in understanding and communicating the impacts of planning decisions on low-income families, communities of color, and other disadvantaged communities;

WHEREAS, broadband provides benefits to society, such as: access to education, health, economic, financial and entertainment services;

WHEREAS, SCAG recognizes that lack of infrastructure, cost and household income are key barriers to broadband access;

WHEREAS, approximately 9-10 percent of all households within the SCAG region do not have access to broadband and 3 percent do not have access to a computer ;

WHEREAS, these households are disproportionately located in underserved urban communities and rural communities;

WHEREAS, broadband infrastructure will play a critical role in developing green strategies, bolstering transportation safety systems, energy grid systems, clean technologies and associated infrastructure, transportation investments land use development patterns;

WHEREAS, on February 2, 2021, the Regional Council adopted Resolution No 21-629-2, which recognizes the need to close the digital

REGIONAL COUNCIL OFFICERS

President Jan C. Harnik, Riverside County Transportation Commission

First Vice President Art Brown, Buena Park

Second Vice President Curt Hagman, County of San Bernardino

Immediate Past President Clint Lorimore, Eastvale

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Executive/Administration Jan C. Harnik, Riverside County Transportation Commission

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

Attachment: Resolution No. 23-654-4 - SCAG's Digital Action Plan (SCAG's Digital Action Plan)

divide and provide long-term community benefits that include the ability to fully engage in the digital economy, access to existing and emerging transportation services, expands economic opportunities, and is a viable strategy which assists in reducing greenhouse gas (GHG) emissions, and reduction in vehicle miles traveled (VMT);

WHEREAS, Resolution No. 21-629-2, directs staff to develop a Digital Action Plan which lays out the actions the agency will take to provide digital accessibility and in turn foster an equitable, prosperous, and resilient region for all residents;

WHEREAS, proposed work efforts under SCAG’s Digital Action Plan will continue to assist the region in providing accessibility and adoption of broadband services; and

WHEREAS, SCAG’s Digital Action Plan advances existing initiatives such as permit streamlining, securing grant funding for local jurisdictions and the Go-Human/ACP Campaign set forth under set forth under Resolution No. 22-626-6, adopted on September 1, 2022.

NOW THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, the Regional Council hereby adopts the Digital Action Plan.

BE IT FURTHER RESOLVED, the Regional Council hereby:

1. Calls on stakeholders of all sectors (public/private/non-profit) to work with SCAG and assist in bridging the digital divide.
2. Directs staff to continue to advance the initiatives set forth by Resolution Nos. 20-623-2, 21-629-2, and 22-626-6.
3. Directs staff to implement the actions and deliverables defined in SCAG’s Digital Action Plan and integrate work into SCAG’s Overall Work Program (OWP), as feasible.
4. Direct staff to update and amend the Digital Action Plan on a continuous basis and provide the Policy Committees and Regional Council with periodic updates to ensure progress and accountability.

PASSED, APPROVED, AND ADOPTED, by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of April 2023.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



SCAG's Digital Action Plan

Regional Council
April 6, 2023

WWW.SCAG.CA.GOV



THE DIGITAL DIVIDE

The Benefits of Broadband


- **Accessibility:** Broadband helps people with disabilities to participate in society.
- **Civic engagement:** Broadband empowers civic engagement and effective governance
- **Economic development:** Broadband fosters economic growth
- **Education:** Broadband can enhance education
- **Public health:** Broadband can improve access to healthcare
- **Public safety:** Broadband can help create a safer society
- **Sustainability:** Broadband is a Green Strategy

What is the Digital Divide?


- Simplified Definition: *"The gap between those with internet access and those without it"*
- Reality: There is no **one** digital divide, there are **multiple** divides




Multiple Divides



AVAILABILITY
A lack of infrastructure or proper service



AFFORDABILITY
A lack of affordable subscription rates or devices




LITERACY
A lack of understanding or knowledge of how to participate in digital activities


THE AVERAGE CONSUMER WILL SPEND AN AVERAGE OF

\$25K


OVER A 10 YEAR PERIOD




\$700



\$70/month



\$400



\$133/month

Snapshot of the Region

	POPULATION	WITH BROADBAND	WITH BROADBAND (PERCENT)	WITHOUT BROADBAND	WITHOUT BROADBAND (PERCENT)	NO COMPUTER	NO COMPUTER (PERCENT)
CALIFORNIA (TOTAL)	38,521,288	35,169,205	91%	3,352,083	9%	1,314,283	3%
CALIFORNIA							
White alone	21,605,116	19,708,956	91%	1,896,160	9%	796,947	4%
Black or African American alone	2,129,228	1,868,171	88%	261,057	12%	107,189	5%
Native American and Indigenous	300,670	262,564	87%	38,106	13%	15,269	5%
Asian alone	5,740,307	5,439,896	95%	300,411	5%	115,970	2%
Latino/Hispanic	15,132,999	13,409,156	89%	1,723,843	11%	608,017	4%
AGE							
Under 18 years	8,935,169	8,326,146	93%	609,023	7%	153,899	2%
18 to 64 years	24,081,685	22,358,042	93%	1,723,643	7%	537,093	2%
65 years and over	5,504,434	4,485,017	82%	1,019,417	18%	623,291	11%

Source: U.S. Census Bureau, 2016-2020 ACS 5-Year Estimates

Societal Impacts

- Senior citizens and minority communities are targets for **online crime**
- The **“homework gap”** experienced by children of low-income households can prevent social mobility.
- **60%** of the Latino/Hispanic population and **70%** of the Black population **unprepared for jobs** which require digital skills
 - Disqualified or underprepared for **86% of jobs** in the U.S. by 2045.



WORK EFFORTS FROM SCAG

Resolution 21-629-2 – Pledge to Bridge the Digital Divide

- **SCAG Resolution 21-629-2:** SCAG pledged to assist in bridging the digital divide
 - Develop a **Digital Action Plan**
 - Collect and invest in broadband data and conduct analysis
 - Conduct technical studies
 - Incorporate broadband into SCAG's programs



Work Efforts

- **Joint Request for Qualifications for Prospective Partnerships (RFQPP)**
- **ACP/Go-Human**
- **Broadband/VMT Report**
- **Permit Streamlining Project**
- **Connect SoCal**





DIGITAL ACTION PLAN

Main Contents

- **Broadband 101**
- **Vision, Goals and Strategies**
- **Digital Divide 101**
- **Causes of the Digital Divide**
- **State of the Region**
- **Work Efforts**
- **Actions and Deliverables**

Vision Statement

"We envision an equitable region that fosters accessibility and adoption of affordable high-speed broadband and digital devices for all its residents"



Goals

- 1. Accessibility and Affordability** – Every household in the region should have access to affordable high-speed broadband services and high-quality devices
- 2. Adoption** – All residents should have the confidence and skills to participate in digital activities
- 3. Consensus** – Build partnerships and reach consensus that high-quality and affordable broadband is an essential service to everyone and provides economic, environmental and safety benefits
- 4. Planning** – Develop broadband technical tools and studies which provide value to the region

SCAG Strategies

S **SEEK AND SECURE**
 Seek and secure broadband funding for our local jurisdictions and stakeholders to deploy broadband infrastructure, digital devices, and advance digital equity initiatives.

C **COORDINATE AND COLLABORATE**
 Coordinate, collaborate and build partnerships with public agencies, local jurisdictions, partners, and the public and align work efforts to collectively bridge the digital divide.

A **ADVOCATE AND ASSIST**
 Advocate for better data, Southern California's fair share in funding, and open access to broadband networks and assist low-income and rural households in underserved and unserved communities.

G **GATHER AND GAIN**
 Gather data and gain knowledge through broadband technical and strategic studies, disseminate findings and inform decision makers and the public.

Guiding Principles to BRIDGE the DIVIDE

B **BREAK.** Break down barriers which inhibit the deployment of broadband infrastructure

R **RESILIENCE.** Plan or advocate for networks that are efficient and assists in resiliency for communities and infrastructure

I **INVEST.** Invest in communities affected by the digital divide

D **DATA DRIVEN.** Collect and share data to determine opportunity zones and solutions

G **GRASSROOTS.** Use a bottom-up approach and listen to and prioritize a community's needs

E **EXPEDITE.** Develop solutions which can be quickly implemented and efficiently

D **DETERMINE.** Determine funding opportunities and potential partnerships

I **INNOVATE.** Promote an atmosphere which allows for healthy competition, innovative solutions which are speed driven, while remaining technologically agnostic

V **VISIONARY.** Plan or advocate for networks that are scalable, sustainable and accommodate future needs and innovative technology

I **INTEGRATE.** Integrate findings into traditional disciplines of transportation and land use planning

D **DEPENDABLE.** Promote transparency and gain the trust of the public, other agencies, and stakeholders

E **EDUCATE.** Educate the public, policy makers and stakeholders and build consensus for collective action

Proposed Actions and Deliverables

- **Secure grants for local jurisdictions**
 - **BEAD Funding, California Advanced Services Fund, Federal Funding Account**
- **Participation in state planning exercises**
 - **State's Digital Equity Plan**
- **The development of regional policies and platforms**
 - **Connect SoCal 2024**
 - **SCAG's Regional Data Platform (RDP)**
- **Technical Studies**
- **Regional ACP Campaign**



THANK YOU!

For more information, please visit:

Broadband Planning: scag.ca.gov/broadband



To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Transportation Committee Agenda Outlook and Future Agenda Items

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:

The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Transportation Committee (TC) on April 7, 2022. Following the Regional Council adoption of the Framework on June 2, 2022, staff developed a 12-month look ahead for the TC, to realize the goals and discussions committed to in the Framework and develop consensus around the policy priorities that will become final recommendations in Connect SoCal 2024. The look-ahead was also provided to the Executive/Administration Committee (EAC) at the 2022 EAC Retreat. The attached revised look ahead for the TC provides updated information for the remainder of FY 2023. The look-ahead will be updated monthly as a receive and file item, reflecting agenda items covered and any modifications needed.

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.

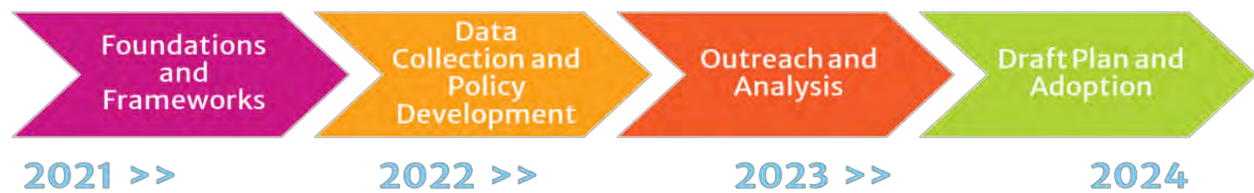
SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data as well as enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of Connect SoCal—the *Core Vision* and *Key Connections*—are 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 to put forth a plan that addresses the region’s evolving needs, challenges and opportunities. Thus, the plan will be augmented with consideration of emerging issues, to be discussed through three Policy Subcommittees in Fall and Winter 2022.

Connect SoCal 2024: Status Update

Throughout 2022, staff continued with research to better understand the trends and existing conditions in the region. This phase involved assessment of 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. Over the course of the first half of 2023, SCAG staff will be seeking direction from our policy makers, through the relevant Policy Committees and three special Policy Subcommittees, on the priorities and strategies for Connect SoCal 2024 to augment and help better align plans and investments across the region.

Phases of Connect SoCal 2024 Development



Policy Development Framework for Connect SoCal 2024

In July 2021, 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, in particular as a strategy to engage SCAG’s Policy Committees in the data, emerging issues and policy recommendations that will be presented in the plan. The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Transportation Committee (TC) on April 7, 2022 and was adopted by the Regional Council at the June 2, 2022 meeting. In furtherance of the adopted Policy Development Framework, staff have developed “look aheads” for each of the three Policy committees (CEHD, TC and EEC) organized around three areas: Connect SoCal, Local Assistance Program and Regional Updates.

Transportation Committee Look Ahead and Framework

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff has updated the agenda look ahead for the

Transportation Committee (TC) to provide a framework and approach for the remaining months of FY 2023, and to present an overview of future topics.

The framework organizes content into three programmatic areas:

- 1. *Connect SoCal:*** Items within this area will center on efforts to implement Connect SoCal 2020, updates on the plan development process for 2024, and discussion of key policy issues and emerging trends for the 2024 Connect SoCal. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on transportation. Throughout 2022, presentations focused on current implementation efforts for Connect SoCal 2020 as well as status updates on the development of Connect SoCal 2024. Throughout the first half of 2023, staff will continue seeking direction from relevant Policy Committees and the three special Policy Subcommittees.
- 2. *Local Assistance Program:*** In this programmatic area, staff will present informational and action items related to programs that provide assistance to local partners. Currently, the main programs that will be highlighted through the TC include: the development and implementation of the Regional Early Action Planning Grant program 2.0 (REAP 2.0), with a focus on the County Transportation Partnership Program component along with the Regional Pilot Initiatives (RPI); the Future Communities Pilot Program update; and an overview of the Go Human Program.
- 3. *Regional Updates:*** This programmatic area will focus on updates and approvals, such as the Cycle 6 Active Transportation Program and the Trade Corridor Enhancement Program. Committee members may also recommend other policy topics for exploration.

The look ahead is tracked to when the draft 2024 Connect SoCal will be published. Staff will ensure that the various policy and strategy recommendations in Connect SoCal 2024 will be reviewed and discussed by SCAG's policy committees through June 2023, as the draft plan will be seeking feedback through broader public participation channels beyond that date. This look ahead is a draft, and topics and panels may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members.

The updated 12-Month Look Ahead is included as Attachment 1, highlighting items covered to date, any modifications made, and new items for upcoming meetings through June 2023.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development).



ATTACHMENT(S):

1. TC LookAhead for FY23_Attachment

Transportation Committee Agenda Outlook for FY 2023

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
July to Sept	<ul style="list-style-type: none"> ✓ Draft Goals and Performance Measures ✓ Draft 2023 FTIP/Proposed Final Draft Amendment No. 2 to Connect SoCal 2020 ✓ Connect SoCal 2024 Project List Solicitation Process ✓ NHS Infrastructure/System Performance Report • Regional Dedicated Transit Lanes Final Report • CHSRA Status Update on Los Angeles-Anaheim Corridor ✓ Southern California Goods Movement Communities Opportunity Assessment: Findings and Tools ✓ Curb Space Management Study Final Report 	<ul style="list-style-type: none"> ✓ Go Human Mini-Grants Award Announcement ✓ REAP 2.0 CTC Partnership Program Final Guidelines and Call for Projects ✓ Future Communities Pilot Program Update: Pilot Progress and Completed Pilot Findings 	<ul style="list-style-type: none"> ✓ TC 12-month lookahead
Oct to Dec	<ul style="list-style-type: none"> ✓ Proposed Final 2023 FTIP and Proposed Final Draft Amendment No. 2 to Connect SoCal 2020 • TDM Data Standards Final Report ✓ Draft Connect SoCal 2024 Core (Baseline) Revenues • Draft Connect SoCal 2024 Core (Baseline) Costs • Moving toward Universal Basic Mobility (UBM) • Final Performance Measures and Monitoring • Core Strategies: System Preservation/Management • Exploring Transportation Pricing & Incentives Via Mobility Wallet: MPO/Caltrans Study Overview ✓ Replacing California's Gas Tax: Road Charge Research • Local Data Exchange (LDX) Process Update 	<ul style="list-style-type: none"> ✓ Office of Traffic Safety Acceptance of Funds (<i>upon award</i>) ✓ Go Human Program Overview ✓ Go Human Mini-Grants Outcomes and Program Recap and New Strategies 	<ul style="list-style-type: none"> ✓ 2022 Trade Corridor Enhancement Program (TCEP) Project Nominations for SCAG Region for Submittal to the California Transportation Commission

Transportation Committee Agenda Outlook for FY 2023

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan to Feb	<ul style="list-style-type: none"> • Draft Connect SoCal 2024 Plan Costs ✓ Draft Connect SoCal 2020 Amendment No. 3 and Draft FTIP Consistency Amendment 23-03 ✓ Regional Dedicated Transit Lanes Final Report ✓ Core Strategies: Transit • Focus on Transit & Emerging Shared Mobility Ecosystems (merged with transit item above) ✓ California Integrated Travel Project (Cal-ITP) Overview ✓ Federal Funding & Policy Direction for Transportation ✓ Connect SoCal 2024: Draft Core Revenues & Costs • Exploring Transportation Pricing & Incentives via Mobility Wallet (moved to April) ✓ Core Strategies: Complete Streets/AT; Complete Streets Policy ✓ TDM Data Standards Final Report ✓ Connect SoCal 2024 DRAFT SCS Technical Methodology 	<ul style="list-style-type: none"> • REAP 2.0 CTC Partnership Program- Project Selection ✓ SCAG's Draft Digital Action Plan (<i>Release for Public Comment</i>) ✓ STBG/CMAQ Compliance Action Plan 	<ul style="list-style-type: none"> ✓ Status Update: Air Quality Planning & Transportation Conformity Challenges in the Region
March	<ul style="list-style-type: none"> ✓ <u>Joint Policy Committee (No Regular Committees): Connect SoCal 2024 Subcommittee Recommendations</u> 		

Transportation Committee Agenda Outlook for FY 2023

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
April	<ul style="list-style-type: none"> • Connect SoCal 2024: Draft New Funding Strategies • Exploring Transportation Pricing & Incentives via Mobility Wallet (R&F) • Core Strategies: Goods Movement (moved to June) • National Blueprint for Transportation Decarbonization • Connect SoCal Aviation Report (R&F) • Proposed Final Connect SoCal 2020 Amendment No. 3 and Draft FTIP Consistency Amendment 23-03 (moved to June) 	<ul style="list-style-type: none"> • REAP 2.0 CTC Program Project Selection & RPI Program Framework (move to July) • STBG/CMAQ Program Guidelines (move to June) • SCAG's Digital Action Plan • Expedited Selection Carbon Reduction Program FY22 	<ul style="list-style-type: none"> • ATP Cycle 6 Regional Program Adoption • Clean Tech Policy (R&F)
June	<ul style="list-style-type: none"> • Draft Connect SoCal 2024 Policy Framework • Connect SoCal 2024: Draft Financial Plan • Guiding Principles for Emerging Technology • Proposed Final Connect SoCal 2020 Amendment No. 3 and Draft FTIP Consistency Amendment 23-03 • Core Strategies: Goods Movement 	<ul style="list-style-type: none"> • STBG/CMAQ Program Guidelines • CRP Program Guidelines 	



To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Hiroshi Ishikawa, Senior Regional Planner
(213) 236-1838, ishikawa@scag.ca.gov

Subject: Connect SoCal 2024: Draft Aviation and Airport Ground Access Approach

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. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

SCAG staff have been gathering data, conducting analyses, preparing report drafts, convening the Aviation Technical Advisory Committee (ATAC), and meeting with key stakeholders in the SCAG region, in preparation of the Draft Connect SoCal 2024, Aviation and Airport Ground Access Technical Report. The development of the aviation element of Connect SoCal 2024 has been a transparent and collaborative process. SCAG Aviation and Airport Ground Access Program staff have been working with the region's airports. The commercial service and select reliever airports in the region have provided forecasts to SCAG staff, which will be converted to auto, transit, and truck trips and inputted into the Connect SoCal 2024 regional surface transportation forecast models. The airport-level forecasts are based on planning and analyses conducted by the airports, including assessments of airport operations and capacity constraints, and forecasts prepared by airport staff and/or consultants.

BACKGROUND:

The SCAG region, with eight commercial service airports and over 30 reliever and general aviation airports and airfields, is one of the most comprehensive and busiest aviation systems in the country. In 2022, the airports in the region, which accommodate over 70 airlines that fly to over 200 destinations, served over 95.15 million annual passengers (MAP). As a result, an average of over 260,000 passengers traveled to and from the SCAG region's airports daily. Therefore, aviation

systems and airport ground access planning guided by robust research and analysis, and collaboration and information sharing amongst the region's aviation partners, is especially critical.

SCAG Region Airport Surface Transportation Planning: SCAG is focused on air passenger and cargo activity from the perspective of how the traffic coming and going from the airports impacts the region's surface transportation systems (i.e., roads, highways, and transit system). As the designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is primarily a surface transportation planning agency. SCAG does not have jurisdiction within airport terminal and airside planning, or airspace planning. Furthermore, as an MPO, SCAG does not have any regulatory, developmental, operational, or planning authority over the airports. Development authority rests with the airports (i.e., airport sponsors retain authority over planning and development decisions) and the Federal Aviation Administration (FAA). However, airports are significant ground trip generators that impact the surface transportation system, particularly in large metropolitan regions. Therefore, addressing airport passenger and cargo demand is a critical aspect of regional surface transportation planning. More specifically, California Law (Government Code Section 65081.1) requires that regions that contain a primary air carrier airport (i.e., at least 10,000 annual scheduled passenger boardings) include an airport ground access improvement program within the MPO regional transportation plan. The SCAG region has six airports that regularly meet the criteria of "primary air carrier airport". Therefore, airport ground access planning is not only a critical element of SCAG's regional surface planning, but also a required one as well.

MPOs typically address airport ground access improvements by maintaining an updated list of ongoing and proposed airport ground access projects in their regional transportation plans. In addition to maintaining and updating the list of ground access projects, SCAG addresses the airport ground transportation needs at each of the regional airports by analyzing the current conditions (e.g., airport activity reports) and the future needs (e.g., airport forecasts) as part of its Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) Update. The Connect SoCal Aviation and Airport Ground Access Technical Report is intended to serve as a critical information and data source for regional surface transportation planning for airports.

Connect SoCal 2024 Aviation and Airport Ground Access Technical Report and Collaborative Planning: The Connect SoCal 2024 Aviation and Airport Ground Access Technical Report is designed to facilitate and complement the surface transportation planning efforts of the airports, FAA, Caltrans, county transportation commissions, and other transportation and planning agencies. Therefore, the research and analyses conducted in preparation of Connect SoCal 2024 has been a collaborative effort, including vetting findings through the Aviation Technical Advisory Committee (ATAC)¹ for technical integrity, and holding meetings with the commercial and select reliever

¹ The Aviation and Technical Advisory Committee (ATAC) is a technical working group comprised of airport planners, officials from aviation systems planning and transportation agencies, academics, and experts from private industry. The purpose of the ATAC is to contribute technical expertise and feedback, and to provide a space

airports in the region to obtain information and buy-in. Interagency collaboration is critical to the regional planning process. Federal law regarding Metropolitan Transportation Planning in 23 U.S.C. §134 (g)(3)(A), encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area, including airport operations². By integrating the technical expertise and collective wisdom provided by the ATAC, and our airport and transportation partners, the Aviation and Airport Ground Access Technical Report is a product of this interagency collaboration.

RESEARCH AND ANALYSIS FOR CONNECT SOCAL 2024, AVIATION AND AIRPORT GROUND ACCESS TECHNICAL REPORT:

SCAG staff's approach to developing the Connect SoCal 2024 Aviation and Airport Ground Access Technical Report has been to utilize airport, air travel, economic, and demographic data and information sources, including information obtained from meetings and direct correspondence, to refresh and update the analyses and findings of Connect SoCal 2020. In addition to the regional aviation and airport data and information obtained from airport activity reports, state and federal databases, and academic reports, Connect SoCal 2024 features forecasts provided to SCAG staff by the SCAG region's commercial service, and select reliever³, airports for the horizon year of 2050. The airport forecasts were obtained and confirmed from the airports via meetings, teleconferences, and email correspondence.

for airport, aviation, and transportation planners to share information and collaborate. Finally, the ATAC is not a policymaking body and the ATAC does not take formal positions on airport, aviation, or transportation issues.

² 23 U.S. Code § 134 – Metropolitan Transportation Planning, (g) MPO Consultation in Plan and TIP Coordination, (3) Relationship with Other Planning Officials, (A) In general—"The Secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, **airport operations**, and freight movements) or to coordinate its planning process to the maximum extent practicable, with such planning activities".

³ The FAA defines a "reliever airport" as "an airport designated by the Secretary of Transportation to relieve congestion at a commercial service airport and to provide more general aviation access to the overall community". The SCAG regional surface transportation forecast models include auto, transit, and truck trips from reliever airports in the region that once provided scheduled passenger commercial service in the past and may provide those services again in the future. Of note, San Bernardino International (SBD) was designated as a reliever airport in Connect SoCal 2020 but has since added scheduled commercial passenger flights in August 2022, making SBD a "commercial service" airport.

Connect SoCal 2024 Aviation and Airport Ground Technical Report Update of Connect SoCal 2020: The research and analyses for the Connect SoCal 2024 Aviation and Airport Ground Access Technical Report was based on technical adjustments and updates to the Connect SoCal 2020 Aviation and Airport Ground Access Technical Report. Connect SoCal 2024 includes updated aviation demand forecasts for each of the regional commercial service, and select reliever, airports through the horizon year of 2050, and an updated airport ground transportation improvement element. SCAG Aviation and Airport Ground Access Program staff conducted the research and analyses for Connect SoCal 2024, which utilized multiple public data sources and emphasized collaboration with the region's airports, transportation agencies, and academic institutions.

Connect SoCal 2024 Analyses Utilized Multiple Data Sources: Data and information sources for the Connect SoCal 2024 Aviation and Airport Ground Access Technical Report analyses include:

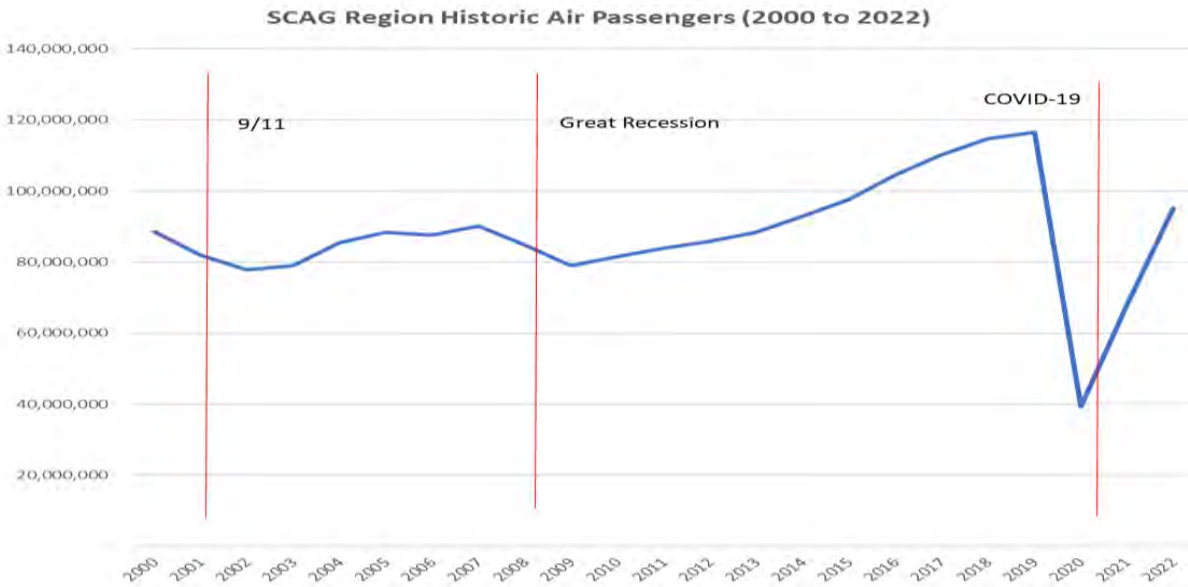
- Airport passenger, cargo, and forecast data provided by the airports
- Airport activity reports
- Airport passenger surveys (e.g., trip purpose, city of origin, modal choice to airport)
- Government databases (e.g., FAA, Bureau of Transportation Statistics, Caltrans)
- Academic and government reports and websites

SCAG Aviation and Airport Ground Access staff have gathered data from airport websites, airport activity reports, government websites, and other publicly available databases and information sources. However, the research and analyses required of Connect SoCal 2024 was not done in isolation. Critical to taking a comprehensive and holistic approach to the aviation element of Connect SoCal 2024, the Aviation and Airport Ground Access Program engaged the various agencies and organizations working on airport, aviation systems, and surface transportation planning in the region.

Connect SoCal 2024 Development a Transparent and Collaborative Process: In addition to published reports and studies, and public databases, another critical resource for Connect SoCal 2024 is the expertise of the airports and agencies involved in regional aviation systems and surface transportation planning. In preparation of the Aviation and Airport Ground Access Technical Report, SCAG staff conducted outreach to some of the key partners (e.g., airports, transportation agencies) in the region. In addition to the one-on-one agency meetings and correspondence, another key resource for the SCAG Aviation and Airport Ground Access Program is the ATAC. Throughout the Connect SoCal 2024 development process, SCAG staff engaged ATAC members through the quarterly ATAC meetings to ensure data quality, accuracy, and relevance.

SCAG REGION AIRPORT AND AVIATION SYSTEM AND TRENDS:

Prior to the COVID-19 Pandemic, air passenger and cargo demand in the SCAG region had been increasingly steadily over the past two decades. Although air passenger activity significantly dropped due to the COVID-19 Pandemic, air cargo activity in the region increased.



Sources: Airport Activity Reports.

SCAG Region Air Passenger Trends: Before the COVID-19 Pandemic, air passenger activity in the SCAG region had increased steadily. Although there were downturns following 9/11 and the Great Recession, air passenger demand in the region recovered quickly. The impact of the COVID-19 Pandemic was much greater, with passenger activity in the SCAG region decreasing by almost 100 percent as a result of travel restrictions.

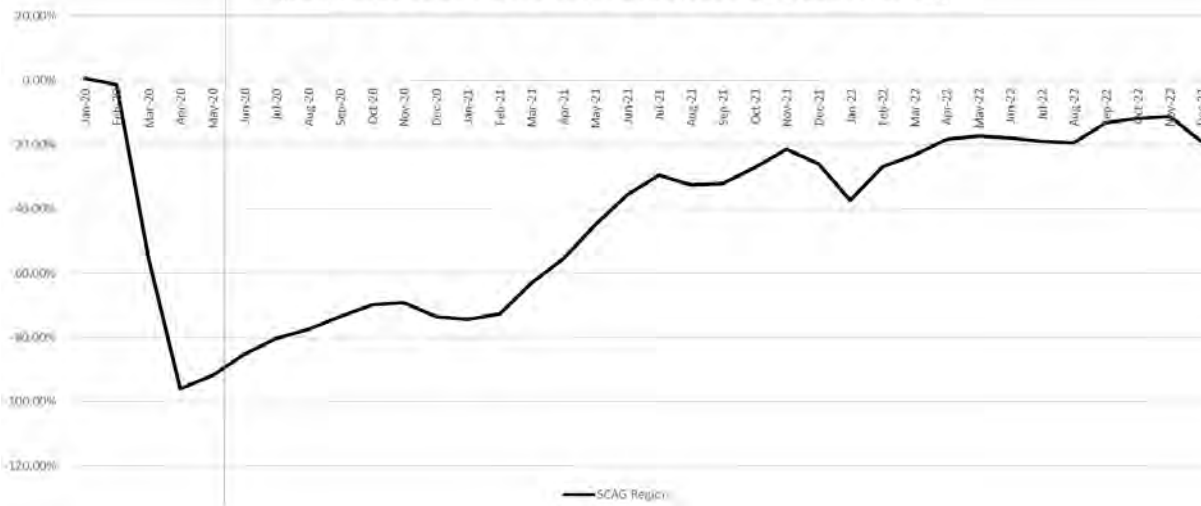
SCAG Region Historic Air Cargo (Tons) (2000 to 2022)



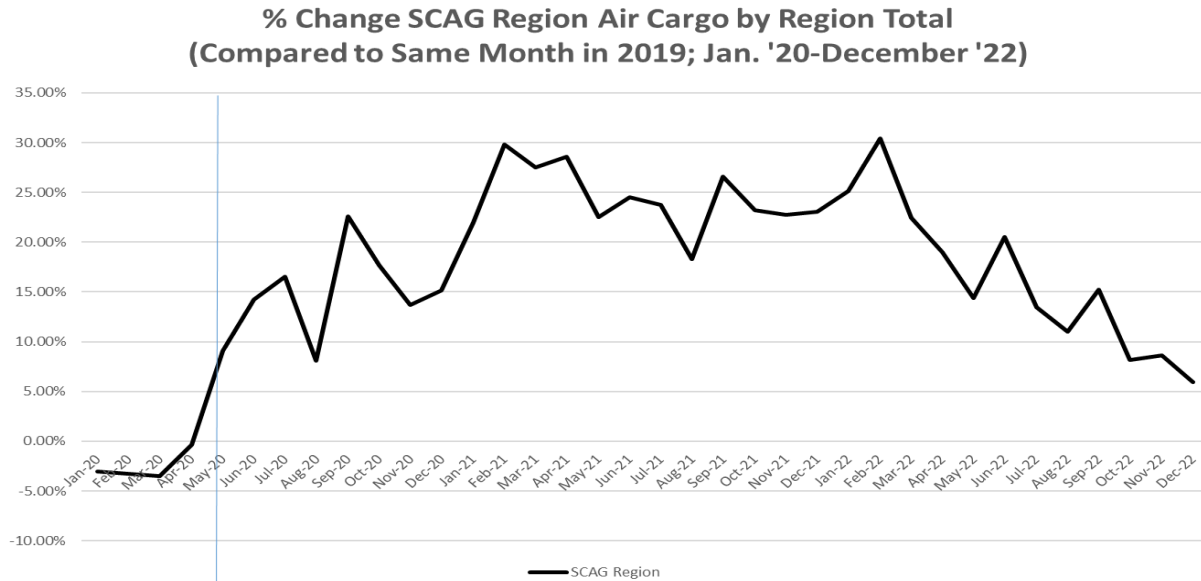
Sources: Airport Activity Reports and FAA Airport Cargo Data.

SCAG Region Air Cargo Trends: Like air passenger activity, air cargo activity in the SCAG region has increased steadily over the past twenty years. Despite downturns following 9/11 and the Great Recession, air cargo demand in the region recovered quickly. Unlike air passenger activity, air cargo activity experienced growth during the COVID-19 Pandemic. Of note, air cargo tonnage exceeded 2019 (i.e., pre-pandemic) levels by as much as 30 percent when comparing February 2021 to February 2022.

% Change SCAG Region Air Passenger Traffic by Region Total (Compared to Same Month in 2019; Jan. '20-December '22)



Sources: Airport Activity Reports.



Sources: Airport Activity Reports and FAA Air Cargo Data.

Air Passenger Demand Recovering Slowly: Despite being significantly impacted by the COVID-19 Pandemic, air passenger demand in the SCAG region has slowly recovered. As of late 2022, air passenger activity in the SCAG region had almost returned to 2019 levels. Domestic travel has recovered faster than international travel. Visiting friends and relatives, and leisure travel has recovered faster than business travel. The FAA and International Air Transport Association forecast a complete return to 2019 air travel levels by 2024 or 2025, depending on the status of international travel restrictions.

SCAG REGION AIRPORT PASSENGER SURFACE TRANSPORTATION DEMAND FORECASTS:

To effectively plan for the SCAG region’s surface transportation system, the base (2019) and forecast (2050) year passenger and cargo data is collected for the commercial service, and select reliever, airports in the region, converted to estimated daily auto, transit, and truck trips, and then inputted into the various regional surface transportation forecast models in Connect SoCal 2024. SCAG Modeling staff will convert the air passenger and cargo (tons) data into estimated average daily auto, transit, and truck trips. The airport-level passenger and cargo activity data were obtained from the airports, airport activity reports, and other data sources (e.g., FAA, Bureau of Transportation Statistics), and the airport passenger and cargo forecast data were provided directly to SCAG by the commercial service and select major reliever airports in the SCAG region. SCAG Aviation and Airport Ground Access staff met and corresponded with the eight commercial service and select four reliever airports throughout calendar year 2022 and 2023.

SCAG Region 2050 Airport Forecasts (In Millions of Annual Passengers) (Unless noted Otherwise)

Airport	2019 (Base Year) Activity Data	2050 (Horizon Year) Forecast Data
Hollywood Burbank (BUR)	5.98	8.8
Imperial (IPL)	10,756 (not in MAP)	0.2
Long Beach (LGB)	3.58	5.5
Los Angeles (LAX)	88.1	130.4
Ontario (ONT)	5.58	14.5
Oxnard (OXR)	46 (not in MAP)	0.3
Palmdale (PMD)	0.0	1.82
Palm Springs (PSP)	2.56	5.7
March Inland (RIV)	54,066 (not in MAP)	0.61
San Bernardino (SBD)	3,466 (not in MAP)	1.81
John Wayne/Santa Ana (SNA)	10.66	12.5
Southern California Logistics (VCV)	41 (not in MAP)	0.3
Total	116.53	182.44

Source: Airport Activity Reports and 2050 Forecasts provided by the airports

Airport Forecasts Based on Airport Analyses, Planning, and Operations: The airport forecast numbers are not arbitrary, but rather are based on airport-level analyses, planning, and operations. Thus, the passenger and cargo forecasts provided to SCAG staff by the airports reflect many factors, including the existing physical and institutional constraints at the airports, day-to-day operations, existing and pending agreements with air carriers and other airport partners, the FAA Terminal Area and Aerospace Forecasts, and analyses and projections conducted by airport staff and consultants. Ultimately, the airports understand airport planning and operations best, and are the most credible and reliable source to provide valid data and information to SCAG for our regional surface transportation analyses. Furthermore, being grounded in the day-to-day operations and planning, the airport forecasts in Connect SoCal 2024 will adjust and evolve based on what is happening at the airports and the regional, national, and international, aviation industries.

SCAG Region Airport Forecasts Down Overall: Due in part to the impacts of physical capacity and operational constraints at some of the airports and the COVID-19 Pandemic on the region, the overall airport passenger forecasts for Connect SoCal 2024 were down from Connect SoCal 2020. The total SCAG region airport passenger forecast for the horizon year (2050) of Connect SoCal 2024 is 182.44 MAP. In contrast, the total SCAG region airport forecast for the horizon year (2045) of Connect SoCal 2020 was 197.14 MAP. As another point of comparison, if one were to apply the estimated growth rate from the FAA 2021 Terminal Area Forecast (TAF) of 1.93 percent for the

SCAG region to the base year (2019) total of 116.53 MAP and compounded out to 2050, the total airport forecast for the SCAG region would be 210.64 MAP in 2050. Therefore, the total airport forecast for Connect SoCal 2024 is not only lower than Connect SoCal 2020 but also a forecast based on an FAA TAF estimated growth rate. However, it is important to note that the overall airport forecast for Connect SoCal 2024 breaks down differently by airport due to various reasons.

Forecasts Varied from Airport to Airport: Some airport forecasts decreased, while others increased, and some forecasted no change from Connect SoCal 2020 to Connect SoCal 2024. In discussions with the airports, some indicated that the COVID-19 Pandemic impacted their long-range planning and forecasts. Other airports indicated that despite the Pandemic, the airports still forecasted growth from 2045 to 2050. Finally, some airports indicated that they will be at or near their physical capacity constraints and/or operational levels before 2045, and thus the forecast numbers did not change from 2045 to 2050. It should be noted that rooting the passenger forecasts in airport operations, planning, and analyses will result in a greater degree of sensitivity and adaptability, which ensures a higher degree of credibility, validity, and accuracy. The data and information provided by the airports to SCAG staff was critical for the analysis and development of the Aviation and Airport Ground Access Technical Report.

Special Thanks to Airport Partners: SCAG would like to recognize our airport partners who assisted us with preparation of the Connect SoCal 2024 Aviation and Airport Ground Access Technical Report: (Hollywood Burbank Airport) Patrick Lammerding, Aaron Galinis, and Pamela Marcello; (Imperial County Airport) Jenell Guerrero, John Gay, and Marlynn Lopez; (John Wayne Airport) Lea Choum, Julie Fitch, Nikolas Gaskins, Betty Siercke, and Melinda McCoy; (Long Beach Airport) Ron Reeves and Ryan McMullan; (Los Angeles International Airport) Terri Mestas, Robert Falcon, Evelyn Quintanilla, Brenda Martinez-Sidhom, Mark Adams, and Carolyn Nelson; (March Inland Port Airport) Gary Gosliga; (Ontario International Airport) Atif Elkadi, Michelle Brantley, Kevin Keith, and Jacqueline Meraz; (Palm Springs International Airport) Harry Barrett, Victoria Carpenter, and Christina Brown; (Palmdale Regional Airport) Mike Behen; (San Bernardino International Airport) Mark Gibbs; (Southern California Logistics Airport) Eric Ray; and (Ventura County Airports) Keith Freitas, Dave Nafie, Madeline Herrle, Erin Powers, and Ana Castro.

NEXT STEPS:

The draft Connect SoCal 2024, including the Aviation and Airport Ground Access Technical Report, is anticipated to be released for public review in October 2023. The SCAG Regional Council is anticipated to adopt Connect SoCal 2024 in April 2024.

After the completion of Connect SoCal in spring 2024, SCAG will continue collaborating with the airports and other aviation stakeholders concerning ongoing data analyses and potential research projects. ATAC meetings will continue on a quarterly schedule, with rotating hosts/locations.



FISCAL IMPACT:

Work associated with this item is included in the FY 2022-2023 Overall Work Program (230-0174.05: Regional Aviation Program Development and Implementation in Support of RTP/SCS).



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

From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov

Subject: Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Stakeholder Outreach and Highlights of Preliminary Approaches to Major Components

EXECUTIVE DIRECTOR'S
APPROVAL

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:

At the February 2, 2023 meeting SCAG staff provided the EEC with a status update on the public comments received on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (2024 Draft PEIR) for the proposed 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), referred to alternatively as “Connect SoCal 2024”, “Plan”, or “Project”. This report provides the EEC with a status update on stakeholder outreach efforts and highlights of preliminary approaches to major components to be included in the 2024 Draft PEIR. Further, this report provides a schedule of events relating to preparation of the PEIR. Staff plans to provide periodic updates on the progress of the PEIR development and to give EEC members ample opportunity to become familiar with the PEIR such that a recommendation for approval to release the 2024 Draft PEIR can be made to the Regional Council (RC) currently planned in Fall 2023.

Background:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. 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 last plan adopted by the SCAG Regional Council in 2020.

California Environmental Quality Act (CEQA), codified at Public Resource Code (PRC) Section 21000 et seq., and its implementing regulations, CEQA Guidelines, found at California Code Regulations Title 14, Chapter 3, Section 15000 et seq., require SCAG as the Lead Agency to evaluate the potential environmental impacts for any discretionary governmental action and disclose the evaluation in a CEQA document that is appropriate for the proposed governmental action (CEQA Guidelines Section 15002(b)). As Lead Agency, SCAG found a PEIR is the appropriate type of EIR for the proposed Connect SoCal 2024.

The PEIR will serve as a first-tier, programmatic document and provides a region-wide assessment of potential environmental impacts of the proposed Connect SoCal 2024, including direct and indirect impacts, growth-inducing impacts, and cumulative impacts. The PEIR must also evaluate alternatives to the proposed Connect SoCal 2024 and propose feasible mitigation measures.

Status Update on 2024 PEIR Stakeholder Outreach:

The 2024 PEIR team (comprising SCAG staff and consultants) has complied with all applicable public and tribal outreach requirements, pursuant to CEQA and Assembly Bill (AB 52), for the 2024 Draft PEIR. As discussed below, largescale outreach efforts were conducted for the NOP and with tribal governments as appropriate for the large geographic and demographically diverse area.

In addition to the required outreach efforts, the PEIR team has—and will continue to—engage with stakeholders, including representatives of tribal governments, throughout the 2024 Draft PEIR development by providing periodic PEIR status updates and sharing the preliminary approaches to major components. Additional outreach efforts are beyond state requirements, and as such there are no guidelines for how to conduct these efforts. Considering SCAG's existing forums, Plan outreach initiatives, and past stakeholder outreach efforts from previous RTP/SCS PEIRs, the PEIR team developed an approach to additional stakeholder outreach that consists of two components: 1) leveraging existing stakeholder outreach forums, primarily SCAG's Technical Advisory Committees and Working Groups, and 2) targeted outreach of key stakeholders on topics specific to the PEIR. Stakeholder outreach efforts for 2024 Draft PEIR, to date, are presented in Table 1, below.

1. Required Stakeholder Outreach Pursuant to CEQA and AB 52

NOP Public Outreach. On October 17, 2022, staff released the NOP of a Draft PEIR for a required

30-day public review and comment period ending on November 16, 2022. The NOP was distributed to over 5,000 stakeholders and members of the public. A summary of the NOP was translated into five languages and published in 12 newspapers across the SCAG region. As part of the scoping process, two virtual public NOP scoping meetings were conducted on November 9 and 10, 2022, respectively.

Tribal Outreach. On October 13, 2022, PEIR staff requested a list from the California Native American Heritage Commission (NAHC) of California Native American tribes that are traditionally and culturally affiliated with the geographic area of the Plan. SCAG staff initiated the tribal consultation process on October 27, 2022 by sending Tribal Consultation Initiation letters to all of SCAG's tribal contacts within the 15 days of the release of the NOP, as required by AB 52. Additional letters were sent on December 14, 2022 and December 20, 2022, upon receipt of the tribal contacts list from the NAHC. In total, staff contacted 64 tribal contacts and 54 tribes in the SCAG region. The AB 52 tribal outreach concluded on January 20, 2023 with no requests for consultation.

2. Additional Stakeholder Outreach

Leveraging Existing Stakeholder Outreach Forums. The PEIR team is leveraging SCAG's existing Technical Advisory Committees and Working Groups to advance the outreach efforts on the 2024 Draft PEIR. SCAG's Technical Advisory Committees and Working Groups function as a forum for SCAG staff to engage stakeholders in the development and implementation of plans and policies, including the Connect SoCal 2024 PEIR. Members and attendees of SCAG's Technical Advisory Committees and Working Groups include representatives from the business/development sector; the environmental sector; local jurisdictions; and the general public. To date, the PEIR team has provided six PEIR updates to four different Technical Advisory Committees and Working Groups. See Table 1, 2024 Draft PEIR Stakeholder Outreach, below for dates and topics covered. Staff will continue to update Table 1 as the 2024 Draft PEIR outreach efforts continue. To learn more or view past agendas and presentations, please visit SCAG's Technical Advisory Committees and Working Groups [webpage](#).

Targeted Stakeholder Outreach. The 2024 PEIR team is also conducting targeted outreach to key stakeholders by topics specific to the PEIR. For example, PEIR staff reached out to representatives of all five air districts in the SCAG region to discuss the preliminary approach to 2024 Draft PEIR's air quality and GHG sections. Two one-and-one meetings were coordinated with CEQA staff from the South Coast Air Quality Management District and Ventura County Air Pollution Control District through this effort, as detailed in Table 1. When appropriate, staff has also coordinated meetings with public agencies and other interested stakeholders to hold specific PEIR related discussions, upon request. The content for targeted outreach was tailored to the specific interests of the stakeholders.

Table 1: 2024 Draft PEIR Stakeholder Outreach (As of Mid-March 2023)

Date	Forum	Stakeholder Representatives	Topics Covered
November 9, 2022	2024 Draft PEIR NOP Scoping Meeting #1	Business; Environmental; Public Agencies; General Public	Connect SoCal 2024 Project and 2024 PEIR Overview
November 10, 2022	2024 Draft PEIR NOP Scoping Meeting #2	Business; Environmental; Public Agencies; General Public	Connect SoCal 2024 Project and 2024 PEIR Overview
October 10, 2022	GLUE Counsel	Business	Release of the NOP
October 31, 2022	Aviation Technical Advisory Committee	Aviation and Airports	Status Update on the PEIR Aviation Technical Report
January 4, 2023	Western Riverside County Regional Conservation Authority / Riverside County Transportation Commission	Public Agencies	Conservation
February 16, 2023	Joint Sustainable & Resilient Communities/Natural & Farm Lands Conservation	Environmental; General Public	PEIR Overview & Status Update, Recap on NOP Comments, and Preliminary Approach to Biological Resources Impact Analysis
March 8, 2023	South Coast Air Quality Management District	Air Districts	PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
March 13, 2023	City of Riverside	Public Agencies	Transportation Impacts Analysis
March 14, 2023	Ventura County Air Pollution Control District	Air Districts	PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
March 16, 2023	Technical Working Group	Business; Environmental; Public Agencies; General Public	PEIR Status Update and Major Components
April 3, 2023	GLUE Counsel	Business; General Public	PEIR Overview/Status Update

Stakeholder engagement efforts throughout the development of the 2024 Draft PEIR will be ongoing through both existing venues and targeted meetings on specific PEIR topics, upon request.

Highlights of Preliminary Approaches to Major Components of the 2024 Draft PEIR:

Building upon the certified Final PEIR for Connect SoCal 2020 and the 2024 Draft PEIR presentations

and discussions at various targeted stakeholder outreach meetings discussed above, SCAG staff has prepared a set of preliminary approaches to the 2024 Draft PEIR. While staff continues to evaluate various appropriate approaches to the PEIR analysis during preparation of the 2024 Draft PEIR document, which is ongoing at this time, staff's intent is to inform the EEC members of the PEIR team's current thinking to offer the opportunity to review, comment, and become familiar with the PEIR's approaches such that a recommendation for approval to release the 2024 Draft PEIR document may be made to the RC in Fall 2023.

The following discussion highlights the preliminary approaches to addressing four major components of the 2024 Draft PEIR.

1. Environmental Setting

CEQA requires an EIR to identify an environmental setting and create a baseline to which potential incremental environmental impacts that would be expected to result from implementation of the proposed Plan is compared. CEQA allows discretion for the Lead Agency to select an appropriate CEQA baseline to determine what constitutes existing conditions. The 2024 Draft PEIR is proposing to select 2019 as the baseline year, based on the following considerations: stable benchmark that is appropriate for a regionwide environmental analysis; availability of comprehensive data (i.e. land use, demographics, traffic count, and vehicle miles traveled) at the regional scale; as well as technical and modeling assumptions for the proposed Plan. Where appropriate and identified throughout the 2024 Draft PEIR, the base year of the environmental and regulatory settings of some resource areas may vary to better characterize baseline conditions and may differ from the time of the NOP release.

2. Environmental Impacts Analyses by Topics

Structure and Environmental Topics. Similar to the Connect SoCal 2020 PEIR, the contents of the 2024 Draft PEIR will be structured to follow the environmental topics included in the Appendix G of the CEQA Guidelines, as presented in Table 2, Environmental Topics Covered in the 2024 Draft PEIR, below. Please note that Environmental Justice is not an issue area required for environmental analysis under CEQA, and, therefore, the 2024 Draft PEIR will not include a designated Environmental Justice section. However, a robust Environmental Justice analysis will be included in Connect SoCal 2024, and the 2024 Draft PEIR will integrate and cross-reference relevant information from the Connect SoCal 2024 Environmental Justice analysis throughout the various Draft PEIR sections, where applicable.

Table 2: Environmental Topics* Covered in the 2024 Draft PEIR

<ul style="list-style-type: none"> • Aesthetics • Agriculture and Forestry Resources • Air Quality** • Biological Resources • Cultural Resources • Energy • Geology and Soils • Greenhouse Gas Emissions • Hazards and Hazardous Materials • Hydrology and Water Quality 	<ul style="list-style-type: none"> • Land Use and Planning • Mineral Resources • Noise • Population and Housing • Public Services • Recreation • Transportation • Tribal Cultural Resources • Utilities and Service Systems • Wildfire
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Notes: *Environmental Justice is not an issue area required for environmental analysis under CEQA, and, therefore, the 2024 Draft PEIR will not include a designated Environmental Justice section. ** The Air Quality Section will include a Health Risk Assessment. The Air Quality Section will also include a Health Impact Assessment per the December 2018 California Supreme Court’s decision in the case of *Sierra Club v. County of Fresno* (2018) 5. Cal. 5th 502.

Analytical Themes. Analysis of CEQA topic areas, where applicable, will include Plan benefits that are anticipated to result from region-wide, ongoing implementation of policies and programs that promote active transportation, public health, and quality of life and that also integrate transit and transportation facilities with land use planning and sustainable communities strategies in the SCAG region. The 2024 Draft PEIR may also recognize other environmental-related SCAG work efforts and initiatives underway that could co-benefit the environment in addition to Plan benefits.

The 2024 Draft PEIR will also enhance its interdisciplinary approach to analyzing environmental impacts, acknowledging crossover in environmental impacts between resource areas (e.g., environmental impacts from hydrogen vehicles crossover between air quality construction emissions, transportation of hazardous materials, and energy). The 2024 Draft PEIR will look for opportunities to identify shared impacts and address them comprehensively to the extent feasible.

Additionally, the 2024 Draft PEIR aims to increase clarity and succinctness of the PEIR document, where feasible and appropriate, by cross-referencing within and across sections to avoid duplication. Technical appendices will be used to hold extensive technical details to condense analyses in the 2024 Draft PEIR sections to be more reader friendly while maintaining the informative value to decision-maker and the public.

3. CEQA Mitigation Measures

CEQA requires that SCAG identify all feasible mitigation measures in the PEIR that will avoid or substantially lessen the significant environmental effects of the Plan. As SCAG has no concurrent authority/jurisdiction to implement mitigation related to transportation and land use projects or plans that implement Connect SoCal 2024, the upcoming 2024 Draft PEIR will employ the same approach to mitigation measures as the previously certified PEIRs for the 2016-2040 RTP/SCS and Connect SoCal 2020 (2020-2045 RTP/SCS). The mitigation approach will bifurcate the mitigation measures into two types: SCAG mitigation measures and project-level mitigation measures.

SCAG Mitigation Measures. SCAG mitigation measures are program wide measures for implementation by SCAG that address the large-scale regional impacts from the variety of projects spread over more than 20 years.

Project-level Mitigation Measures. The 2024 Draft PEIR will also identify project-level mitigation measures as resources for implementing CEQA lead agencies to consider, as applicable and feasible, when these agencies conduct and carry out subsequent, project-specific design, environmental analyses, and decision-making processes to meet the specified performance standards for the mitigation to achieve.

The bifurcated mitigation approach fulfills SCAG's responsibilities as a lead agency pursuant to the provisions of CEQA; recognizes the limits of SCAG's authority; distinguishes between SCAG commitments and project-level lead agency responsibilities; optimizes flexibility for project implementation; and facilitates CEQA streamlining and tiering where appropriate on a project-by-project basis determined by each implementing agency. Plan Design Features may also serve to mitigate the potential environmental impacts of the Plan.

4. Alternatives Analysis Approach

The 2024 Draft PEIR will consider a range of reasonable alternatives to Plan. Pursuant to CEQA, a range of reasonable alternatives include those alternatives that would feasibly attain most of the basic objectives of the 2024 Draft PEIR but would avoid or substantially lessen any of the significant environmental effects. The range of alternatives required in the PEIR is limited to only those alternatives necessary to permit a reasoned choice. The PEIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. The PEIR will briefly describe the rationale for selecting the alternatives to be discussed.

Connect SoCal 2024 is still under development which will inform the design considerations for the number and range of alternatives considered in the 2024 Draft PEIR. However, based on the preliminary evaluation of previous RTP/SCSs and respective alternatives analysis in the associated

PEIRs, SCAG staff has generally observed that as local agencies incorporate RTP/SCS concepts into their own general/local plans, the previously analyzed No Project alternatives are showing signs of converging with previous regional plans. Additionally, as the Plan is updated and improves each cycle, it also gets closer to regional policies for more compact development patterns in high-quality transit areas (HQTAs). As such, SCAG has found that using a scenario planning process to identify alternative land use patterns for the 2024 RTP/SCS to be less useful and instead incorporated regional growth strategies in datasets for review by local jurisdictions which will then be incorporated into the Plan. Given this shift in approach and the converging of alternative scenarios, SCAG is currently considering a qualitative analytical approach for the alternatives other than the No Project Alternative.

The PEIR team is still in the process of identifying impacts of the Plan but is considering to, at a minimum, analyze the following two Plan alternatives in the 2024 Draft PEIR: 1) No Project Alternative and 2) Intensified Land Use Alternative, as discussed below. The No Project Alternative and the Intensified Land Use Alternative are expected “book-ends” of the range of potential alternatives to provide a framework for understanding the greatest potential impacts from alternatives when compared to the proposed Plan.

No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6(e)(2) and assumes what would reasonably be expected to occur in the foreseeable future if Connect SoCal 2024 were not adopted. The No Project Alternative assumes continued implementation of goals and polices of the adopted 2020 RTP/SCS, as amended. The No Project Alternative would include those transportation projects that are in the first year of the previously conforming FTIP (i.e., 2023 FTIP).

Intensified Land Use Alternative. SCAG anticipates that it will consider an Intensified Land Use Alternative which would be based on a transportation network for the 2024 RTP/SCS with more aggressive land use development patterns. Land use development patterns in this alternative would build on land use strategies as described in the Plan by maximizing growth around HQTAs. Potential growth patterns associated with this alternative would optimize urban areas and suburban town centers, livable corridors, and neighborhood mobility areas.

Next Steps:

Key milestones for development of the Connect SoCal 2024 PEIR are listed in Table 3, below.

Table 3: Key Milestones for the Connect SoCal 2024 PEIR

Milestones	Dates (Expected)
Release of 2024 Draft PEIR for Public Review and Comments	Within 30 days after Draft Connect SoCal 2024 Release
2024 Draft PEIR Public Review and Comment Period Closes	At least 45 days after 2024 Draft PEIR



	Release
Certification of the Final PEIR for the Final Connect SoCal 2024 by the RC	April 2024

Key milestones for EEC review of and action on the Connect SoCal 2024 PEIR are listed in Table 4, below.

Table 4: Key Milestones for EEC Review of and Action on the Connect SoCal 2024 PEIR

Milestones	Dates (Expected)
EEC Review of Preliminary Approaches to 2024 Draft PEIR Major Components and Preliminary Contents	Spring-Summer 2023 (this meeting)
EEC Review of the Highlighted Contents of the 2024 Draft PEIR and Consideration to Recommend that RC Release the 2024 Draft PEIR for Public Review and Comments	Fall 2023
EEC Review of the Highlighted Contents of the Proposed 2024 Final PEIR and Consideration to Recommend that RC Certify the Proposed 2024 Final PEIR	March 2024

Staff will continue to provide periodic status updates to the EEC at the next several EEC or Joint Committee meetings as development of the Connect SoCal 2024 PEIR progresses such that a recommendation for approval to release the 2024 Draft PEIR can be made to the RC currently planned in Fall 2023.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2022/23 Overall Work Program (23-020.0161.04: Environmental Compliance, Coordination & Outreach).

ATTACHMENT(S):

1. PowerPoint Presentation - 2024 PEIR Stakeholder Outreach and Approach to Major Components



Connect SoCal 2024 PEIR: Stakeholder Outreach and Preliminary Approaches to Major Components

Energy and Environment Committee
April 6, 2023

WWW.SCAG.CA.GOV



Presentation Agenda

- 1 **Introduction**
- 2 **Objectives**
- 3 **Stakeholder Outreach Efforts & Opportunities**
- 4 **Highlights of Preliminary Approaches to Major Components**
- 5 **Next Steps**

Connect SoCal 2024 PEIR and SCAG's Role

- SCAG is the CEQA Lead Agency for the Connect SoCal 2024
- SCAG determined a Program EIR is the appropriate type of CEQA document
- The PEIR will include a region-wide, first-tier, programmatic level environmental assessment



Presentation Objectives

- 1) Stakeholder outreach efforts and opportunities
- 2) Highlights of preliminary approach and seek early feedback before release of the 2024 Draft PEIR (anticipated Fall 2023)



Stakeholder Outreach Efforts & Opportunities



Stakeholder Outreach Efforts & Opportunities

Required Public Outreach Pursuant to CEQA

- SCAG released the [Notice of Preparation \(NOP\) of a Draft PEIR for Connect SoCal 2024](#) (State Clearinghouse No.: 2022100337) for a required 30-day public review and comment period:
10/17/2022 – 11/16/2022
- Held two virtual public scoping meetings on November 9 and 10, 2022.

SCAG
IMAGINING FOR A BETTER TOMORROW

NOTICE OF PREPARATION

TO: Interested Agencies, Organizations, and Individuals

SUBJECT: Notice of Preparation of a Draft Program Environmental Impact Report for Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy) (State Clearinghouse No. T80)

DATE: October 17, 2022

LEAD AGENCY: Southern California Association of Governments
900 Wilshire Blvd, Suite 1700
Los Angeles, California 90017

The Southern California Association of Governments (SCAG), as Lead Agency, is publishing this Notice of Preparation (NOP) to prepare a Draft Program Environmental Impact Report (Draft PEIR) in accordance with the California Environmental Quality Act (CEQA) for the proposed 2024-2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), referred to alternatively as "2024 RTP/SCS", "Connect SoCal 2024", "Plan", or "Project".

To ensure full consideration of environmental issues with potential significant adverse impacts when preparing the Draft PEIR, all written comments on the NOP must be received within thirty (30) days of the start of the required 30-day public review and comment period, which begins October 17, 2022, and ends November 16, 2022 at 5:00 PM (PST).

Two (2) virtual public scoping meetings for the NOP, each providing the same information, will be held on **Wednesday, November 9, 2022, from 6:00 PM to 8:00 PM**, and **Thursday, November 10, 2022, from 10:00 AM to 12:00 PM**. The meetings will be held in an online format using Zoom. You may join, view, and participate in the meetings by using the Zoom application, by your web browser, or by phone. Information for the webinar is provided below:

<https://scag.zoom.us/j/91023287939>
Dial by location: +1 669 900 6833 US Toll or +1 669 444 9371 US Toll
Meeting ID: 910 2328 7939

Please send your comments on the NOP to Ms. Karen Calderon, Senior Regional Planner, either electronically to: ConnectSoCal@scag.ca.gov or by mail to the address shown above. If you wish to be placed on the mailing list to receive CEQA notices regarding the PEIR for the Plan, need additional information, or require special accommodations or translation services for a scoping meeting, please email Ms. Karen Calderon at least 72 hours prior to the scoping meeting or call (213) 236-1983 so that SCAG has sufficient time to make arrangements.

Footnote: SCAG. Available at: <https://scag.ca.gov/ceqa>

Required Tribal Outreach Pursuant to AB 52

- California Native American Heritage Commission (NAHC) provided a contact list of tribes traditionally and culturally affiliated with the SCAG region
- Staff sent Tribal Consultation Initiation letters to 64 tribal government contacts (representing 54 tribes)
- Concluded required AB 52 tribal outreach with no requests for consultation



STATE OF CALIFORNIA
NATIVE AMERICAN
HERITAGE COMMISSION



Additional Stakeholder Outreach

- Beyond state requirements
- Consider SCAG's existing forums, Plan outreach initiatives, and outreach efforts from previous RTP/SCS PEIRs
- Consists of two components:
 - 1) leveraging existing stakeholder outreach forums
 - 2) targeted outreach



Existing Stakeholder Outreach Forums (Ongoing)

- [Technical Advisory Committees](#)
- [Regional Planning Working Groups](#)
- [SCAG's Policy Committees](#)
- Attendants include representatives from the business/development sector; the environmental sector; local jurisdictions; and the general public

Targeted Stakeholder Outreach (Ongoing)

- Key stakeholders by topics specific to the PEIR
 - E.g. Air Districts
- Meetings with public agencies and other interested stakeholders, upon request
- Stakeholder engagement opportunities will be ongoing throughout the development of the 2024 Draft PEIR



HIGHLIGHTS OF PRELIMINARY APPROACHES TO MAJOR COMPONENTS

Highlights of Preliminary Approaches to Major Components

Environmental Setting

- CEQA requirements
 - Typically, date of NOP release
 - CEQA allows Lead Agency discretion
- Proposing to select 2019 as baseline year
- Preliminary Considerations:
 - Stable and appropriate for regionwide environmental analysis
 - Data availability
 - Technical and modeling assumptions
- CEQA baseline year may vary depending on environmental resource areas

Environmental Impacts Analyses by Topics

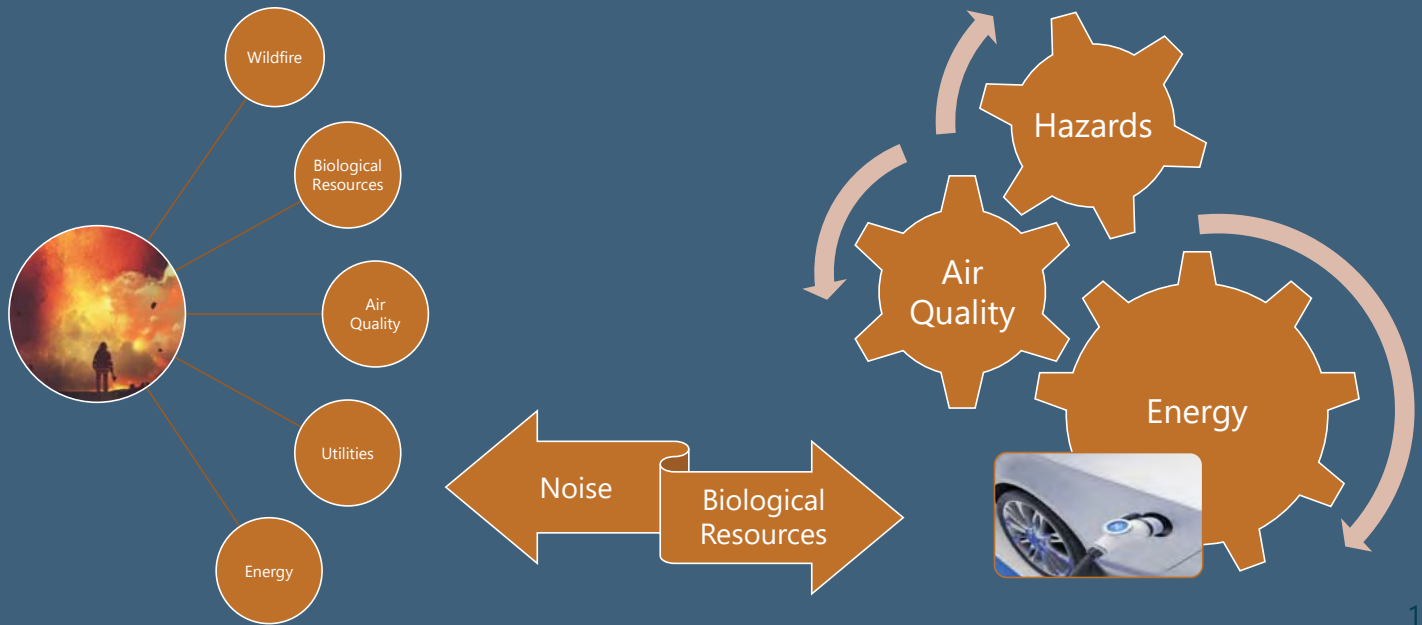
- Structure and topics consistent with Appendix G of the CEQA Guidelines
- Environmental Justice is not a CEQA impact area

Environmental Topics Covered in the 2024 Draft PEIR		
Aesthetics	Agriculture & Forestry Resources	Air Quality
Biological Resources	Cultural Resources	Energy
Geology and Soils	Greenhouse Gas Emissions	Hazards and Hazardous Materials
Hydrology & Water Quality	Land Use & Planning	Mineral Resources
Noise	Population and Housing	Public Services
Recreation	Transportation	Tribal Cultural Resources
Utilities & Service Systems	Wildfire	

Analytical Themes

- Discuss Plan elements and other environmental-related SCAG work that could co-benefit the environment, where applicable
- Enhance interdisciplinary approach to analyzing environmental impacts

Examples of Interdisciplinary Approach



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Mitigation Measures

- CEQA requirements
- SCAG has no authority or jurisdiction to require or implement project-level mitigation
- SCAG Mitigation Measures
 - Implemented by SCAG
- Project-Level Mitigation Measures
 - Implemented by local agencies or developers, as applicable
 - Useful for tiering
- Plan Design Features may also serve to mitigate potential environmental impacts of the Plan



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Preliminary Consideration of Alternatives

- CEQA Requirements:
 - No Project Alternative
 - A range of reasonable alternatives
 - Meet most of the basic project objectives (Plan Goals and Objectives)
 - At least one needs to be environmentally superior
- Preliminary Alternatives:
 - No Project Alternative (Quantitative)
 - Intensified Land Use Alternative (Qualitative)



Conclusion

Next Steps





THANK YOU!

For more information, please visit: <https://scag.ca.gov/peir>

For questions, please contact Karen Calderon at: (213) 236-1983
or via e-mail: ConnectSoCalPEIR@scag.ca.gov



AGENDA ITEM 6
REPORT

Southern California Association of Governments
April 6, 2023

To: Executive/Administration Committee (EAC)
Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Kevin Kane, Principal Planner
(213) 236-1828, kane@scag.ca.gov
Subject: Connect SoCal 2024: Locally-Reviewed Growth Forecast Demographic and Economic Evaluation

EXECUTIVE DIRECTOR'S
APPROVAL

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. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

Among the first steps in Connect SoCal 2024 is the development of growth projections for population, households, and employment in the region and six counties. With the help of an expert panel and consultants, staff developed a methodology and forecasted high, medium, and low regional growth ranges in Fall 2021. In February 2022, staff presented the preliminary regional and county growth forecast for 2019-2050 to the Joint Policy Committee. Staff then conducted a comprehensive outreach effort to all 197 local jurisdictions called the Local Data Exchange (LDX). SCAG asked local jurisdictions to review and provide feedback on the preliminary household and employment growth forecasts as well as several other Connect SoCal data layers by December 2, 2022.

This report presents staff's assessment of the locally-reviewed forecast, which projects 2.3 percent higher household growth, 1.8 percent higher population growth, and 1.0 percent higher employment growth than the preliminary forecast. This indicates that upon integrating the growth outlook of the region's local plans (in aggregate), Southern California is likely to grow more than was projected based on principally demographic and economic drivers as assessed in late 2021. Staff finds this forecast to be technically sound. Staff continue to assess and analyze the city and neighborhood-level edits provided by local jurisdictions.

BACKGROUND:

Pursuant to Government Code 65080(b)(2)(B) et seq., Connect SoCal 2024 is required to:

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

With the help of an expert panel and consultants, staff developed a methodology and forecasted high, medium, and low regional growth ranges in Fall 2021. Panelists were asked to consider the most likely, and also reasonable higher and lower levels of seven key inputs to SCAG’s long-range forecast: births, deaths, immigration, domestic migration, labor force participation, and household formation. Rather than simply taking the highest and lowest of each input, the purpose of this exercise was to develop a coherent baseline as well as an understanding of where high and low future values might fall based on an assessment of these demographic and economic factors. The three scenarios included:

- Baseline (mid): *Slower Growth, Steady Improvement*
- Low: *Secular Stagnation*
- High: *Robust and Equitable Future Growth supported by Policy and Technology*

Importantly, each scenario must be reasonably balanced across population, households, and employment. Put differently, are there enough workers for the projected jobs and is there enough housing for them (Figure 1)?



Figure 1

Even before the COVID-19 pandemic, emerging data suggested that the population growth trajectory forecasted in Connect SoCal 2020 would require a downward revision. Fewer births, more deaths, and the temporary slowdown of foreign immigration from the pandemic has resulted in zero or negative population growth. While this kind of long-range projection must assess and integrate near-term shocks, its primary objective is to assess the likely growth to 2050 which is more heavily influenced by the strengths of Southern California compared to other US regions. With a favorable mix of industries, strong innovation hubs, a welcoming culture, and desirable natural amenities, it is difficult to foresee Southern California decreasing in jobs compared to the US. As such, the middle growth scenario titled “Slower growth, steady improvement” reflects the overall direction of the preliminary Connect SoCal 2024 projection and was updated and shared with SCAG’s Joint Policy Committee in February 2022.

While population growth is expected to continue, albeit more slowly, there are two major reasons that the growth rate in households is expected to exceed the population growth rate. First, the population is ageing even more quickly than anticipated, increasing the number of small households. Second, evidence is emerging that continued strength in housing production despite low population growth is beginning to address the previously existing housing shortage.

The Demographic Panel of Experts, which met twice in the Fall of 2021, stressed that the overwhelming impediment to increased employment growth in the region was housing supply and affordability. If this could not be addressed, the region’s growth trajectory might more closely resemble the low scenario. However, if a combination of market and policy factors could yield increases in household formation, the region’s strong economic fundamentals would be realized in strong job growth and a higher projection would be plausible.

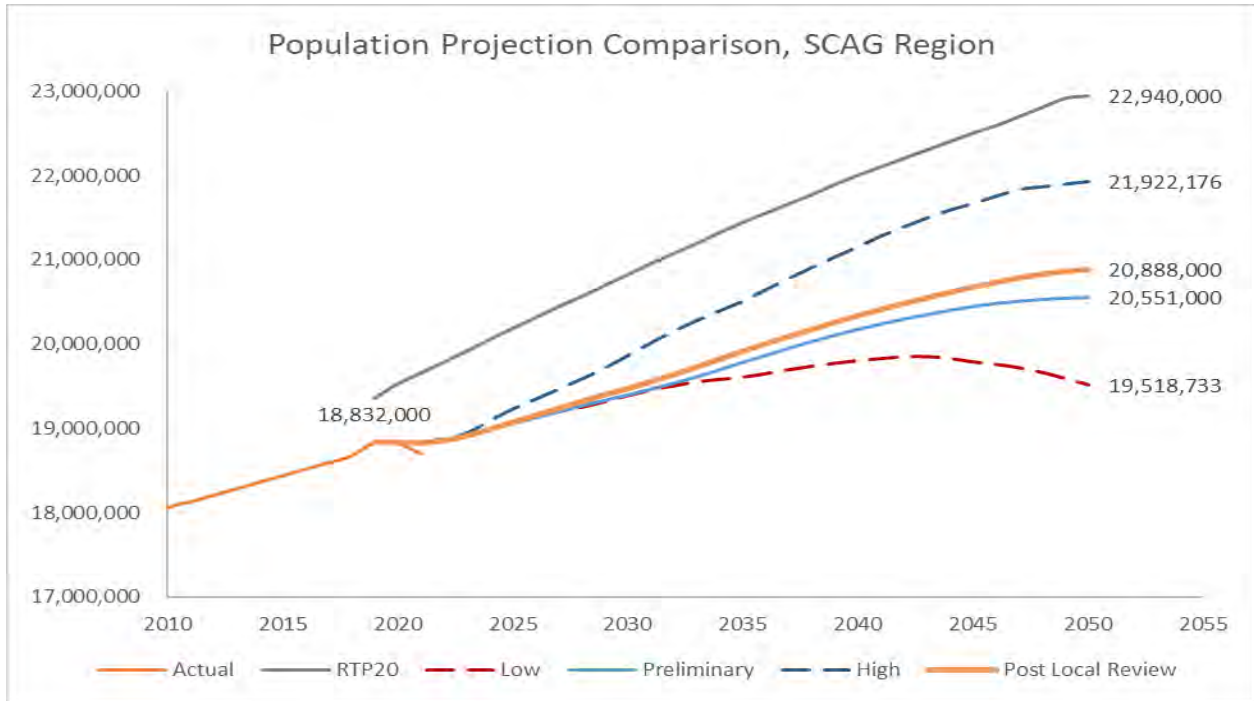


Figure 2

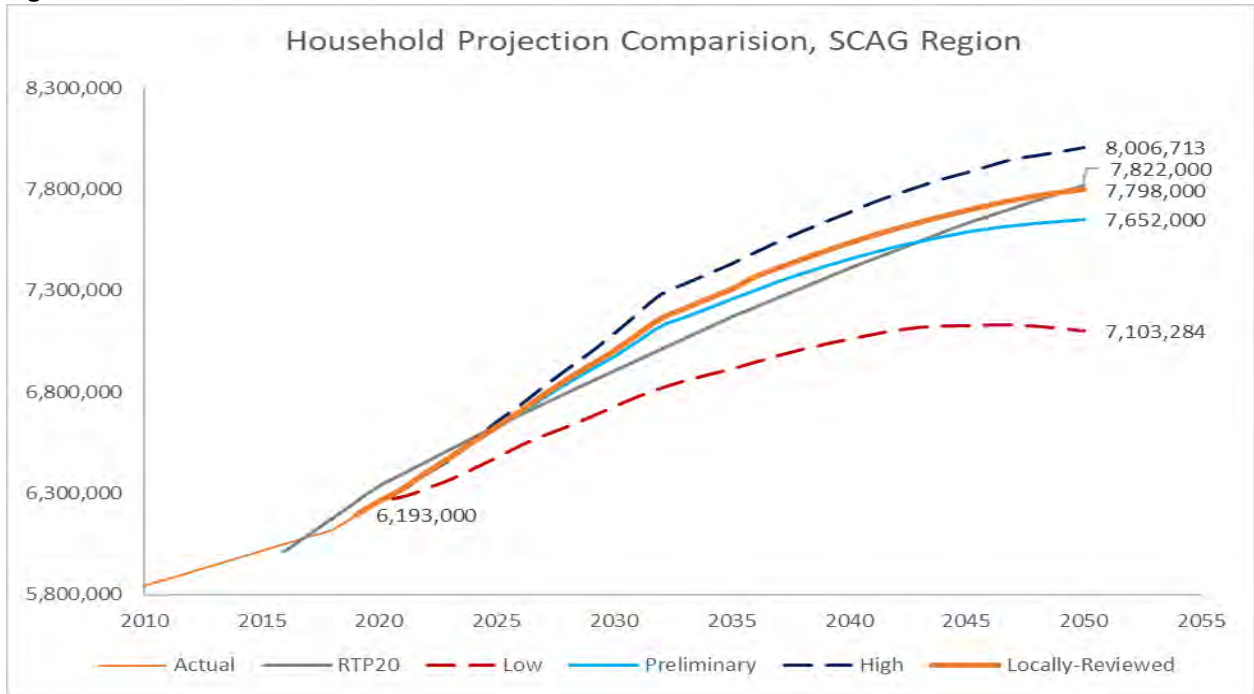


Figure 3

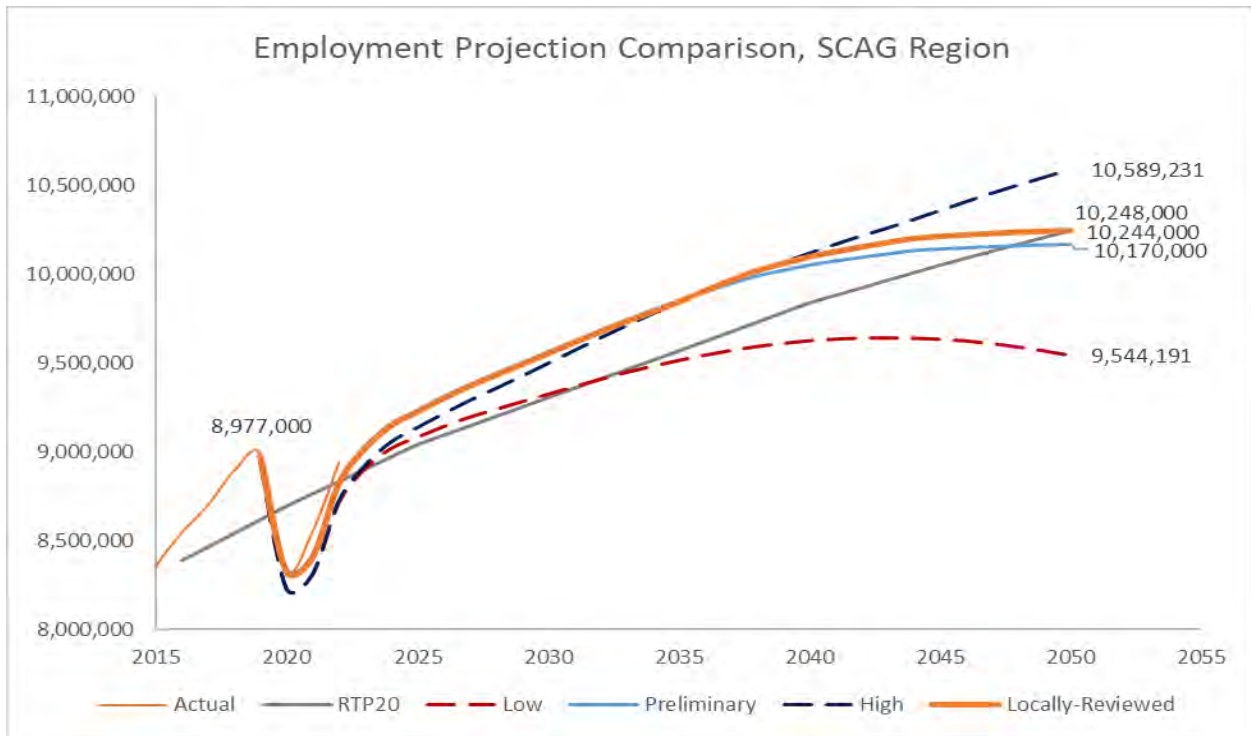


Figure 4

Actual data in Figures 2-4 are from the US Decennial Census, CA DOF, CA EDD, ACS PUMS, and BLS QCEW. Projections are from the final Connect SoCal 2020 and the preliminary and locally-reviewed versions of Connect SoCal 2024.

At the June 2022 CEHD meeting, staff presented the preliminary methodology for allocating this growth to the jurisdictional and neighborhood (i.e., Transportation Analysis Zone, or TAZ) levels to form a *preliminary forecasted regional development pattern* which followed the following principles:

1. **Rooted in local planning policies.** The forecasted regional development pattern will use available local general plan information as a starting point and local jurisdictions will be asked to update and review the forecast with their expertise of local planning context and ongoing planning work.
2. **Steered by a regional vision.** The forecasted regional development pattern will integrate growth strategies of Connect SoCal 2020 and follow regional and county forecast totals as guided by the Panel of Experts.
3. **Aligned with state policy.** The forecasted regional development pattern will reflect policies including the 6th cycle housing element process and be assessed considering SCAG’s SB 375 greenhouse gas emission reduction targets.

Between February and December 2022, staff conducted the LDX process, formally meeting with 164 jurisdictions, and receiving data inputs from 142 jurisdictions by the December 2, 2022 deadline. Jurisdictions were asked to review total households and employment in 2019, 2035, and 2050. Input from jurisdictions became the *locally-reviewed forecasted regional development pattern*. While staff continues to assess the transportation and other impacts of locally-reviewed growth, this report provides staff’s assessment of *locally-reviewed* county and region-level totals against the preliminary projections reviewed by the Panel of Experts.

Household and employment totals in 2019, 2035, and 2050 were those received from jurisdictions (if input was provided). Intermediate years were generated by SCAG staff based on the trends found in the preliminary projections. Population totals were derived from the household totals provided by local jurisdictions, plus the population-to-household ratio in the preliminary population projections. In some instances, jurisdictions provided comments that additional growth was likely to be concentrated in smaller housing units, thus the increase in population is less than the increase in households.

Compared to the preliminary version, the locally-reviewed forecast projects 2.3 percent higher household growth, 1.0 percent higher employment growth, and 1.8 percent higher population growth by 2050:

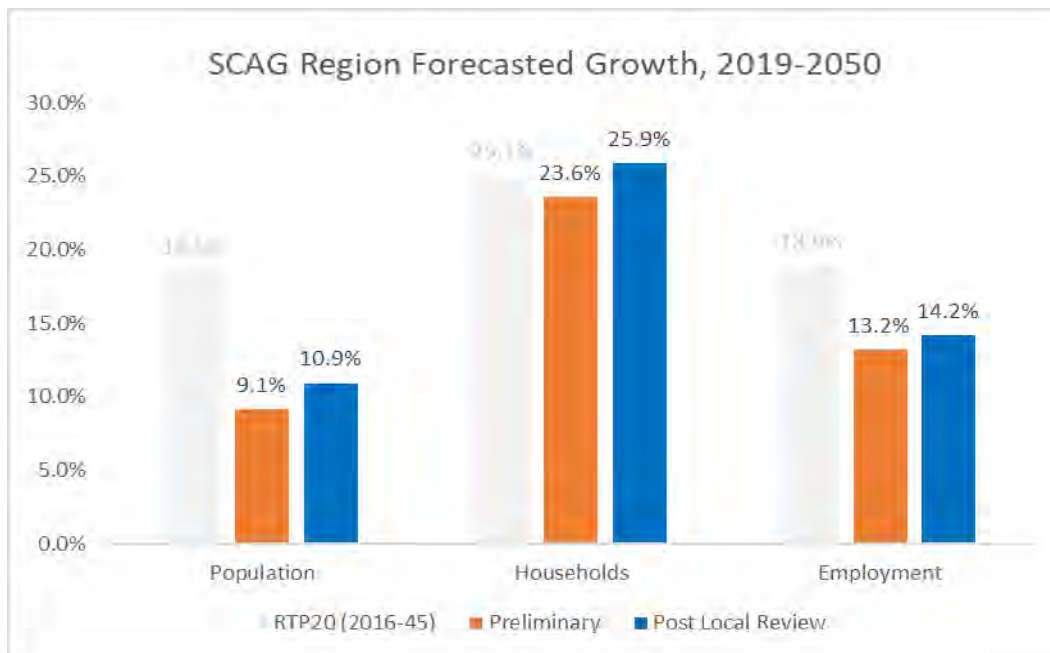


Figure 5

Table 1

SCAG Connect SoCal 2024 Locally-Reviewed Regional and County Growth Forecast
Provided to the Technical Working Group on 3/16/2023

Total Population	2019	2020	2025	2030	2035	2040	2045	2050	2019-2050	
									Growth	Pct. Growth
Imperial	181,000	180,000	186,000	193,000	198,000	203,000	207,000	210,000	29,000	16.0%
Los Angeles	10,046,000	10,018,000	10,051,000	10,230,000	10,449,000	10,633,000	10,749,000	10,767,000	721,000	7.2%
Orange	3,191,000	3,188,000	3,208,000	3,247,000	3,299,000	3,356,000	3,401,000	3,439,000	248,000	7.8%
Riverside	2,394,000	2,418,000	2,555,000	2,674,000	2,784,000	2,857,000	2,929,000	2,995,000	601,000	25.1%
San Bernardino	2,175,000	2,182,000	2,227,000	2,278,000	2,325,000	2,429,000	2,536,000	2,626,000	451,000	20.7%
Ventura	846,000	844,000	842,000	848,000	858,000	860,000	858,000	851,000	5,000	0.6%
SCAG	18,833,000	18,830,000	19,069,000	19,470,000	19,913,000	20,338,000	20,680,000	20,888,000	2,055,000	10.9%
Total Households	2019	2020	2025	2030	2035	2040	2045	2050	2019-2050	
									Growth	Pct. Growth
Imperial	52,000	52,000	56,000	61,000	65,000	68,000	70,000	72,000	20,000	38.9%
Los Angeles	3,393,000	3,420,000	3,595,000	3,788,000	3,948,000	4,049,000	4,114,000	4,138,000	745,000	22.0%
Orange	1,069,000	1,080,000	1,123,000	1,164,000	1,196,000	1,221,000	1,239,000	1,253,000	184,000	17.2%
Riverside	744,000	761,000	834,000	903,000	965,000	1,001,000	1,034,000	1,064,000	319,000	42.9%
San Bernardino	657,000	668,000	727,000	780,000	816,000	874,000	917,000	953,000	296,000	45.0%
Ventura	278,000	281,000	294,000	307,000	318,000	321,000	321,000	318,000	40,000	14.5%
SCAG	6,193,000	6,262,000	6,629,000	7,003,000	7,307,000	7,534,000	7,695,000	7,798,000	1,605,000	25.9%
Total Employment	2019	2020	2025	2030	2035	2040	2045	2050	2019-2050	
									Growth	Pct. Growth
Imperial	69,000	69,000	73,000	78,000	82,000	85,000	88,000	91,000	22,000	31.9%
Los Angeles	5,032,000	4,603,000	5,111,000	5,263,000	5,387,000	5,488,000	5,492,000	5,433,000	401,000	8.0%
Orange	1,805,000	1,684,000	1,857,000	1,903,000	1,942,000	1,977,000	1,998,000	2,019,000	214,000	11.9%
Riverside	847,000	800,000	909,000	983,000	1,057,000	1,106,000	1,147,000	1,185,000	338,000	39.9%
San Bernardino	860,000	838,000	903,000	948,000	992,000	1,060,000	1,108,000	1,145,000	285,000	33.1%
Ventura	363,000	332,000	371,000	379,000	384,000	383,000	380,000	376,000	13,000	3.6%
SCAG	8,977,000	8,326,000	9,224,000	9,553,000	9,843,000	10,099,000	10,215,000	10,248,000	1,273,000	14.2%

Note: Projections rounded to the nearest 1000. Population projections based on SCAG's preliminary model plus household totals provided by local jurisdictions.

SCAG demographic and economic staff, with assistance from PRB, conducted a series of robustness checks on the revised regional totals.

1. Locally-reviewed totals are well within the high and low ranges initially developed. While total households, employment, and population are all higher than the preliminary projection, they remain below the high scenario initially envisioned.
2. Following local review, household and employment both moved in the same direction. This contrasts with prior regional plans in which local review typically yields a higher employment projection, but a lower household projection. The result is a more balanced projection in terms of regional jobs and housing than has been done in the past.
3. The Demographic Panel of Experts noted that a higher growth could be possible if a combination of market and policy factors yielded increases in household formation. The locally-reviewed projection’s higher household growth is reflective of a greater amount of upcoming and planned housing development than was reflected in the preliminary projection.
4. The regional P:E ratio in 2050 increased nominally from 2.02 to 2.04. This is in line with expectations, owing to the higher rise in households than jobs following local review, and the decrease from the 2019 ratio of 2.10 is consistent with the expectations in the preliminary projection. A P:E ratio above 2, which is consistent with the region’s historic average, generally indicates sufficient population growth to fill the additional jobs which are projected.

Population-to-Employment (P:E) Ratio

	SCAG	Imperial	Los Angeles	Orange	Riverside	S. Bernardino	Ventura
2019	2.10	2.60	2.00	1.77	2.83	2.53	2.33
Growth	1.62	1.37	1.80	1.16	1.78	1.59	0.41
2050	2.04	2.31	1.98	1.70	2.53	2.29	2.26
<i>Difference from SCAG Region:</i>							
2019		0.50	-0.10	-0.33	0.73	0.43	0.23
2050		0.28	-0.06	-0.33	0.49	0.26	0.23

Table 2

5. A principle of the preliminary projection at the county level was to ensure that each county’s household growth is commensurate with its employment growth—i.e. will it be possible to house additional workers at least within the same county as where their jobs are anticipated. So long as a county’s P:E ratio doesn’t get *further* away from the regional value of 2.04, this is achieved—this is the case in all six counties in the region.

- a. For example, Los Angeles County currently has an oversupply of jobs compared to the region (suggesting in-commuting). However, by 2050 it is closer to the regional P:E ratio, (difference drops from -0.10 to -0.06 suggesting less future in-commuting).
 - b. Orange County’s job oversupply increases modestly; however, this is consistent with the regional trend toward fewer people per job and Orange County’s P:E ratio remains -0.33 below the region by 2050.
 - c. Many LA and Orange County jobs are filled by residents of Riverside County. However, by 2050 Riverside County’s job growth will have exceeded its population growth, meaning that it will have a more balanced relationship with the region.
6. The regional P:H ratio in 2050 decreased nominally from 2.69 to 2.68 after local review. This reflects both the ageing of the population and the expectation that housing production will continue to exceed the housing need derived from population growth. This is the case for every county in the region. In particular, the anticipated household growth by 2050 in Los Angeles County increased by 62,000 and in San Bernardino County by 55,000 following local review. A reasonable expectation from this trend is that household overcrowding rates, an indicator of housing undersupply in past periods, are likely to decline over the projection period.

Population-to-Household (P:H) Ratio

	SCAG	Imperial	Los Angeles	Orange	Riverside	S. Bernardino	Ventura
2019	3.04	3.50	2.96	2.98	3.22	3.31	3.04
Add'l people per add'l HH	1.28	1.45	0.97	1.35	1.89	1.53	0.13
2050	2.68	2.93	2.60	2.74	2.82	2.76	2.67

Table 3

7. The preliminary employment projection relied upon actual data through 2019. Comparing the preliminary projection with actual 2020-2022 employment, we see that the preliminary projections for the SCAG region closely followed the now-realized level of employment growth over the last three years. As such, we were able to replace 2020-2022 projections with actual data without requiring any additional modification. The post-LDX projection incorporates the input from local jurisdictions and shows 1.0 percent higher employment growth from 2019-2050 than the preliminary projection. The Local Data Exchange process provided valuable local knowledge regarding specific projects which are underway or expected soon and increases the robustness of SCAG’s forecast.

Conclusions

Following local review, staff followed up with several jurisdictions to request clarifications or additional documentation regarding major changes in growth projections. Broadly speaking, changes in growth took place where there was identified capacity to accommodate these changes. Specifically, efforts by Los Angeles County jurisdictions to promote infill or Accessory Dwelling Unit development have shown encouraging increases in recent years and are supported by local housing elements¹. San Bernardino County growth rates have historically lagged behind neighboring Riverside County, however they nearly achieve parity in the locally-reviewed projection and suggest the county’s land use planning may be able to foster relatively higher growth rates going forward.

Finally, the locally-reviewed projection indicates some distinct differences between the near or mid-term within the forecast horizon versus the long-range. This differs from the projection in Connect SoCal 2020. This projection’s anticipation of higher household formation rates in the coming decade would reflect higher housing growth in the mid-term (particularly during the 6th cycle housing element update) which would accommodate anticipated population and job growth as well as alleviate some of the results of past undersupply. However, increases in age and mortality in the region (and globally) would result in a slower rate of household growth needed to accommodate population & job increases in the late 2030s and 2040s. The population and employment projections envision moderate growth in the mid-term but taper off by the later years of the projection.

Table 4: Annual Household Growth

5-year period	Locally-reviewed Connect SoCal 2024	Final Connect SoCal 2020
2020-2025	73,400	57,000
2025-2030	74,800	57,000
2030-2035	60,800	53,400
2035-2040	45,400	46,300
2040-2045	32,200	46,300
2045-2050	20,600	--

FISCAL IMPACT:

This work is supported by OWP item 055-4856-01, Regional Growth and Policy Analysis.

¹ For example, in 2021 the City of Los Angeles alone represented 22 percent of the entire state’s increase in multifamily housing, see https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-1_2022PressRelease.pdf. According to the California Department of Housing and Community Development’s Annual Progress Report data for 2021, 45 percent of the state’s permitted ADUs were in Los Angeles County.



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

From: Nancy Lo, Associate Regional Planner
(213) 236-1899, lo@scag.ca.gov

Subject: Status Update for Draft Connect SoCal 2020 Amendment 3 and 2023
Federal Transportation Improvement Program (FTIP) Consistency
Amendment #23-03

EXECUTIVE DIRECTOR'S
APPROVAL

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 5, 2023, SCAG's Regional Council (RC) authorized the release of the Draft Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-03 for public review and comments.

Following the 30-day public comment period, SCAG staff continued to revise the draft amendments document based on public comments and provided updates to Caltrans, County Transportation Commissions (CTCs), and federal and State agencies at SCAG's Transportation Conformity Working Group (TCWG).

After review of feedback, SCAG staff concluded that the revisions would be minor and technical in nature, and do not alter the draft amendments' findings or conclusions, including the associated transportation conformity analysis and determination. Therefore, the revisions only serve to clarify, amplify, or make insignificant modifications, which do not require recirculation of the draft amendments.

As a precautionary measure, SCAG staff will post the revisions on SCAG's website (anticipated) in mid-April for another 15-day public review and will notify the TCWG of the availability of the revisions upon the web-posting.

Upon completion of the 15-day public review, SCAG staff will address all comments and finalize the draft amendments document. SCAG staff will seek RC approval of the proposed final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 in May/June 2023, pending conclusion of the 15-day public review and U.S. EPA final approval of the updated Coachella Valley ozone transportation conformity budgets.

BACKGROUND:

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal) in cooperation with the State (i.e., Caltrans), CTCs, and public transit operators. Both the FTIP and RTP/SCS are developed through a “bottom-up” approach.

As requested by CTCs in March 2022, SCAG began the process for the Connect SoCal 2020 Amendment 3. Over the past several months, SCAG staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03.

On January 5, 2023, SCAG’s Regional Council authorized the release of the Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 for public review and comments. After close of the formal thirty (30) day public comment period, SCAG staff continued to revise the draft amendments document based on public comments and provided updates on the draft amendments to staff representatives from Caltrans, CTCs, and federal and State agencies at SCAG’s TCWG. During this period, Ventura County Transportation Commission (VCTC) submitted a public comment requesting that SCAG include a new three-year pilot express bus service project. Although the pilot express bus service project is a regionally significant project requiring modeling, its modeled inclusion would not result in significant change to the RTP/SCS and FTIP Amendments modeling results. As part of the continued and ongoing interagency consultation, SCAG staff also received a comment from the TCWG concerning the EMFAC2021 adjustment factors applied in the conformity analysis of the Draft Amendments. SCAG staff is revising the draft amendments document to incorporate these comments. In addition, SCAG would be able to provide the CTCs the opportunity to program Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds via the current process prior to the June 30, 2023 deadline per the RC-approved STBG/CMAQ Compliance Action Plan.

SCAG staff has reviewed these revisions and concluded that none of the revisions constitutes a significance modification to the draft amendments. The revisions are technical in nature and minor because they will not change the findings and conclusions of the draft amendments, including the associated transportation conformity analysis and determination. As a result, these revisions merely

clarify, amplify, or make insignificant modifications, which do not require recirculation of the draft amendments.

In an abundance of caution, SCAG staff will post the revisions on SCAG’s website (anticipated) in mid-April for another 15-day public review and notify the TCWG of the availability of the revisions upon the web-posting.

Upon completion of the 15-day public review, SCAG staff will respond to all comments and finalize the draft amendments document including the revisions, the associated transportation conformity analysis, and the appropriate CEQA document in time to present the Proposed Final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 for the TC’s recommendation on the amendments, the EEC’s recommendations on the associated transportation conformity determination and the CEQA document, and the RC adoption on the same day in May/June 2023, pending conclusion of the 15-day public review and U.S. EPA final approval of the updated Coachella Valley ozone transportation conformity budgets. This will accelerate staff transmitting the final amendments to the federal agencies. SCAG staff also plans to request expedited federal review and approval to allow important transportation projects to move forward with implementation as soon as possible.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program (No. 23-010.0170.01: RTP Amendments, Management, and Coordination, No. 23-030.0146.02: Federal Transportation Improvement Program, and No. 23-025.0164.01: Air Quality and Conformity).



Southern California Association of Governments
April 6, 2023

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Alison Linder, Senior Regional Planner
(213) 236-1934, linder@scag.ca.gov
Subject: Clean Transportation Technology Policy

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC AND TC:

Receive and File

RECOMMENDED ACTION FOR RC:

Adopt the Southern California Association of Governments Resolution No. 23-654-5 pertaining to the Clean Transportation Technology Policy.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal

EXECUTIVE SUMMARY:

Mitigating the negative impact of the transportation system on regional air quality has long been a key priority for SCAG. With the advancement and proliferation of clean transportation technologies, coupled with the urgency of addressing climate change, the vision of a zero-emission transportation system is a core component of regional and state policy. SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS or Connect SoCal 2020) identified a holistic and coordinated approach for de-carbonizing or electrifying passenger vehicles, transit, and goods movement vehicles, further formalizing SCAG's vision for a zero-emission transportation system. In the last four years, SCAG has made progress in supporting the region's goals, and in Connect SoCal 2024, SCAG will refresh this vision, identifying regional progress and providing resources and strategies to accelerate Clean Transportation.

On February 23, 2023, the Emerging Technologies Committee recommended that the Regional Council adopt the attached Resolution No. 23-654-5 to formalize SCAG's Clean Transportation Technology Policy with the long-term aim of supporting the development, commercialization and deployment of a zero-emission transportation system and its supporting elements to: improve air quality, lower the health risks to all residents in the region, reduce greenhouse gas emissions to meet federal, state, and regional targets, and promote economic development, resilience, and

equity. The Resolution also affirms SCAG's commitment to Technology Neutrality, allowing operators to choose and invest in the most appropriate technology for their specific needs, while also encouraging further innovation in this area. In preparation for Connect SoCal 2024, SCAG will provide additional information about potential technologies in a Clean Transportation Technology Compendium.

BACKGROUND:

In the South Coast region in 2018, mobile sources were responsible for 85% of NOx emissions and nearly 29% of PM2.5 emissions. Statewide, 41% of greenhouse gas (GHG) emissions come from mobile sources.¹ Criteria pollutants such as NOx and PM2.5 threaten public health and GHGs lead to climate change which has exacerbated extreme heat days, drought, and wildfire in Southern California and further exacerbates inequities amongst the most vulnerable populations as they are most susceptible to impacts of climate change.

Additionally, the region's failure to meet requirements of the Federal Clean Air Act (CAA) means federal sanctions may be imposed, jeopardizing transportation funds. As such, the permitting of stationary facilities may become substantially more burdensome. The federal government may also take over local air quality regulation if state plans are not adequate to meet federal standards. To meet deadlines imposed by the Federal Clean Air Act, the region must reduce NOx emissions by 45% above and beyond the existing regulations by 2023, and 55% by 2031.

To support regional attainment and improve public health, a long-held priority for SCAG is to mitigate the impacts of the transportation system on regional air quality. As clean transportation technologies have improved and proliferated over time, minority and low-income communities continue to be the most impacted by air pollution, and the problems of climate change have intensified, resulting in the advancement of a long-term vision of a zero-emissions transportation as part of regional and state policy.

In response to these issues, the State of California established goals and adopted policies to accelerate the adoption of near-zero and zero-emission vehicles (ZEVs) across the mobile sources, among them the Climate Action Plan for Transportation Infrastructure (CAPTI). In September 2020, Governor Newsom signed Executive Order No. N-79-20, setting ambitious targets for the state to reach 100% ZEV sales for passenger vehicles by 2035, 100% medium and heavy-duty vehicles in the state by 2045 for all operations where feasible, and 100% zero-emission drayage trucks by 2035. Additionally, the state established a goal of fully transitioning the off-road equipment to zero-emission by 2035.

To achieve these ambitious targets, the California Air Resources Board (CARB) has adopted multiple regulations such as the Innovative Clean Transit (ICT), Advanced Clean Truck (ACT), and Advanced

¹ <https://ww2.arb.ca.gov/ghg-inventory-data>

Clean Cars (ACC) II regulations to accelerate the adoption of zero-emissions technologies for the on-road sector. For example, the recently adopted ACC II regulation will require 100% of light duty passenger vehicles sold in California to be zero-emissions by 2035. Further, CARB is pursuing a new regulation called Advanced Clean Fleet (ACF) which, starting in 2024, requires fleets operating in California to transition to zero-emission technology with the goal of transitioning all drayage trucks to zero-emission by 2035 and the rest of the medium and heavy-duty vehicles to zero-emission by 2045.

With these policies in place, the region must work towards deploying zero-emission vehicles and infrastructure needed to support them across all modes of transportation. Multiple stakeholders will be critical in meeting these goals. The private sector is innovating in producing zero-emission vehicles and developing charging and fueling stations as well as the supply chain needed to support them. Transit agencies are evaluating and implementing technologies to meet the ICT. Cities are pursuing permit streamlining and identifying opportunities to transition their own fleets. Multiple fleets and businesses are evaluating which technologies best fit their needs and utilities are enhancing their infrastructure for the production and distribution of the fuel required. The Clean Air Action Plan (CAAP) developed by the San Pedro Bay Ports (Los Angeles and Long Beach) sets a goal to achieve a 100% zero-emission drayage fleet by 2035, and both ports have been working hard to demonstrate and advance zero-emission drayage trucks in revenue service throughout the region.

As an MPO, SCAG works to coordinate and support the work of these stakeholders through research and evaluation, resource and tool provision, intrastate and intraregional coordination, advocacy, and where applicable investment programs.

Connect SoCal and SCAG's Clean Transportation Technology Definition and Program

Connect SoCal 2020 identified a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit, and goods movement vehicles, further formalizing SCAG's vision for a zero-emission transportation system where feasible. Pending approval of the Clean Technology Policy, a similar vision will be included in Connect SoCal 2024.

To support the holistic view of the Plan, the proposed policy defines Clean Transportation Technology as "zero- and near zero- emission vehicles, their supporting infrastructure, and facilitating products that reduce environmental impact over their life cycle." Development of the proposed policy considered the need for: the research and development of vehicles, improvement and deployment of infrastructure to support these vehicles, technological advancements in the Information Technology (IT) sector to facilitate and improve the use and efficiency of these technologies (i.e. Intelligent Transportation System (ITS)), and environmental life cycle for the design, production, use, transportation, and disposal of the technology.

Additionally, Connect SoCal 2020 put forth several actions SCAG might take to support this policy. In the light-duty sector, Connect SoCal described strategies to increase the availability of charging infrastructure (e.g., working with member agencies to streamline the process of permitting and installing new charging stations). For transit, Connect SoCal laid out strategies to facilitate the transition to zero-emission by working with transit agencies to ensure adequate charging stations and electricity rates are available. For goods movement, Connect SoCal set goals for achieving a zero-emission system, as well as early adoption of near-zero and clean combustion technologies. The Goods Movement Technical Appendix also identified a role for SCAG to work with partners in determining station locations for heavy duty fueling and a study to develop a regional roadmap for medium and heavy-duty supporting infrastructure, which kicked off in January 2023.

SCAG continues to further the vision of a zero-emission transportation system by providing support to the region through research, evaluation and planning, technical support, outreach and development of tools and resources, and advocacy and policy work to bring funding to the region to support these efforts. Examples of projects include but are not limited to:

- SCAG's Last Mile Freight Program (LMFP), funded through the state's Mobile Source Air Pollution Reduction Review Committee (MSRC), awarded grants totaling \$16.75 million to 26 clean-energy projects.
- Through the EV Charging Site Suitability Study (EVCSS), part of the Sustainable Communities Program, SCAG is currently partnering with 18 cities within the region to help jurisdictions promote development and deployment of EV charging infrastructure by providing tailored policy guidance to study partner cities; a regionwide site suitability analysis to target areas for future EV charging infrastructure; EV site evaluations; and a passenger EV Infrastructure Plan that will provide a roadmap for cities to spur development of charging stations and support EV adoption across Southern California.
- SCAG is working with partners to create a Medium and Heavy Duty Zero-Emission Roadmap through the Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Trucks Study and is leveraging this work in partnership with Energy Power Research Institute (EPRI) through the California Energy Commission (CEC) funded Research Hub for Electric Technologies in Truck Applications (RHETTA) project.
- SCAG runs an active Clean Cities Coalition, a program of the Department of Energy (DOE), and provides support, resources, and programming to the region through this effort.

Approach to Connect SoCal 2024

SCAG staff proposes to create a Clean Transportation Technology Compendium for Connect SoCal 2024. This will provide information on vehicles, infrastructure and supporting products needed for a zero-emission transportation system. The compendium will provide key information about different technologies using staff developed and stakeholder informed criteria of importance to

SCAG and the region. This collection of information will support end users in decision making about Clean Transportation investments. The compendium may include the following:

- a. Existing Conditions
- b. Compendium Need, Purpose, and Application
- c. SCAG Clean Transportation Technology Policy (pending approval)
- d. Guiding Principles for SCAG Emerging Technologies as applicable to the Clean Transportation Technology Program
- e. Scoping of criteria for compendium inclusion
- f. Descriptive characteristics for included technologies
- g. Recommendations for SCAG and Regional Clean Technology Strategies

Proper investment in vehicles, infrastructure and products requires a comprehensive understanding of the zero- and near zero-emission technology options across various sectors. Dozens of clean transportation technologies have been commercialized in the last several years, and many more are expected in the near future. However, these technologies can vary widely in terms of technology readiness, impacts on criteria pollutant and GHG emissions, cost, infrastructure requirements, and potential scale of deployment. As SCAG and the region continue to invest in clean transportation technology, it is important to allow for continuous innovation, while also meeting goals of standardization and interoperability. Furthermore, with the diversity of transportation and users within the region, it is important to allow flexibility for different technologies to be applied to different use cases as determined by the investing entity. Therefore, the proposed Clean Transportation Technology Policy defines Technology Neutrality as a “stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.”

A detailed description for each technology will be provided along with knowledge gaps and uncertainties with respect to available technologies. Findings will be summarized, and recommendations and strategies will be offered to further deploy zero-emission supporting infrastructure which may include targeted incentive programs, streamlined permitting, site development, and promotion of public-private-partnership business models.

Proposed Clean Transportation Technology Policy

To best support the region in a transition to a zero-emissions transportation system, staff drafted a Clean Transportation Technology Policy with the long-term aim of supporting the development, commercialization and deployment of a zero-emission transportation system and its supporting elements to improve air quality, reduce greenhouse gas emissions, meet federal, state and regional targets and promote economic development, resilience and equity.

On February 23, 2023, staff presented the draft Clean Transportation Technology Policy to the Emerging Technologies Committee (ETC). The ETC recommended that policy point number 4 be modified to emphasize the end user as the decision maker. Upon that recommendation, the ETC approved to “Recommend that the Regional Council (RC) adopt the Regional Clean Transportation Technology Resolution.”

The Policy States that:

1. Clean Transportation Technology is defined as “zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.”
2. SCAG will take a technology neutral approach in its study of, advancement of, and where applicable investment in Clean Transportation Technology where SCAG defines Technology Neutrality as a “stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.”
3. As part of the development of Connect SoCal 2024, SCAG will prepare a Clean Transportation Technology Compendium that will support decision making by providing information on various clean transportation technologies;
4. SCAG will continue to foster innovation and will support the study and deployment of a range of affordable and scalable Clean Transportation Technologies with consideration of the best available information and expected use case as determined by the end user, based on their operational needs, thus maintaining a Technology Neutral Approach;
5. SCAG will continue to support the region in deployment of Clean Transportation Technology through research and evaluation, stakeholder support, resource and tool provision, intrastate and intraregional coordination, advocacy, and where applicable investment programs; and
6. SCAG will promote equitable use of and access to Clean Transportation Technologies so that all may benefit from them.

The above policy broadly defines Clean Transportation Technology, provides direction for development of Connect SoCal 2024 and formalizes SCAG’s position on Technology Neutrality, while defining a broad role for SCAG in achieving the goal of an equitable zero emission transportation system in the region.

NEXT STEPS:

Upon Regional Council approval of Resolution No. 23-654-5, staff will continue implementation of the clean transportation technology program as shaped by the guidance and vision of this policy. Further, staff will apply the vision described in this policy to Connect So Cal 2024 and will develop a compendium of technologies to support decision making by providing information on various clean transportation technologies.

FISCAL IMPACT:

Funding for staff work on this issue is included in the OWP under 115.4912.01 (Clean Technology) and 310.4874.02 (Key Connections Strategy Team).

ATTACHMENT(S):

1. PowerPoint Presentation - Clean Transportation Technology Policy
2. Resolution No. 23-654-5 - Clean Transportation Technology Policy



Clean Transportation Technology Policy

WWW.SCAG.CA.GOV

Introduction

Clean Transportation Technology (Clean Tech) Vision

- Connect SoCal 2020 includes a holistic and coordinated approach to de-carbonizing or electrifying passenger, transit and goods movement vehicles and a *vision* for a zero-emission transportation system or using cleaner mobility options where zero emission options are not feasible.

A wide-angle landscape photograph showing a mix of natural and developed areas. In the foreground, there's a green golf course with a small pond. The middle ground features a residential development with houses and trees. The background is dominated by a large, arid hillside covered in sparse, dry vegetation under a clear sky.

INNOVATING FOR A BETTER TOMORROW

SCAG is the nation's largest metropolitan planning organization, representing six counties, 191 cities and more than 19 million residents. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California.

Clean Transportation Technology Drivers

- Federal Clean Air Act
- GHG reduction
- Public Health
- Increased Public Funding
- Economic, Equity and Resilience Opportunities



Introduction

SCAG Clean Technology Program

- Ongoing research, evaluation and plan development
 - EV Charging Site Suitability Study (EVCSS), part of the Sustainable Communities Program
 - Medium and Heavy Duty Zero Emissions Roadmap
 - RHETTA pilot partnership with EPRI/CEC
- Providing Support to Regional Stakeholders
- Advocacy and Policy Work
 - Funding for city infrastructure and vehicle purchases
 - Continued funding for vehicle demonstration and early deployment (MD/HD)
 - Share success stories
- Investments in Clean Technology
 - Last Mile Delivery Program

Clean Transportation Technology Policy

1. Clean Transportation Technology is defined as “zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.”
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3. As part of the development of Connect SoCal 2024, SCAG will prepare a Clean Transportation Technology Compendium that will support decision making by providing information on various clean transportation technologies;

Clean Transportation Technology Policy

4. SCAG will continue to foster innovation and will support the study and deployment of a range of affordable and scalable Clean Transportation Technologies with consideration of the best available information and expected use case as determined by the end user, based on their operational needs, thus maintaining a Technology Neutral Approach;
5. SCAG will continue to support the region in deployment of Clean Transportation Technology through research and evaluation, stakeholder support, resource and tool provision, intrastate and intraregional coordination, advocacy, and where applicable investment programs; and
6. SCAG will promote equitable use of and access to Clean Transportation Technologies so that all may benefit from them.

Clean Transportation Technology Compendium

- Systematic and comprehensive approach to presenting technology options
- Includes vehicles, supporting infrastructure and facilitating products
- Covers passenger, transit, rail and commercial heavy duty
- Describes important characteristics and makes information transparent
 - ex - total cost of ownership, technology readiness level, environmental impacts, safety, etc.
- Includes existing conditions, scoping criteria for compendium inclusion, descriptive characteristics, and regional clean technology strategies.

Feedback

- PEV Study City Stakeholders, Jan 18
- PEV Study Steering Committee, Jan 26
- Regional ZE Truck Collaborative, (over email)
- RTTAC, Jan 30
- GLUE Council, Jan 30
- Emerging Technologies Committee, Feb 23



Next Steps: Upcoming RTP/SCS Development (2024)

- Setting a vision for ZE Tech in the Region
 - Focus on publicly accessible stations
 - Regional Road Map for MD/HD Vehicles
- Demonstrate ability to meet and exceed state targets
- Create Technology Compendium (pending board direction)
- Continued Outreach



<https://scag.ca.gov/connect-social>
linder@scag.ca.gov

What other innovations, benefits or potential consequences need to be addressed as we roll out this technology?

10

Recommendation

Approve and adopt the Clean Transportation Technology Policy, Resolution **NO. XX-XXX-X**



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/alternative-fuels-vehicles>



RESOLUTION NO. 23-654-5

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING A REGIONAL CLEAN TRANSPORTATION TECHNOLOGY POLICY

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

WHEREAS, the Southern California Association of Governments (SCAG) is the largest Metropolitan Planning Organization (MPO) in the United States covering six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), and serving 19 million people pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.; and

REGIONAL COUNCIL OFFICERS

- President Jan C. Harnik, Riverside County Transportation Commission
First Vice President Art Brown, Buena Park
Second Vice President Curt Hagman, County of San Bernardino
Immediate Past President Clint Lorimore, Eastvale

WHEREAS, SCAG is responsible for bringing Southern California's diverse residents and local partners together with unifying regional plans, policies, and programs that result in more healthy, livable, sustainable, and economically resilient communities; and

WHEREAS, improving mobility, accessibility, reliability, regional environmental conditions, and transportation safety has been a goal included in SCAG's long-range plans, including Connect SoCal, for decades; and

COMMITTEE CHAIRS

- Executive/Administration Jan C. Harnik, Riverside County Transportation Commission
Community, Economic & Human Development Frank Yokoyama, Cerritos
Energy & Environment Deborah Robertson, Rialto
Transportation Ray Marquez, Chino Hills

WHEREAS, Connect SoCal 2020 identified a vision to create a holistic and coordinated approach to de-carbonizing passenger vehicles, transit, and goods movement vehicles; and

WHEREAS, improvement of regional air quality is a priority and the region is a non-attainment area for NOx; failure to meet requirements of the Federal Clean Air Act means federal sanctions may be imposed, jeopardizing transportation funds; and

WHEREAS, Clean Transportation Technology is defined via this document for SCAG's purposes as "zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life," and the below policy will formalize this; and

WHEREAS, a zero-emission transportation system is envisioned as the regional goal, near-zero-emission technologies may play a role in support of this goal and offer short term benefits as bridging technologies where zero-emission solutions are not yet feasible or commercially viable (heavy duty vehicles); near zero implies a significant reduction compared to commonly used technologies;

WHEREAS, Clean Transportation Technology will be necessary in order to meet state climate and air quality goals and requirements such as the Innovative Clean Transit Rule, Advanced Clean Cars Act, the Advanced Clean Trucks Regulation

Attachment: Resolution No. 23-654-5 - Clean Transportation Technology Policy

and those reflected in the Climate Action Plan for Transportation Infrastructure (CAPTI) and the 2022 California Air Resources Board (CARB) Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan); and

WHEREAS, SCAG’s Regional Council unanimously adopted a Climate Action Resolution in January 2021 that affirmed its commitment to reduce greenhouse gas emissions and to establish partnerships to support local jurisdictions’ climate adaptation and mitigation initiatives, including implementation of Clean Transportation Technologies; and

WHEREAS, investment in Clean Transportation Technologies is an important part of meeting SCAG’s objectives in economic development and recovery, resilience planning and achievement of equity; and

WHEREAS, jurisdictions throughout the region including cities, counties, transit agencies, and private fleets, are currently evaluating and making investments in Clean Transportation Technology based on their operational needs; and

WHEREAS, SCAG, though not an implementing agency, has an evolving role in Clean Transportation Technology Investment, including but not limited to the Last Mile Freight Program, and future funding opportunities; and

WHEREAS, SCAG supports the region in deployment of Clean Transportation Technology through research and evaluation, stakeholder support, partnerships, and advocacy;

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that SCAG hereby adopts a regional Clean Transportation Technology Policy with the long-term aim of supporting the development, commercialization and deployment of a zero-emission transportation system and its supporting elements to improve air quality, reduce greenhouse gas emissions, meet federal, state and regional targets and promote economic development, resilience and equity.

BE IT FURTHER RESOLVED THAT:

1. Clean Transportation Technology is defined as “zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.”
2. SCAG will take a technology neutral approach in its study of, advancement of, and where applicable investment in Clean Transportation Technology where SCAG defines Technology Neutrality as a “stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.”
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5. SCAG will continue to support the region in deployment of Clean Transportation Technology through research and evaluation, stakeholder support, resource and tool provision, intrastate and intraregional coordination, advocacy, and where applicable investment programs; and
6. SCAG will promote equitable use of and access to Clean Transportation Technologies so that all may benefit from them.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of April, 2023.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajjise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



Southern California Association of Governments
April 6, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Exploring Transportation Pricing & Incentives Via Mobility Wallet Update

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. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

With the support of a Caltrans Planning Grant, SCAG, alongside its partner Metropolitan Planning Organizations (Partner MPOs) Sacramento Council of Governments (SACOG) and San Diego Association of Governments (SANDAG) has procured consultant services to develop a common design framework for user pricing pilots that will be flexible to adapt to local needs and policy issues. Development of this common design framework will support longer-term deployment plans for future pricing pilots in the respective Partner MPO regions. This effort will proceed in two phases: the current "Phase 1" is focused on conducting the planning work necessary for pilot design, while a later "Phase 2" will entail pilot demonstration deployment using the common design framework developed in Phase 1. Current funding and consultant services are only for Phase 1.

BACKGROUND:

Why is this work needed?

The future of fuel taxes as the primary source for raising revenue to support the maintenance and development of California's transportation system is in doubt. As the fleet of vehicles using the roads becomes more fuel-efficient, and includes more hybrid, electric, and ultimately, fuel cell vehicles, the disconnect between fuel consumption and roadway use will become greater and greater.

This fundamental fact has led to an interest among planners and policymakers in transitioning from fuel taxes to road use charges (RUCs), where RUCs are based on mileage traveled rather than fuel consumed. Several pilot tests of RUCs have been completed or are underway, largely by state departments of transportation (DOTs)—including a 2016 pilot program and continued study in California. The scopes of RUC pilots to-date have focused primarily on technical feasibility of various models for the collection of RUCs, as well as on user acceptance of those options. This focus is extremely valuable, as user acceptance will be a major factor in any potential future transition to RUCs. However, a missing piece in the pilot testing ecosystem to date is a focus on policy outcomes that could be advanced through RUCs, as well as the impacts of parallel incentive structures that might be advanced to shape policy outcomes.

What are the goals of this planning effort?

With this Caltrans-funded planning effort, SACOG—acting as lead agency on behalf of the three Partner MPOs: the Sacramento Area Council of Governments (SACOG), Southern California Association of Governments (SCAG), and the San Diego Association of Governments (SANDAG)—has procured consultant services to design a “common core” pilot project that would begin to address questions surrounding policy outcomes that may be pursued through future RUC pilot deployment. The project will provide the necessary groundwork to support launching pilot tests in each of the three MPO regions, leveraging Partner MPO relationships with our 231 cities and 13 counties, while building on the knowledge gained by past and ongoing state-DOT-sponsored RUC pilot initiatives. Spanning the entirety of Southern California and the large metropolitan area surrounding the state’s capital, the project area for this initiative contains 62.3 percent of the state’s population. This MPO-led planning initiative will focus on:

- ***Combining incentives with RUCs to explore the potential to magnify the positive impact on travel RUCs may have.*** Pilots conducted to date have been limited to RUCs only, usually with flat rates charged. Through this planning effort, Partner MPOs will develop a common RUC pilot design framework to enable study of the differential impacts of multiple RUC formats and incentive structures, which can be tailored for local pilot deployment in the three MPO regions.
- ***Understanding the potential of RUCs combined with incentives to induce positive change in travel behavior,*** such as reducing vehicle miles traveled (VMT), increasing use of alternative modes of travel, and reducing the amount of travel during the most congested times and within the most congested corridors. Current and previous RUC pilots have included only limited assessment of VMT impact, and alternative mode impacts have not been clearly assessed.
- ***Evaluating the impact of RUCs on lower income households, rural residents and other special populations.*** Concerns about the equity of RUCs and their impact on lower income

households are a major concern related to transition from fuel tax to RUC. Some results of RUC pilots to-date are encouraging, showing that lower income households and rural residents—due to their reliance on relatively less fuel-efficient vehicles than higher-income and urban residents—may be more likely to benefit from RUCs, on average. However, the differential impacts of RUCs on travel behavior of lower income households and rural residents have not been studied in detail.

The Partner MPOs are collaborating to develop a common core framework and incentive-based RUC pilot design using funding from the Caltrans Planning Grant program. The common core design process will generate information—including cost and schedule estimates—that will be used to plan and scale future regional pilots that are flexible and customized to distinct local contexts. The common core design framework will be modified to emphasize different policy issues, goals, and other unique local considerations related to RUCs and user incentives, as may be applicable within each of the three MPO regions. The Partner MPOs may later seek further funding (i.e., separate from the Caltrans grant funding that is supporting the current “Phase 1” of this planning effort) to deploy RUC and incentives pilots in each of the three MPO regions, contributing to the dialog and knowledge base on the possible future transition from fuel taxes to RUCs. Scoping, budgeting, and scheduling of any subsequent regional pilots will be informed by outcomes and lessons learned in “Phase 1” of the current MPO-led planning effort.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (015.4907.01: Research Design Framework for Transportation Pricing and Incentives Pilots).



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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Anita Au, Planning Supervisor
(213) 236-1874, au@scag.ca.gov

Subject: Connect SoCal 2024: Equity Analysis Update - Priority Equity Communities

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:

With direction from the Regional Council, Energy and Environment Committee (EEC), and Racial Equity and Regional Planning Subcommittee, SCAG continues to affirm its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California by working to operationalize racial equity through regional planning functions. Last year staff proposed a new approach for Connect SoCal 2024’s Equity Analysis to the EEC. This staff report and the corresponding presentation provides an update on SCAG’s proposed approach for the Equity Analysis resulting from collaboration with internal subject matter experts and external stakeholders. Staff propose revised methods for defining Priority Equity Communities (formerly Environmental Justice areas) and Equity Performance Measures to frame and focus the Equity Analysis on populations that have been historically marginalized and are susceptible to inequitable outcomes.

BACKGROUND:

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for

integrating land use and transportation for increased mobility and more sustainable development. 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. An Equity Analysis is included to comply with statutory requirements and ensure there are no disparate or disproportionate impacts to people of color or low-income populations as a result of implementing Connect SoCal 2024.

The consideration of Environmental Justice (EJ) in the transportation process stems from Title VI of the Civil Rights Act of 1964,¹ and was further enhanced by Executive Order 12898² (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.

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 equity. The Energy and Environment Committee (EEC) provides policy direction for this work, which aligns with 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. In March 2023, SCAG's Joint Policy Committee adopted the Racial Equity and Regional Planning Subcommittee White Paper, which included recommendations for Connect SoCal 2024 and suggested preliminary strategies for inclusion in the Plan.

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."

On April 7, 2022, staff provided the EEC a preview of the approach for the Connect SoCal 2024 Equity Analysis, including revisiting the populations and communities analyzed in previous EJ analyses, and developing a new equity area definition of Priority Equity Communities. On September 1, 2022, staff provided the EEC with proposed updates to the equity performance measures for Connect SoCal 2024. With the input from members of the EEC and collaboration with internal subject matter experts and external stakeholders from SCAG’s Equity Working Group and Technical Working Group, staff propose an updated method for defining Priority Equity Communities to frame and focus the Equity Analysis on populations that have been historically marginalized and are susceptible to inequitable outcomes.

DEFINING PRIORITY EQUITY COMMUNITIES:

Staff propose replacing the three equity communities (i.e., Environmental Justice Areas, SB 535 Disadvantaged Communities, and Communities of Concern) with a new, flexible equity area definition, called Priority Equity Communities, to comply with statutory requirements and support SCAG equity efforts beyond the Plan. Priority Equity Communities are *census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.*

Staff propose determining a census tract as a Priority Equity Community if there is a concentration above the county average of:

1. **BOTH** low-income households and people of color; **OR**
2. **EITHER** low-income households or people of color **AND** of four or more of the following:
 - i. Vulnerable Ages [Older adults (65+) or Young Children (<5)]
 - ii. People with Disabilities
 - iii. People with Limited English Proficiency
 - iv. Limited Vehicle and Transit Access [zero- and one-vehicle households not located near a High-Quality Transit Corridor]
 - v. People without a High School Diploma
 - vi. Single Parent Households
 - vii. Housing Cost Burdened Households [including homeowners and renters]

With the proposed approach, Priority Equity Communities cover 50 percent of the region’s population. The counties of Orange (49.3%), Riverside (46.1%), and Ventura (44.7%) would have under half of their population in Priority Equity Communities.

Existing Equity Area Definitions

Recently, several federal, state and local agencies developed equity area definitions that cover all or part of the SCAG region. They defined these “equity areas,” sometimes called Disadvantaged Communities, Priority Populations or Equity Focus Communities, to target analysis, investment and policy benefits in historically marginalized communities. Each equity area definition and

methodology differ to serve its own purpose, and as a result highlights different areas of the region. With the proposed definition of Priority Equity Communities, there are significant spatial overlaps with the following equity area definitions:

- Disadvantaged Communities per Climate and Economic Justice Screening Tool, US Council on Environmental Quality
- Disadvantaged Communities per *[draft]* Equitable Transportation Community Explorer, US Department of Transportation (DOT)
- Transportation Disadvantaged Census Tracts⁴, US DOT
- SB535 Disadvantaged Communities per CalEnviroScreen 4.0, California Environmental Protection Agency and California Office of Environmental Health Hazard Assessment
- Priority Populations per *[draft]* Transportation Equity Index, Caltrans
- Transportation Equity Zones, SCAG
- Equity Focus Communities, Los Angeles County Metropolitan Transportation Authority

Note that there are several other data/mapping tools available to support equitable decision-making that do not specify a methodology for defining equity areas.

In partnership with several stakeholders, including community-based organizations, SCAG developed Transportation Equity Zones (TEZs) with the Mobility Innovations and Pricing Report (March 2022) to identify “areas that currently experience transportation-related burdens and may face disproportionate impacts from future mobility innovations.” Thus, staff propose using TEZs instead of Priority Equity Communities in the Equity Analysis only when evaluating impacts of mobility pricing strategies, like mileage-based user fees. This approach validates TEZs as an equity area definition that was developed with community input for a specific purpose, while still meeting statutory requirements.

EQUITY PERFORMANCE MEASURES:

As presented in September 2022, SCAG staff recommends several overarching enhancements to the performance measures, including incorporating data from the most recently available data sources, adding analysis from the Racial Equity Baseline Conditions Report, aligning demographics analyzed across performance measures, and incorporating disaggregated results where possible. To improve readability of the report, staff recommend consolidating measures to reduce redundant context, and focusing on the key takeaways from the analysis.

Based on feedback from EEC members at the September 1, 2022 and further discussion with subject-matter experts, staff modified methodologies for some of the Equity Performance Measures, including:

⁴ To be retired upon adoption of US DOT’s new tool.

- Revising the neighborhood change definition to identify *gentrifying neighborhoods*, or census tracts that were initially low-income and had significant increase in college-educated residents over a given time period, and adding an assessment of eviction filings to **Neighborhood Change and Displacement**
- Several changes to **Access to Everyday Destinations**:
 - Adding schools and health care facilities as destinations
 - Adding walking and biking access analysis
 - Removing bus-only transit analysis while maintaining all-transit analysis
 - Revising travel cost thresholds and park and retail access metrics based on a literature review
- Adding drought and earthquake hazard zones to **Resilience and Climate Vulnerabilities**

Attachment 1 (Proposed Equity Performance Measures) includes an updated list of the performance measures with definitions and the proposed changes in detail.

NEXT STEPS:

SCAG's Priority Equity Communities and Equity Performance Measures will be shared with the public through the Connect SoCal outreach workshop scheduled for April and May 2023. Through this outreach, staff aims to ground truth the Priority Equity Communities and assess the public's priorities on regional equity issues. Staff will return to the EEC to provide updates on the Connect SoCal 2024 Equity Analysis and any input received during the public outreach process. SCAG will continue to explore opportunities to incorporate Priority Equity Communities in planning practices and to advance equity through the policies and strategies in the plan.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program (020.0161.06: Environmental Justice Outreach and Policy Coordination).

ATTACHMENT(S):

1. Proposed Equity Performance Measures (March 2023)
2. PowerPoint Presentation - Equity Analysis Update



Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory**	Performance Measures	Plan Evaluation Measure***	Definition	New, Existing, Revised, Removed	Changes/Notes
Economy	Revenue Sources In Terms of Tax Burdens	Proportion of Connect SoCal revenue sources		Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income households and people of color	Revised	Adding racial/ethnic disaggregation
Economy	Investments vs. Benefits	Transportation system investment benefit/cost ratio	X	Analysis of Connect SoCal investments by income quintile and race/ethnicity	Existing	Continue to 2024.
Economy	Geographic Distribution of Transportation Investments	Geographic distribution of transportation investments by mode	X	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region	Existing	Continue to 2024.
Economy	Impacts from Mileage-Based User Fees (MBUF)	MBUF impacts		Examination of potential impacts from implementation of a mileage-based user fee on low income households and people of color in the region	Revised	Adding racial/ethnic disaggregation
Communities	Jobs-Housing Imbalance	Jobs-house balance		Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region	Revised	Adding racial/ethnic disaggregation
Communities	Neighborhood Change and Displacement	Neighborhood change trends		Examination of demographic changes within gentrifying neighborhoods	Revised	Adding racial/ethnic disaggregation; Added gentrifying neighborhoods definition
Communities	Neighborhood Change and Displacement	Eviction filings		Examination of eviction filings and households threatened with eviction within gentrifying neighborhoods	New	
Communities	Rail-Related Impacts	Proximity to rail corridors	X	Demographic analysis for areas in close proximity to rail corridors	Revised	
Communities	Rail-Related Impacts	Proximity to planned grade separations	X	Demographic analysis for areas in close proximity to planned grade separations	Revised	
Communities	Rail-Related Impacts	Proximity to railyards	X	Demographic analysis for areas in close proximity to railyards	New	
Mobility	Access to Everyday Destinations	Job access	X	Number of employments reachable within 15/30 minutes by automobile and 15/45 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Revised	Added walkshed and bikeshed analyses; Removing bus-only transit analysis
Mobility	Access to Everyday Destinations	Shopping access	X	Number of retail establishments reachable within 15/30 minutes by automobile and 15/30 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Revised	Added walkshed and bikeshed analyses; Removing bus-only transit analysis; Redefined transit travel time cost threshold; Revised access metric from number of retail employments
Mobility	Access to Everyday Destinations	Parks access	X	Percent of population that can reach a park location within 15/30 minutes by automobile and 15/30 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	Revised	Added walkshed and bikeshed analyses; Revising access metric from park acreage
Mobility	Access to Everyday Destinations	School access	X	Number of schools within 15/30 minutes by automobile and 15/30 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	New	
Mobility	Access to Everyday Destinations	Health care access	X	Number of health care facilities within 15/30 minutes by automobile and 15/30 minutes by transit during morning peak period (6 - 9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3-, and 5-mile bikesheds	New	
Mobility	Bicycle and Pedestrian Collisions	Bike and pedestrian collisions		Percent of Bicycle/Pedestrian HINs that fall within Priority Equity Communities	Revised	Renaming from "Active Transportation Hazards"; adding overlay with High Injury Network
Mobility	Travel Time and Travel Distance Savings	Distribution of travel time	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Travel Time and Travel Distance Savings	Distribution of travel distance	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel distance savings for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Share of Transportation System Usage	Mode share	X	Comparison of transportation system usage by mode for low income households and people of color relative to each group's regional population share	Existing	Continue to 2024.
Environment	Resilience and Climate Vulnerabilities	Climate risk areas	X	Assessment of overlay between Priority Equity Communities and Climate Risk Areas, including flood hazard zones, sea level rise, wildfire risk, substandard housing, extreme heat, drought, and earthquake hazard zones	Revised	Renaming from "Climate Vulnerability" indicators; Adding extreme heat, drought, and earthquake hazard zones
Environment	Emissions Impacts Analysis	Emissions impacts (CO and PM2.5)	X	Examination of change in air pollutant emissions region-wide as a result of the Plan in region and Priority Equity Communities	Existing	
Environment	Emissions Impacts Analysis	Proximity to freeways and highly traveled corridors	X	Examination of change in air pollutant emissions, focusing on demographics of areas in close proximity to freeways and highly traveled corridors, as a result of the Plan in region and Priority Equity Communities	Revised	Combining "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicator into the "Emissions Impact Analysis"
Environment	Noise Impacts	Roadway Noise		Qualitative assessment of the disproportionate impacts of roadway noise impacts and the policies, programs, and plans to address project-level impacts	Revised	Combining with "Aviation Noise Impacts"; Shifting to qualitative analysis
Environment	Noise Impacts	Aviation Noise		Qualitative assessment of the disproportionate impacts of aviation noise impacts and the policies, programs, and plans to address project-level impacts	Revised	Combining with "Roadway Noise Impacts"
Environment	Public Health	N/A		Summary of historical emissions and health data for areas with high concentrations of minority and low income population	Removed	Public health topics (e.g., life expectancy, health insurance, and health risks) are incorporated throughout the Equity Analysis

*Formerly referenced as "Environmental Justice (EJ)"

**Subcategories are different from the Draft Performance Measures subcategories to account for alignment with previous EJ Analysis Measures.

***Plan Evaluation Measures are metrics that involve modeling outcomes to forecast regional performance with and without the implementation of the Plan. All other measures are "on-going" measures used to assess progress being made over time.



Equity Analysis Update

Anita Au and Annaleigh Ekman

April 6, 2023

Key Definitions



Environmental Justice

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

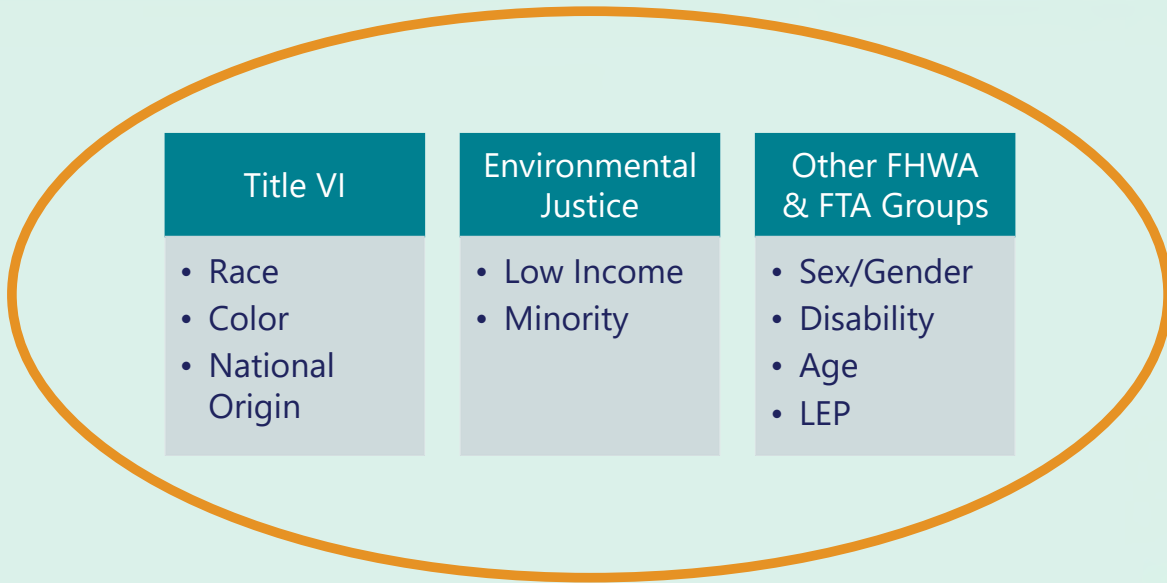
Racial Equity

As central to SCAG's work, racial equity describes the actions, policies, and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color, to ensure all people can be healthy, prosperous, and participate fully in civic life.

Incorporating Equity into Analysis

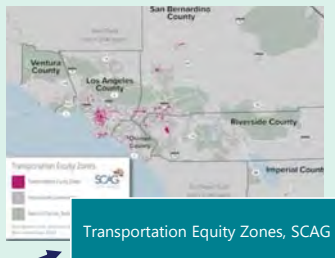
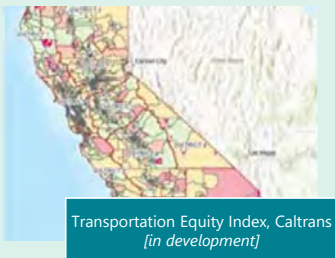
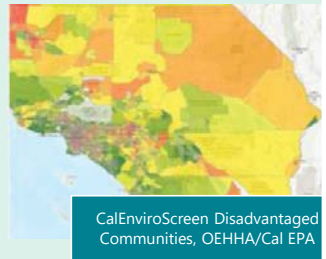
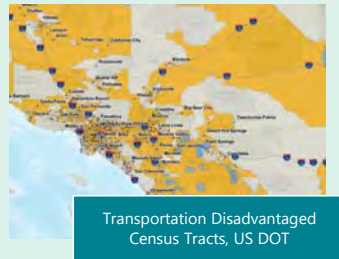
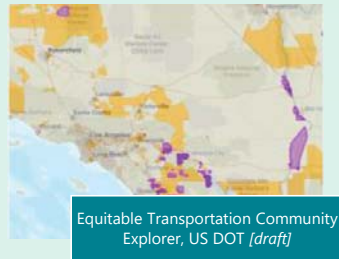


EQUITY



3

Existing Equity Area Definitions



Note: TEZs to be used in pricing discussion in Equity Analysis

4

Priority Equity Communities

Priority Equity Communities

Definition

Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

Priority Equity Communities

Definition



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7

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Definition



Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

8

Priority Equity Communities

Definition



Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

Priority Equity Communities



Census tracts that have a concentration **above county average** of:

A.  People of Color &  Low-Income Households

B.  People of Color **OR**  Low-Income Households

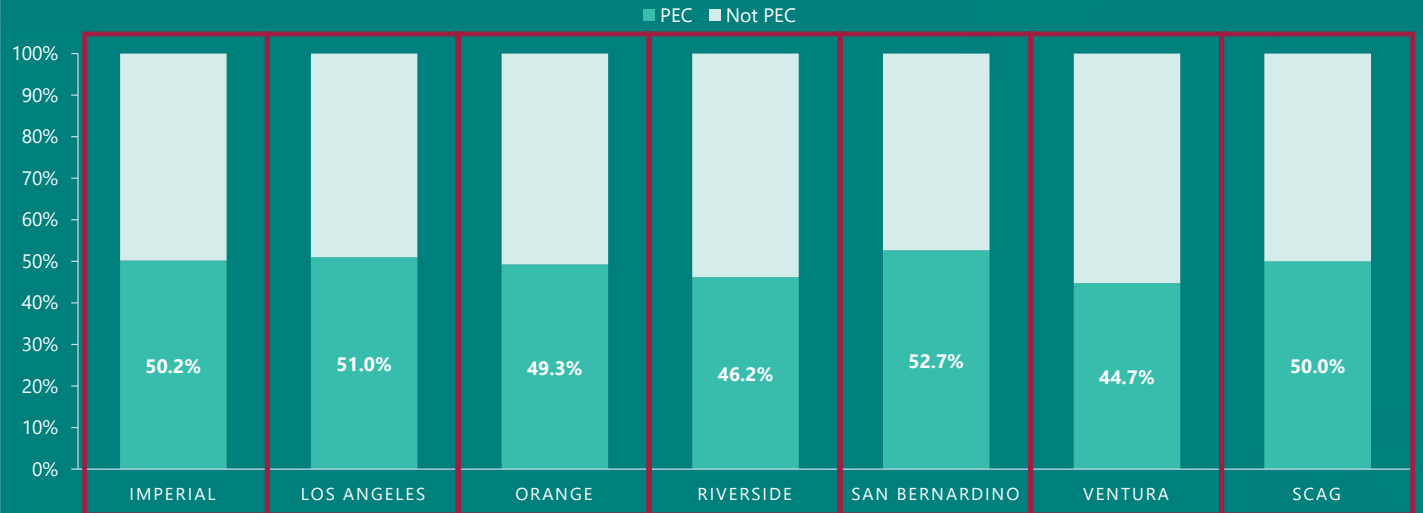
AND 4+ of the 7 other priority population criteria:

 Limited Vehicle and Transit Access	 Vulnerable Ages	 Single Parent Households
 People without a High School Diploma	 People with Disabilities	 Housing Cost Burdened Households
 People with Limited English Proficiency		

Priority Equity Communities Identification



PERCENT OF POPULATION IN PRIORITY EQUITY COMMUNITIES (PEC)



Equity Performance Measures

Equity Performance Measures



Economy

- Geographic Distribution of Transportation Investments
- Investments vs. Benefits
- Revenue Sources In Terms of Tax Burdens
- Impacts from Mileage-Based User Fee

Communities

- Jobs-Housing Imbalance
- Neighborhood Change and Displacement
- Rail-Related Impacts

Mobility

- Share of Transportation System Usage
- Travel Time and Travel Distance Savings
- Access to Everyday Destinations
- Bicycle and Pedestrian Collisions

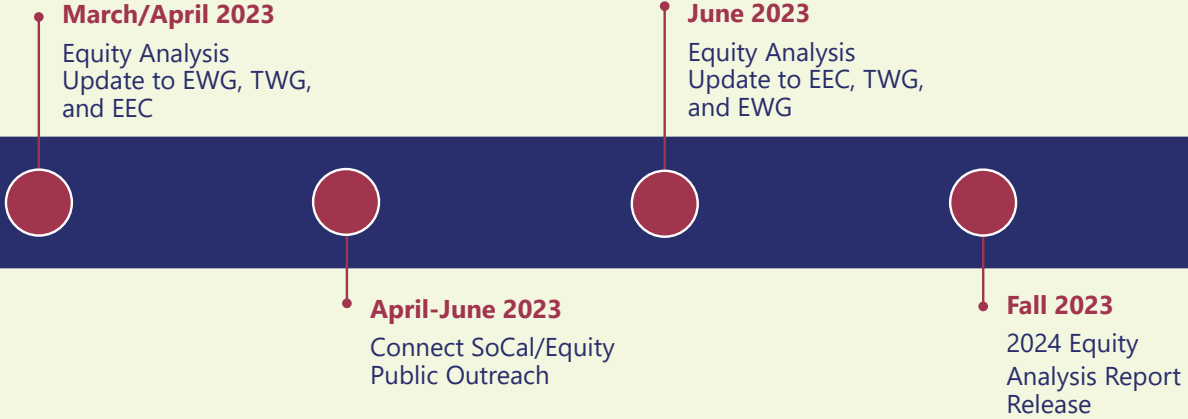
Environment

- Resilience and Climate Vulnerabilities
- Emissions Impacts Analysis
- Noise Impacts

13

Next Steps

Timeline



Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT
SCAG.CA.GOV/CONNECT-SOCAL





To: Transportation Committee (TC)
From: Krista Yost, Assistant Regional Planner
(213) 630-1503, yost@scag.ca.gov
Subject: Transit Ridership Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

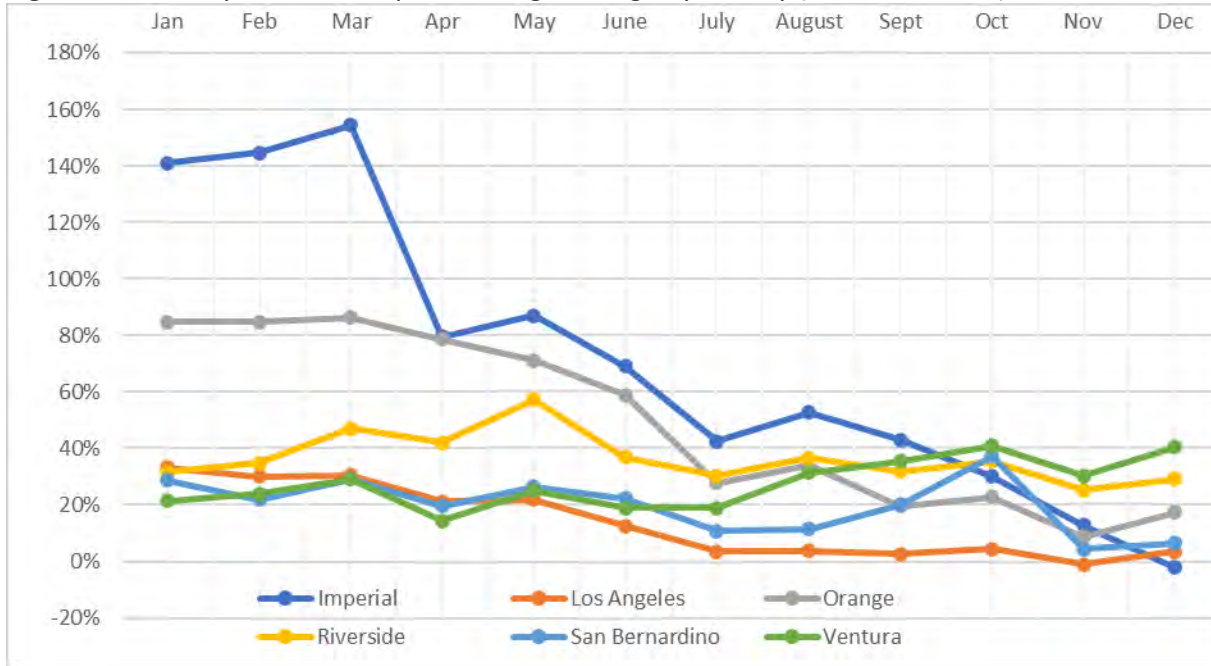
Since before the pandemic, SCAG staff has monitored transit system performance and reported it to the Regional Transit Technical Advisory Committee and in Connect SoCal. In response to last summer's Transportation Committee member comments, staff committed to presenting quarterly transit ridership data for transit operators across the region. Though transit ridership has improved over the course of the past several years, it is still significantly less than it was prior to the pandemic. Overall, the region's bus ridership levels are currently 23% below what they were pre-pandemic. For Metro, bus ridership has recovered more than rail ridership. For example, when comparing December 2019 to December 2022, bus ridership was down 21% and rail ridership was down 43%. The issue with rail ridership recovery extends to Metrolink whose ridership is currently 61% lower than it was pre-pandemic at this time. Though some transit operators are optimistic that higher gas prices and worsening traffic congestion may motivate more ridership, driver shortages present an immediate challenge, and many remain uncertain of what the longer-term future normal may look like, particularly if remote working remains a norm for discretionary riders who tend to take rail.

BACKGROUND:

In response to past Transportation Committee member comments regarding transit ridership recovery, SCAG staff has prepared this update depicting the ongoing impacts of the COVID-19 pandemic on transit ridership. Figures 1 and 2 and Table 1 below reflect National Transit Database (NTD) information reported by urban Full Reporters. These graphics demonstrate that bus ridership

levels have improved over the course of the past year, though they are nowhere near their pre-pandemic levels.

Figure 1. Monthly Bus Ridership Percentage Change by County (Year-Over-Year)



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of December 2022.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Ventura County experiencing the most significant increase (40%, comparing December 2021 to December 2022), Riverside and Orange Counties reflecting modest gains (29% and 17% respectively, comparing December 2021 to December 2022), and San Bernardino and Los Angeles Counties reflecting low gains (6% and 3% respectively, comparing December 2021 to December 2022). Imperial County is the only county in the region experiencing a loss in ridership (-2%, comparing December 2021 and December 2022). Regional bus ridership overall increased 6% over the same time period. Note: the December increases across the board are similar to those of preceding months. For example, bus ridership overall increased 8% comparing October 2021 to October 2022 and 6% comparing September 2021 to September 2022.

Table 1. Bus Ridership Change by Operator, Fiscal Year-Over-Year

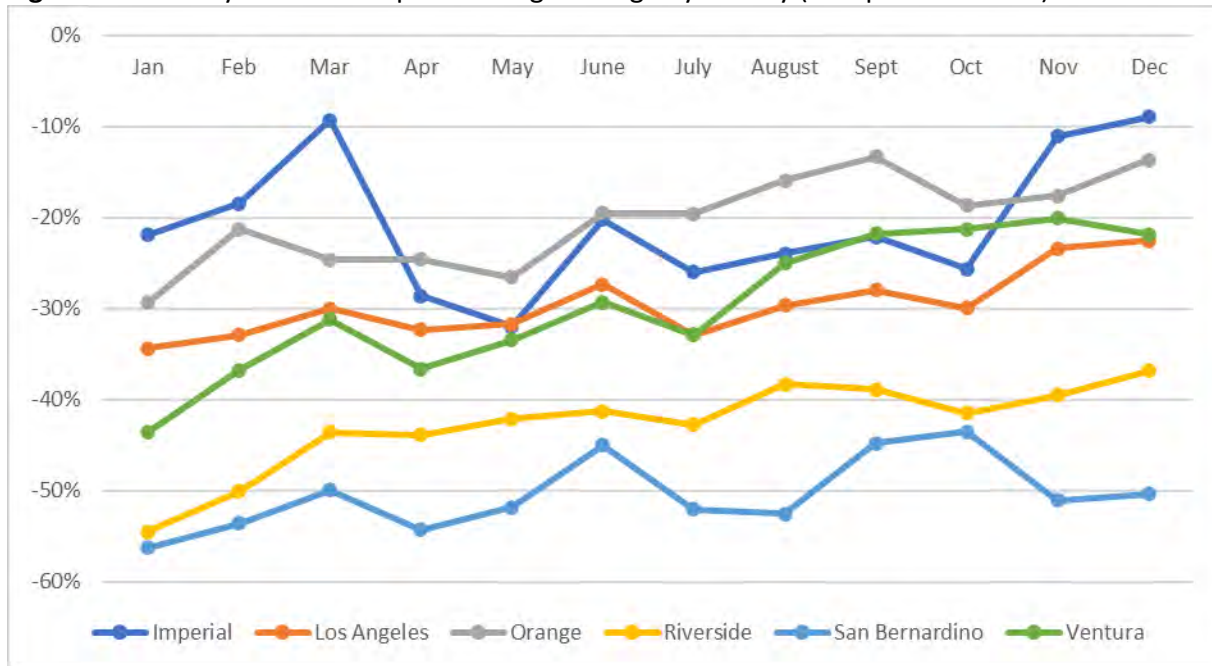
Bus Operator	Qtr3 Jan-Mar	Qtr4 Apr-Jun	Qtr1 Jul-Sep	Qtr2 Oct-Dec
Anaheim Transportation Network*	114607%	2659%	36%	9%
Antelope Valley Transit Authority	32%	23%	24%	0%
Beach Cities Transit (City of Redondo Beach)	96%	43%	19%	-3%
City of Commerce Municipal Buslines	149%	181%	155%	152%
City of Glendale	51%	54%	55%	39%
City of Los Angeles Department of Transportation	43%	47%	23%	22%
City of Pasadena	24%	30%	20%	22%
Culver City Municipal Bus Lines	40%	23%	2%	19%
Foothill Transit	26%	19%	13%	19%
Gold Coast Transit	24%	21%	28%	36%
City of Gardena Transportation Department	41%	24%	-1%	32%
Imperial County Transportation Commission	147%	79%	46%	13%
Long Beach Transit	23%	13%	3%	4%
Los Angeles County Metro	31%	16%	1%	0%
Montebello Bus Lines	46%	14%	-2%	-21%
Norwalk Transit System	25%	17%	32%	-5%
Omnitrans	32%	25%	17%	12%
Orange County Transportation Authority	46%	41%	25%	19%
Riverside Transit Agency	56%	63%	39%	37%
Santa Clarita Transit	56%	21%	39%	30%
Santa Monica's Big Blue Bus	34%	35%	26%	25%
SunLine Transit Agency	15%	19%	23%	18%
Torrance Transit System	-4%	-6%	-27%	-17%
Ventura Intercity Service Transit Authority	54%	51%	32%	20%
Victor Valley Transit Authority	-5%	-6%	-10%	51%
TOTAL	36%	24%	7%	5%

Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of December 2022. *These extreme percentages may be due to a data reporting error or due to service cuts (see pages 1 and 2 of the following report: <https://rideart.org/wp-content/uploads/2022/01/Agenda-Item-17-Annual-Report.pdf>).

Overall, these trends are better than where the region was in December 2020 when overall transit ridership was down by 45%. However, bus ridership is still nowhere near what it was pre-pandemic for all counties aside from Imperial County as reflected in Figure 2 below. In Imperial County, bus ridership is 9% below what it was pre-pandemic for the most recent month of data, December, which is a significant improvement from preceding months (e.g., Imperial County

bus ridership was 22% below pre-pandemic levels in September). In Orange, Ventura, and Los Angeles Counties, bus ridership remains 14%, 22%, and 23% below where it was pre-pandemic for the most recent month of data, December. And in Riverside and San Bernardino Counties, bus ridership is 37% and 50% below where it was pre-pandemic for the most recent month of data, December. Overall, the region’s bus ridership levels are currently 23% below what they were pre-pandemic.

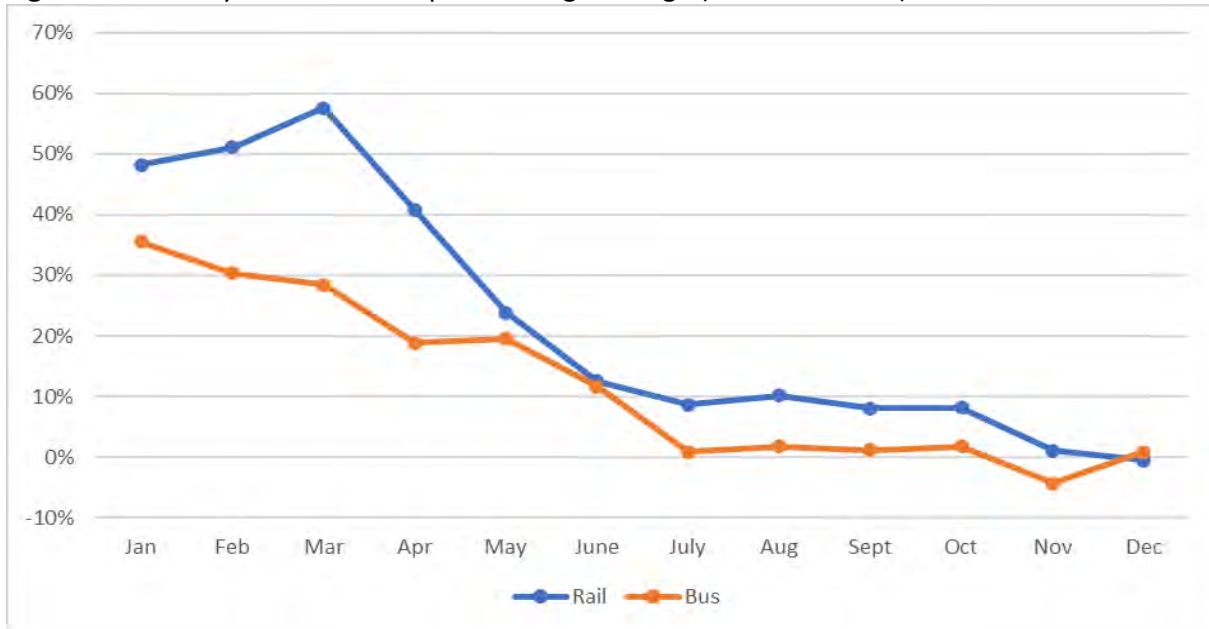
Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of December 2022.

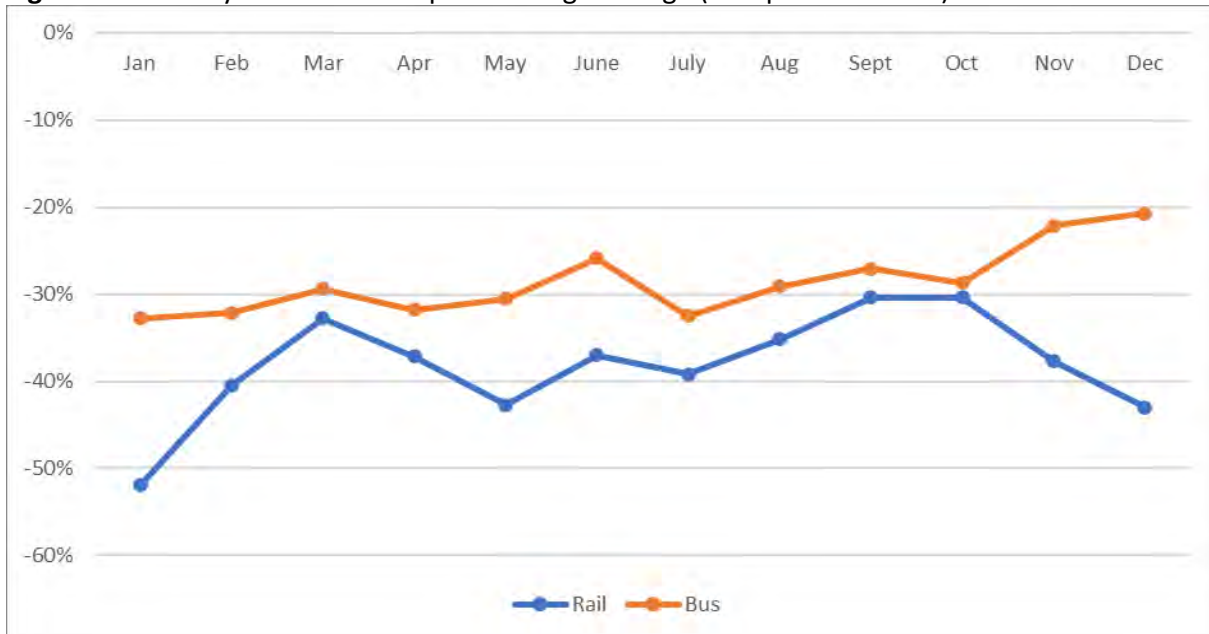
Data reported by Metro for its bus and rail systems through December 2022 are reflected in Figures 3 and 4 below. Metro bus ridership is up by only 1% in December 2022 compared to December 2021. Metro rail ridership is down by 1% for the same time period. Similar to other transit operators, Metro ridership increases were more significant in May when they were 20% (bus) and 24% (rail). While these trends are better than where the region was in December 2020, they are still well below pre-pandemic levels. For example, when comparing December 2019 to December 2022, bus ridership was down 21% and rail ridership was down 43%.

Figure 3. Monthly Metro Ridership Percentage Change (Year-Over-Year)



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of December 2022.

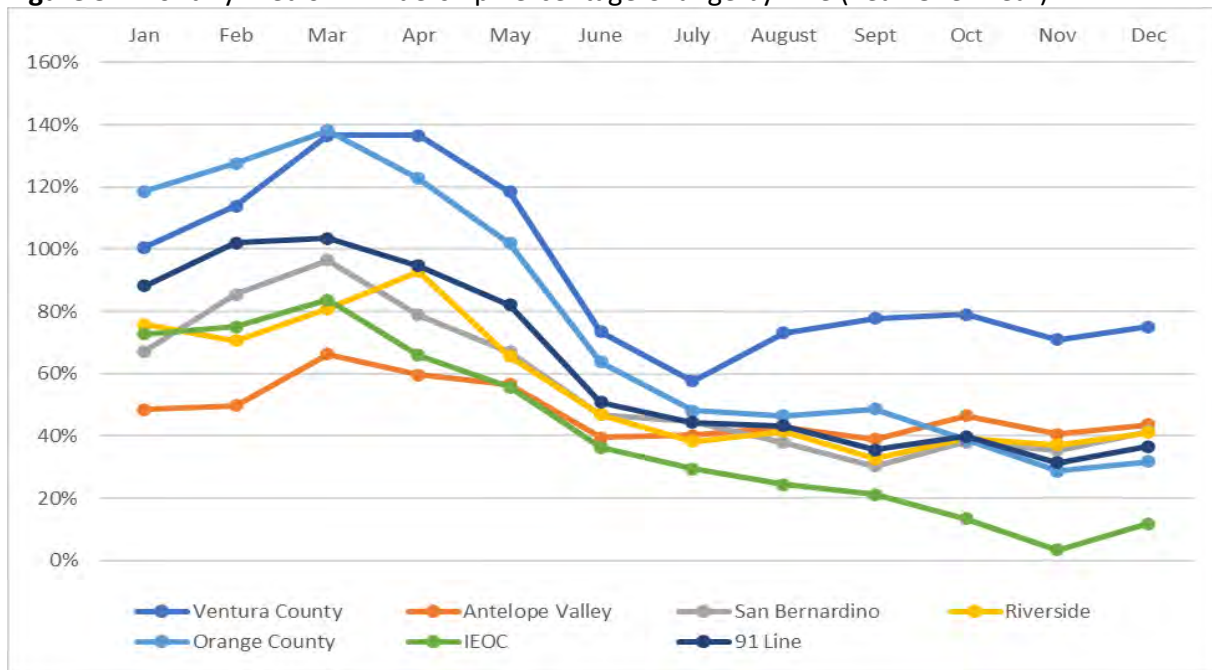
Figure 4. Monthly Metro Ridership Percentage Change (Compared to 2019)



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of December 2022.

Figure 5 below reflects total monthly ridership data reported by Metrolink by line through December 2022. Overall, Metrolink commuter rail ridership is up by nearly 38% in December 2022 compared to December 2021, with the Ventura County Line experiencing the most significant increase (75%). The remaining lines, Antelope Valley (44%), San Bernardino (41%), Riverside (41%), 91 Line (37%), Orange County (32%), and Inland Empire-Orange County (IEOC) (12%) reflect modest ridership increases when compared to December 2021. Though this represents an improvement, total ridership is still 61% lower than it was pre-pandemic at this time (December 2022 compared to December 2019). Metrolink estimates that it has only recovered 40% of its pre-pandemic ridership. Pre-pandemic, 80% of Metrolink trips were commute trips. That figure has declined to just over half (52%) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20% pre-pandemic to currently 48%. Metrolink has noted that higher gas prices and worsening traffic congestion may help it to continue to attract traditional commuters.¹

Figure 5. Monthly Metrolink Ridership Percentage Change by Line (Year-Over-Year)



Source: Southern California Regional Rail Authority, as of December 2022.

¹ Metrolink 2022 Customer Survey Staff Report:

<https://d2kboia27fdvtw.cloudfront.net/metrolink/97954c01397b5cd4e13a0002dbcc1ef20.pdf>

American Public Transportation Association (APTA) Ridership Trends Dashboard

APTA and the Transit app developed a dashboard to track demand for transit and estimate real-time changes in ridership. The dashboard compares the differences between pre-pandemic ridership, using ridership figures reported by agencies and estimated ridership during the pandemic. Estimated ridership values for each week are extrapolated values from the most recent quarterly actual ridership figures reported by transit agencies. Estimated ridership values are modeled based on measures of Transit app usage to provide a current measure of demand for public transit. These estimates do not represent actual reported ridership counts from agencies. The dashboard supports comparisons by size, region, and agency and includes estimates for 17 of the largest transit agencies in the SCAG region. The dashboard is available at <https://transitapp.com/apta>.

NEXT STEPS:

Staff will continue to provide updates for ridership trends using the NTD's monthly adjusted data release as the data becomes available.

FISCAL IMPACT:

None.



Southern California Association of Governments
April 6, 2023

To: Transportation Committee (TC)
Regional Council (RC)
From: Cory Wilkerson, Principal Planner
(213) 236-1992, wilkerson@scag.ca.gov
Subject: 2023 SCAG Regional Active Transportation Program

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council adopt Resolution No. 23-654-3 approving the 2023 Active Transportation Program Regional Program and Contingency List.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 23-654-3 approving the 2023 Active Transportation Program Regional Program and Contingency List.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

Staff is seeking approval of the 2023 SCAG Regional Active Transportation Program (Regional Program) project list. The Regional Program consists of 73 projects totaling \$361.2 million that support walking and bicycling. Due to the constraints of the schedule established by the California Transportation Commission (CTC), staff is bringing this approval request to both the Transportation Committee (TC) and Regional Council (RC) simultaneously. Upon RC approval, staff will submit the Regional Program to the CTC for adoption at their June 28, 2023, meeting.

BACKGROUND:

On March 16, 2022, the CTC adopted the 2023 Active Transportation Program (ATP) Statewide Guidelines and announced the 2023 ATP call for projects. Project applications were received for the statewide call for projects on June 15, 2022. The SCAG region submitted 164 applications, totaling more than \$1.2 billion in funding requests. The 2023 ATP budget is approximately \$1.7 billion and covers fiscal years 2023/2024 through 2026/27. The CTC made their initial announcement of statewide recommendations on October 20, 2022.

Approximately sixty percent (60%) of the total funding awards have been recommended by the CTC through the Statewide Program and Small Urban/Rural Program components and were adopted on December 8, 2022. The Statewide Program included funding for 22 projects from the SCAG region, totaling nearly \$345 million. The remaining forty percent (40%) of the total funding awards are recommended by Metropolitan Planning Organizations (MPOs). SCAG's share of the MPO component, referred to as the Regional Program, is approximately \$361.2 million, roughly fifty-three percent (53%) of the MPO component.

PROJECT SELECTION PROCESS:

On April 7, 2022, the Regional Council approved the Regional ATP Guidelines which established a selection process for two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

- Implementation Projects: No less than 95% of the funding (\$343.1 million) was recommended to proposals in this category. The selection process for Implementation Projects was the same as in previous cycles and was predominately managed by the county transportation commissions. Eligible applicants applied for these funds by submitting an application through the statewide ATP call for projects. Base scores were established through the statewide ATP review process. The Regional Guidelines allowed county transportation commissions to prioritize projects by adding up to twenty (20) points, on a 120-point scale, to supplement the state-provided base scores. As in previous cycles, the Board of each county transportation commission approved the methodology for assigning the additional points, as well as approved the final project scores. Total funding available in each county was based on population-based funding targets.
- Planning & Capacity Building Projects: No more than five percent (5%) of the funding (\$18.1 million) was recommended to proposals in this category. Unlike previous cycles where SCAG hosted a supplemental call for projects through its Sustainable Communities Program (SCP), the project selection process relied entirely on the statewide ATP application and scoring process. As with the Implementation Project category, each county transportation commission prioritized projects by adding up to twenty (20) points, to supplement the state-provided base scores. Once all Planning & Capacity Building Projects were funded, remaining funds (\$9.4 million) from this category were applied to the Implementation Project category.

The recommended Regional Program of 73 projects has been assembled by combining recommendations from the Implementation and the Planning & Capacity Building categories. The 2023 SCAG Regional Active Transportation Program and Contingency List is included in Attachment 2.

ATP Funding by County (\$1,000s)			
	Implementation	Planning & Capacity Building	Total Regional ATP
Imperial	\$3,270	\$0	\$3,270
Los Angeles	\$185,891	\$6,230	\$192,121
Orange	\$60,293	\$850	\$61,143
Riverside	\$45,952	\$441	\$46,394
San Bernardino	\$41,234	\$800	\$42,034
Ventura	\$15,869	\$320	\$16,189
Total	\$352,509	\$8,641	\$361,151

NEXT STEPS:

Following Regional Council approval, the Regional Program will be submitted to the CTC for adoption no later than the June 28, 2023, meeting. The project sponsors identified in the SCAG 2023 ATP Regional Programming Recommendations will be required to secure allocation from the CTC.

FISCAL IMPACT:

Funding for development of the Regional Program is included in SCAG’s FY 2022-23 Overall Work Program (OWP) Budget. Staff’s work budget is included in Task 050-0169.06: Active Transportation.

ATTACHMENT(S):

1. Resolution No. 23-654-3 - Approving the 2023 Active Transportation Program Regional Program and Contingency List
2. PowerPoint Presentation - 2023 Regional Active Transportation Program
3. 2023 SCAG Regional Active Transportation Program



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

RESOLUTION NO. 23-654-3

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING
THE RECOMMENDED PROJECT LISTS FOR THE 2023 SCAG REGIONAL ACTIVE
TRANSPORTATION PROGRAM**

WHEREAS, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization, for the six-county region consisting of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. §5303 et seq.;

WHEREAS, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, SCAG adopted the Regional Program Guidelines with input from the six Southern California county transportation commissions on April 7, 2022 to govern award of projects funded through the SCAG Regional Program;

WHEREAS, the Active Transportation Program Guidelines (Resolution G-22-30) require metropolitan planning organizations to submit their Regional Program of projects and contingency list to the Commission by April 21, 2023;

WHEREAS, SCAG in collaboration with the six Southern California county transportation commissions has implemented a project selection process that meets the requirements of the Active Transportation Program Guidelines (Resolution G-22-30) and Regional Program Guidelines, and has reached consensus on the 2023 SCAG Regional Active Transportation Program and Contingency List.

NOW, THEREFORE, BE IT RESOLVED that the Regional Council of the Southern California Association of Governments does hereby adopt the 2023 SCAG Regional Active Transportation Program.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council directs staff to submit the Regional Program Project and Contingency List for the 2023 SCAG Regional Active Transportation Program to the California Transportation Commission.

REGIONAL COUNCIL OFFICERS

President
Jan C. Harnik, Riverside County
Transportation Commission

First Vice President
Art Brown, Buena Park

Second Vice President
Curt Hagman, County of
San Bernardino

Immediate Past President
Clint Lorimore, Eastvale

COMMITTEE CHAIRS

Executive/Administration
Jan C. Harnik, Riverside County
Transportation Commission

Community, Economic &
Human Development
Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

2. The Regional Council defers approval of any further minor revision and administrative amendments to the 2023 SCAG Regional Active Transportation Program to SCAG's Executive Director.

PASSED, APPROVED, AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of April, 2023.

Jan C. Harnik
President, SCAG
Riverside County Transportation Commission

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel



2023 Regional Active Transportation Program

April 6, 2023

WWW.SCAG.CA.GOV

Cycle 6 Active Transportation Program

- Programs Four Years of Funds
 - Fiscal years 2023/24, 2024/25, 2025/26, and 2026/27
- Cycle 6 – Funding Estimate
 - \$1.7 billion over four years
- Funding Distribution
 - 50% for Statewide Component
 - 10% for Small Urban and Rural Component
 - 40% for Metropolitan Planning Organization (MPO) Component
- SCAG MPO Component Draft Funding Estimate
 - \$361 million over four years



Cycle 6 Active Transportation Program

- Statewide Component: 22 Projects from the region
 - \$345 million over four years
- MPO Component: 73 Projects from the region
 - \$361 million over four years
- Population-based funding target for each county
 - Imperial County – \$3.27 million
 - Los Angeles County – \$192.121 million
 - Orange County – \$61.143 million
 - Riverside County – \$46.394 million
 - San Bernardino County – \$42.034 million
 - Ventura County – \$16.189 million



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Cycle 6 ATP Schedule

- ~~March 16-17, 2022 – CTC adopts ATP Guidelines and Call for Projects~~
- ~~April 7, 2022 – SCAG adopts Regional ATP Guidelines~~
- ~~June 15, 2022 – Project Applications Deadline (postmark date)~~
- ~~October 21, 2022 – CTC Statewide Recommendations~~
- ~~December 7-8, 2022 – CTC adopts Statewide Projects List~~
- April 6, 2023 – SCAG adopts MPO Recommendations
- April 21, 2023 – Deadline to submit MPO Recommendations to CTC
- June 2023 – CTC adopts MPO Projects List

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THANK YOU!

For more information, please visit:

scag.ca.gov/active-transportation

2023 SCAG Regional Active Transportation Program
(\$ in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	
1	MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	
2	SCAG	11-Calipatria, City of-1	IMP	City of Calipatria - Bonita Place Pedestrian Safety Project	\$ 997	\$ 997	\$ 88	\$ 909										Small Infrastructure
3											State funds	\$ 20	\$ 68			\$ 909		\$ 997
4											Federal (FTF) funds							\$ -
5																		
6	SCAG	11-El Centro, City of-1	IMP	City of El Centro Pedestrian Improvement Project	\$ 1,300	\$ 1,200			\$ 1,200									Small Infrastructure
7											State funds				\$ 1,200		\$ 1,200	
8											Federal (FTF) funds							\$ -
9																		
10	SCAG	11-Imperial County Transportation Commission-1	IMP	Pedestrian Improvements for the Calexico Intermodal Transportation Center	\$ 1,173	\$ 1,073		\$ 1,073										Small Infrastructure
11											State funds				\$ 1,073		\$ 1,073	
12											Federal (FTF) funds							\$ -
13																		
14	SCAG	7-Los Angeles, City of-8	LA	Boyle Heights Community Connectivity Project	\$ 37,725	\$ 32,019	\$ 3,395		\$ 2,886	\$ 25,738								Large Infrastructure
15											State funds	\$ 3,395	\$ 2,037	\$ 849			\$ 6,281	
16											Federal (FTF) funds				\$ 25,738		\$ 25,738	
17																		
18	SCAG	7-Pasadena, City of-1	LA	North Lake Avenue Pedestrian and Safety Enhancement Project	\$ 10,116	\$ 9,938	\$ 120	\$ 702		\$ 9,116								Large Infrastructure
19											State funds	\$ 120	\$ 672	\$ 30	\$ 9,116		\$ 9,938	
20											Federal (FTF) funds						\$ -	
21																		
22	SCAG	7-Huntington Park, City of-1	LA	Huntington Park's Safe Routes for Students and Seniors	\$ 4,761	\$ 4,261	\$ 55	\$ 320	\$ 3,886									Medium Infrastructure
23											State funds	\$ 55		\$ 320	\$ 3,886		\$ 4,261	
24											Federal (FTF) funds						\$ -	
25																		
26	SCAG	7-San Gabriel Valley Council of Governments-1	LA	Pomona Safe and Active: Bike/Ped Safety Improvements & Gap Closure	\$ 9,998	\$ 5,976	\$ 418	\$ 5,558										Medium Infrastructure
27											State funds		\$ 299	\$ 119	\$ 5,558		\$ 5,976	
28											Federal (FTF) funds						\$ -	
29																		
30	SCAG	7-Los Angeles County-4	LA	Rosewood/West Rancho Dominguez Vision Zero Traffic Safety Enhancement Project	\$ 25,163	\$ 10,730	\$ 1,916		\$ 8,814									Large Infrastructure
31											State funds	\$ 766	\$ 1,150		\$ 8,814		\$ 10,730	
32											Federal (FTF) funds						\$ -	
33																		
34	SCAG	7-Artesia, City of-1	LA	Pioneer Boulevard Improvements Project, City of Artesia	\$ 4,058	\$ 3,853	\$ 130	\$ 389	\$ 3,334									Medium Infrastructure
35											State funds	\$ 130	\$ 389		\$ 3,334		\$ 3,853	
36											Federal (FTF) funds						\$ -	
37																		
38	SCAG	7-Paramount, City of-1	LA	West Paramount Utility Easement Multi-Use Path - Phase 1	\$ 9,661	\$ 9,661	\$ 760	\$ 15	\$ 8,886									Medium Infrastructure
39											State funds	\$ 10	\$ 750	\$ 15	\$ 8,886		\$ 9,661	
40											Federal (FTF) funds						\$ -	
41																		
42	SCAG	7-Los Angeles County-5	LA	Walnut Park Pedestrian Plan Implementation	\$ 8,395	\$ 2,446	\$ 437		\$ 2,009									Medium Infrastructure
43											State funds	\$ 175	\$ 262		\$ 2,009		\$ 2,446	
44											Federal (FTF) funds						\$ -	
45																		
46	SCAG	7-Los Angeles, City of-10	LA	SRTS Center City Schools Neighborhood Safety & Climate Resilience Project	\$ 36,238	\$ 30,766	\$ 3,296		\$ 2,198	\$ 25,272								Large Infrastructure
47											State funds	\$ -	\$ -				\$ -	
48											Federal (FTF) funds	\$ 3,296	\$ 2,198		\$ 25,272		\$ 30,766	
49																		
50	SCAG	7-Glendale, City of-2	LA	Phase 1 of Citywide Pedestrian Master Plan	\$ 10,000	\$ 9,000	\$ 9,000											Medium Infrastructure
51											State funds				\$ 9,000		\$ 9,000	
52											Federal (FTF) funds						\$ -	
53																		
54	SCAG	7-West Covina, City of-1	LA	West Covina Safe Routes to School & Pedestrian Safety Project	\$ 2,561	\$ 2,561	\$ 10	\$ 180	\$ 2,371									Small Infrastructure
55											State funds	\$ 10	\$ 180		\$ 2,371		\$ 2,561	
56											Federal (FTF) funds						\$ -	
57																		
58	SCAG	7-Lancaster, City of-1	LA	City of Lancaster 5th Street Corridor School Connections Project	\$ 9,720	\$ 7,764	\$ 613	\$ 711		\$ 6,440								Medium Infrastructure
59											State funds	\$ 613	\$ 711		\$ 6,440		\$ 7,764	
60											Federal (FTF) funds						\$ -	
61																		
62	SCAG	7-South Gate, City of-2	LA	WSAB LRT Stations First-Last Mile Bikeway Safety and Access Project	\$ 3,375	\$ 3,375	\$ 646	\$ 2,729										Small Infrastructure
63											State funds	\$ 30	\$ 616		\$ 2,729		\$ 3,375	
64											Federal (FTF) funds						\$ -	
65																		
66	SCAG	7-Santa Monica, City of-1	LA	Wilshire Active Transportation Safety Project	\$ 5,957	\$ 4,765		\$ 4,765										Medium Infrastructure
67											State funds				\$ 4,765		\$ 4,765	
68											Federal (FTF) funds						\$ -	
69																		

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1	MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	
70	SCAG	7-South El Monte, City of-1	LA	Merced Avenue Greenway	\$ 3,488	\$ 2,561		\$ 2,561								\$ 2,561	\$ 2,561	Small Infrastructure
71																		
72																		
73																		
74	SCAG	7-Avalon, City of-1	LA	Tremont Five Corners School Safety Roundabouts	\$ 4,092	\$ 3,238	\$ 3,238											Medium Combo
75																		
76																		
77																		
78	SCAG	7-Diamond Bar, City of-1	LA	Diamond Bar Boulevard Complete Streets Project	\$ 7,047	\$ 3,936		\$ 3,936										Medium Infrastructure
79																		
80																		
81																		
82	SCAG	7-South Gate, City of-1	LA	Tweedy Boulevard Complete Streets, Phase II	\$ 6,685	\$ 5,348	\$ 646		\$ 4,702									Medium Infrastructure
83																		
84																		
85																		
86	SCAG	7-Downey, City of-1	LA	South Downey Safe Routes to School Phase II Project	\$ 1,145	\$ 1,145	\$ 285		\$ 860									Small Combo
87																		
88																		
89																		
90	SCAG	7-Pomona, City of-1	LA	San Jose Creek Multi-Use Bikeway in the City of Pomona	\$ 13,123	\$ 11,623		\$ 11,623										Large Combo
91																		
92																		
93																		
94	SCAG	7-La Puente, City of-1	LA	City of La Puente's Safe Routes for Students Improvement Project	\$ 4,659	\$ 4,659		\$ 300	\$ 4,359									Medium Infrastructure
95																		
96																		
97																		
98	SCAG	7-Signal Hill, City of-1	LA	E. Burnett Street Historical District Pedestrian and Bike Enhancement Project	\$ 2,894	\$ 2,785	\$ 192	\$ 306	\$ 2,287									Small Infrastructure
99																		
100																		
101																		
102	SCAG	7-Los Angeles County-1	LA	Los Nietos Pedestrian Access Improvements	\$ 6,542	\$ 5,233	\$ 561		\$ 374	\$ 4,298								Medium Combo
103																		
104																		
105																		
106	SCAG	7-Cudahy, City of-1	LA	Salt Lake Avenue Pedestrian Accessibility Project	\$ 7,125	\$ 7,125	\$ 275	\$ 632	\$ 675	\$ 5,543								Medium Infrastructure
107																		
108																		
109																		
110	SCAG	7-Carson, City of-2	LA	City of Carson City-wide Community Safety Improvements	\$ 3,497	\$ 1,123	\$ 20	\$ 55	\$ 1,048									Small Infrastructure
111																		
112																		
113																		
114	SCAG	7-California State Polytechnic University, Pomona-1	LA	Cal Poly Pomona Campuswide Active Transportation Plan	\$ 299	\$ 299		\$ 299										Plan
115																		
116																		
117																		
118	SCAG	7-Pico Rivera, City of-1	LA	Pico Rivera Active Transportation Master Plan	\$ 411	\$ 411	\$ 411											Plan
119																		
120																		
121																		
122	SCAG	7-Los Angeles County-6	LA	Unincorporated Los Angeles County Safe Routes to School Plan	\$ 750	\$ 750	\$ 750											NI Only
123																		
124																		
125																		
126	SCAG	7-Los Angeles County-10	LA	Pedestrian Plans for Five High-Collision Disadvantaged Communities in LA County	\$ 1,968	\$ 1,968		\$ 1,968										Plan
127																		
128																		
129																		
130	SCAG	7-Carson, City of-1	LA	City of Carson Master Bicycle Plan	\$ 897	\$ 897	\$ 897											Plan
131																		
132																		
133																		
134	SCAG	n/a	LA	Lennox Vision Zero Traffic Safety Enhancements	\$ 1,141	\$ 1,141	\$ 1,141											
135																		
136																		
137																		
138	SCAG	n/a	LA	Orchard Village Road Protected Pedestrian and Bicycle Facility	\$ 764	\$ 764	\$ 764											
139																		

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140																		
141											Federal (FTF) funds					\$	-	
142	SCAG	12-Orange County Transportation Authority	ORA	Next STEP (Safe Travels Education Program)	\$ 850	\$ 850	\$ 850	\$ -	\$ -	\$ -								NI Only
143											State (SHA & RMRA) funds	\$ -	\$ -	\$ -	\$ -	\$ 850	\$ 850	
144											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
145																		
146	SCAG	12-Anaheim, City of - 1	ORA	Rio Vista Safe Routes to School	\$ 1,312	\$ 1,312	\$ 40	\$ 293	\$ 979	\$ -								Small Infrastructure
147											State (SHA & RMRA) funds	\$ 40	\$ 173	\$ 120	\$ 979	\$ -	\$ 1,312	
148											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
149																		
150	SCAG	12- Santa Ana, City of - 16	ORA	Mendez Intermediate, ALA, Santiago Elementary, Sierra Intermediate SRTS	\$ 9,987	\$ 9,987	\$ 50	\$ 900		\$ 9,037								Medium Infrastructure
151											State (SHA & RMRA) funds	\$ 50	\$ 900	\$ -	\$ 9,037	\$ -	\$ 9,987	
152											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
153																		
154	SCAG	12-Santa Ana, City of - 20	ORA	Memory Lane and Flower Street Bikeway	\$ 6,264	\$ 5,000	\$ -	\$ 450	\$ -	\$ 4,550								Medium Infrastructure
155											State (SHA & RMRA) funds	\$ -	\$ 450	\$ -	\$ 4,550	\$ -	\$ 5,000	
156											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
157																		
158	SCAG	12-Santa Ana, City of -15	ORA	MacArthur Intermediate and Taft Elementary SRTS	\$ 4,900	\$ 4,900	\$ 50	\$ 650	\$ -	\$ 4,200								Medium Infrastructure
159											State (SHA & RMRA) funds	\$ 50	\$ 650	\$ -	\$ 4,200	\$ -	\$ 4,900	
160											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
161																		
162	SCAG	12-Buena Park, City of, - 1	ORA	Dale Street and Whitaker Street Complete Streets	\$ 4,595	\$ 4,368	\$ 765	\$ 3,603	\$ -	\$ -								Medium Infrastructure
163											State (SHA & RMRA) funds	\$ 100	\$ 665	\$ 130	\$ 3,473	\$ -	\$ 4,368	
164											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
165																		
166	SCAG	12-Santa Ana, City of - 1	ORA	Santa Ana High School and Heninger Elementary SRTS	\$ 8,222	\$ 8,222	\$ 120	\$ 1,200	\$ -	\$ 6,902								Medium Infrastructure
167											State (SHA & RMRA) funds	\$ 120	\$ 1,200	\$ -	\$ 6,902	\$ -	\$ 8,222	
168											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
169																		
170	SCAG	12-Santa Ana, City of - 5	ORA	Jackson Elementary and Diamond Elementary SRTS	\$ 8,262	\$ 8,262	\$ 100	\$ 850	\$ -	\$ 7,312								Medium Infrastructure
171											State (SHA & RMRA) funds	\$ 100	\$ 850	\$ -	\$ 7,312	\$ -	\$ 8,262	
172											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
173																		
174	SCAG	12-Santa Ana, City of - 12	ORA	Madison Elementary, Roosevelt, Walker Academy and Century High School SRTS	\$ 9,990	\$ 9,990	\$ 50	\$ 1,100	\$ -	\$ 8,840								Medium Infrastructure
175											State (SHA & RMRA) funds	\$ 50	\$ 1,100	\$ -	\$ 8,840	\$ -	\$ 9,990	
176											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
177																		
178	SCAG	12-Fullerton, City of - 1	ORA	Bridging the Gap: Nutwood Avenue Bicycle and Pedestrian Mobility Enhancements	\$ 7,140	\$ 7,140	\$ 50	\$ 1,385	\$ 5,705	\$ -								Medium Combo
179											State (SHA & RMRA) funds	\$ 50	\$ 1,300	\$ 85	\$ 5,705	\$ -	\$ 7,140	
180											Federal (FTF) funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
181																		
182	SCAG	12- Anaheim, City of - 2	ORA	Anaheim Pedestrian Crosswalk Safety Improvements Project	\$ 1,112	\$ 1,112	\$ 42	\$ 128	\$ -	\$ 942								Small Infrastructure
183											State (SHA & RMRA) funds	\$ 42	\$ 128		\$ 942		\$ 1,112	
184											Federal (FTF) funds					\$ -		
185																		
186	SCAG	8-Desert Hot Springs, City of-1	RIV	Hacienda Avenue East SRTS Phase II Improvement Project	\$ 9,922	\$ 8,422				\$ 8,422								Medium Infrastructure
187											State funds							
188											Federal (FTF) funds			\$ 8,422		\$ 8,422		
189																		
190	SCAG	8-Eastvale, City of-1	RIV	Bike Network Gap Closure & Class I Connectivity in Eastvale	\$ 16,891	\$ 13,513	\$ 13,513											Large Infrastructure
191											State funds				\$ 13,513	\$ 13,513		
192											Federal (FTF) funds					\$ -		
193																		
194	SCAG	8-Menifee, City of-1	RIV	Harvest Valley Elementary Safe Routes to School	\$ 5,230	\$ 4,354	\$ 124	\$ 1,483	\$ 2,747									Medium Infrastructure
195											State funds	\$ 124	\$ 417	\$ 1,066	\$ 2,747		\$ 4,354	
196											Federal (FTF) funds					\$ -		
197																		
198	SCAG	8-Riverside, City of-1	RIV	Five Points Neighborhood Pedestrian Safety Improvements	\$ 7,416	\$ 6,525			\$ 1,134	\$ 5,391								Medium Infrastructure
199											State funds			\$ 1,134	\$ 5,391		\$ 6,525	
200											Federal (FTF) funds					\$ -		
201																		
202	SCAG	8-Moreno Valley, City of-1	RIV	ADA Curb Ramps Remediation Project	\$ 1,523	\$ 1,523	\$ 270		\$ 1,253									Small Infrastructure
203											State funds	\$ 100	\$ 170		\$ 1,253		\$ 1,523	
204											Federal (FTF) funds					\$ -		
205																		
206	SCAG	8-Desert Hot Springs, City of-2	RIV	Palm Drive Improvements - I-10 to Camino Aventura	\$ 9,973	\$ 8,975	\$ 8,975											Medium Infrastructure
207											State funds			\$ 8,975		\$ 8,975		
208											Federal (FTF) funds					\$ -		

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1	MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type
209																	
210	SCAG	8-Riverside, City of-4	RIV	Riverside Civil Rights Walk	\$ 3,216	\$ 2,640	\$ 200	\$ 75	\$ 2,365								Small Infrastructure
211																	
212																	
213																	
214	SCAG	8-Riverside County-7	RIV	Riverside County Safe Routes for All - City of Moreno Valley	\$ 442	\$ 442		\$ 442									NI Only
215																	
216																	
217																	
218	SCAG	8-Upland, City of-1	SB	City of Upland Mobility Master Plan	\$ 300	\$ 300	\$ 300										Plan
219																	
220																	
221																	
222	SCAG	8-San Bernardino County-1	SB	San Bernardino Valley Safe Routes to School Plan (21 schools)	\$ 500	\$ 500	\$ 500										Plan
223																	
224																	
225																	
226	SCAG	8-Montclair, City of-1	SB	Montclair Safe Routes to School Implementation Project	\$ 6,335	\$ 5,701	\$ 521	\$ 5,180									Medium Combo
227																	
228																	
229																	
230	SCAG	8-San Bernardino County-2	SB	Bloomington Area Schools Pedestrian Safety Improvements	\$ 3,383	\$ 3,383	\$ 302	\$ 581		\$ 2,500							Small Infrastructure
231																	
232																	
233																	
234	SCAG	8-Apple Valley, Town of-1	SB	Powhatan Road Complete Streets, Apple Valley	\$ 1,735	\$ 1,562	\$ 202	\$ 1,360									Small Infrastructure
235																	
236																	
237																	
238	SCAG	8-Twenty-nine Palms, City of-1	SB	Sullivan Road/Hatch Road Side Path/Bicycle Lanes	\$ 3,480	\$ 3,480	\$ 280	\$ 200	\$ 3,000								Small Infrastructure
239																	
240																	
241																	
242	SCAG	8-Rialto-1	SB	Rialto Pacific Electric Trail Extension	\$ 7,822	\$ 7,822	\$ 185	\$ 726	\$ 6,912								Medium Combo
243																	
244																	
245																	
246	SCAG	8-Yucaipa, City of-1	SB	15th Street (Avenue D to Yucaipa Blvd)	\$ 320	\$ 320	\$ 320										Small Infrastructure
247																	
248																	
249																	
250	SCAG	8-Adelanto, City of-1	SB	Adelanto Safe Routes to School	\$ 9,121	\$ 9,121	\$ 375	\$ 875	\$ 7,871								Medium Combo
251																	
252																	
253																	
254	SCAG	8-Needles, City of-1	SB	City of Needles Schools and Seniors Sidewalk Project	\$ 1,658	\$ 1,565	\$ 216	\$ 113		\$ 1,236							Small Infrastructure
255																	
256																	
257																	
258	SCAG	8-Barstow, City of-1	SB	Pedestrian, Bicyclist, and Safety Improvements (Partial)	\$ 9,939	\$ 4,140				\$ 4,140							Medium Infrastructure
259																	
260																	
261																	
262	SCAG	8-Fontana, City of-1	SB	Foothill Boulevard Active Transportation Improvement (Partial)	\$ 9,971	\$ 4,140		\$ 4,140									Medium Infrastructure
263																	
264																	
265																	
266	SCAG	7-Thousand Oaks, City of-1	VEN	Lynn Road Bike Lanes and Pedestrian Improvements	\$ 3,352	\$ 2,602			\$ 2,602								Small Infrastructure
267																	
268																	
269																	
270	SCAG	7-Thousand Oaks, City of-2	VEN	Hilcrest Drive Class IV Bike lanes and Pedestrian Improvements	\$ 2,840	\$ 2,350		\$ 2,350									Small Infrastructure
271																	
272																	
273																	
274	SCAG	7-Ventura, City of-1	VEN	Santa Paula Trail, East Ventura Station to e/o Wells Road	\$ 27,133	\$ 6,716	\$ 6,716										Large Infrastructure
275																	
276																	

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(\$ in thousands)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	23-24 Funds (1000)	24-25 Funds (1000)	25-26 Funds (1000)	26-27 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type
277																	
278	SCAG	7-Ventura County-1	VEN	Piru Pedestrian Improvement Project	\$ 3,450	\$ 3,450	\$ 200		\$ 390	\$ 2,860							Small Infrastructure
279																	
280																	
281																	
282	SCAG	7-Fillmore, City of-1	VEN	City of Fillmore Active Transportation Program Needs Assessment	\$ 70	\$ 70	\$ 70										Plan
283																	
284																	
285																	
286	SCAG	7-Simi Valley, City of-1	VEN	Simi Valley Bicycle Master Plan	\$ 250	\$ 250	\$ 250										Plan
287																	
288																	
289																	
290	SCAG	7-Simi Valley, City of-2	VEN	Arroyo Simi Greenway Phase 5 AP#2	\$ 1,310	\$ 751	\$ 92	\$ 659									Small Infrastructure
291																	
292																	
293																	
294				Total	\$ 213,018	\$ 168,562	\$ 38,530	\$ 28,743	\$ 43,380	\$ 57,910							
295																	
296																	
297																	
298																	
299																	

	FTF	STATE	Total
SCAG Fund estimate totals	\$62,742	\$298,409	\$361,151
Program funding totals	\$ 64,926	\$ 296,225	\$ 361,151
Over or Under Estimate amount	(\$2,184)	\$2,184	\$0

2023 SCAG Active Transportation Regional Program Contingency List

	Project Title	County	ATP Request	Final State Score	Final MPO Score
1	SR86 Multimodal Gap Closure: Aten to Wall Rd	Imperial	\$9,900	65.0	85.0
2	Alamo River Trail Paving Project	Imperial	\$1,057	44.0	64.0
3	City of Carson City-wide Community Safety Improvements	Los Angeles	\$2,328	75.0	78.0
4	Hollywood Walk of Fame Safety and Connectivity Project: Phase 1	Los Angeles	\$24,605	64.0	73.0
5	East-West Bikeway Project	Los Angeles	\$7,893	69.0	71.0
6	East San Gabriel Valley Sustainable Multimodal Improvement Project	Los Angeles	\$45,229	58.0	66.0
7	Verdugo Wash: Active Transportation Master Plan	Los Angeles	\$5,000	55.5	64.5
8	Randolph Street Bike and Facilities Improvement Project	Los Angeles	\$1,375	58.0	63.0
9	Mulholland Highway School Safety Improvements	Los Angeles	\$693	60.0	61.0
10	Cornell Road Bike Turnout Project	Los Angeles	\$1,200	56.0	57.0
11	North Fair Oaks Avenue Enhancement Project	Los Angeles	\$4,182	50.0	55.0
12	El Segundo Safe Routes to School Infrastructure	Los Angeles	\$275	52.5	54.0
13	East 1st Street and Baseline Road Street Improvements Project	Los Angeles	\$7,766	48.0	52.0
14	City of Vernon - Open Streets	Los Angeles	\$176	40.0	47.0
15	San Fernando Safe and Active Streets Network	Los Angeles	\$5,801	34.5	44.0
16	Greenway Traffic Circle Improvement Project on Rives Avenue	Los Angeles	\$900	37.5	40.0
17	ATP Cycle 6 Green Bike Lanes and Video Detection Improvements	Los Angeles	\$996	28.0	29.0
18	Tracks at Brea - Western Extension	Orange	\$1,500	75.0	95.0
19	Adams Avenue Active Transportation Improvements, Costa Mesa	Orange	\$4,223	72.0	89.0
20	La Habra Rails to Trail OC Loop Gap Closure	Orange	\$13,400	76.0	96.0
21	Laguna Canyon Road Improvements	Orange	\$9,100	44.5	64.5
22	Santiago Creek Bike Trail Gap Closure	Orange	\$9,462	61.0	81.0
23	Monroe Elementary and Edison Elementary SRTS	Orange	\$8,533	68.0	85.0
24	Safe Mobility Santa Ana	Orange	\$7,963	48.0	68.0
25	Heroes Elementary, Carver Elementary, Willard Elementary, and Wilson Intermediate SRTS	Orange	\$9,999	84.0	96.0
26	Ross Street Complete Streets	Orange	\$5,938	79.0	99.0
27	King Elementary, Lincoln Elementary, Monte Vista Elementary, and Griset Academy SRTS	Orange	\$4,490	75.0	87.0
28	Adams Elementary, Carr Intermediate, Godinez Fund High, Harvey Elementary, and Valley High SRTS	Orange	\$9,346	81.0	93.0
29	Fairhaven Elementary and Muir Fundamental Elementary SRTS	Orange	\$8,566	69.0	81.0
30	Jefferson Elementary, Thrope Fundamental, McFadden Institute of Technology, and Greenville Fund Elementary SRTS	Orange	\$9,936	63.0	70.0
31	Lathrop Intermediate, Lowell Elementary, Martin Elementary, Pio Pico Elementary, and Franklin Elementary SRTS	Orange	\$9,934	84.5	96.5
32	Esqueda Elementary, Chavez High, Washington Elementary, and Saddleback High	Orange	\$7,350	76.0	93.0
33	Bishop Street Bicycle Boulevard Project	Orange	\$6,285	78.0	98.0
34	Rosita Elementary and Hazard Elementary	Orange	\$6,284	72.0	84.0
35	Fitz Intermediate, Heritage Elementary, Russell Elementary, and Newhope Elementary	Orange	\$8,921	80.0	97.0
36	Orangewood Avenue Bicycle and Traffic Calming Project	Orange	\$8,369	64.0	84.0
37	Riverside County Safe Routes for All - Palm Springs	Riverside	\$630	78.0	78.0
38	Riverside County Safe Routes for All - Cathedral City	Riverside	\$820	78.0	78.0
39	Lakeview/Nuevo Mobility Plan	Riverside	\$300	75.0	75.0

2023 SCAG Active Transportation Regional Program Contingency List

	Project Title	County	ATP Request	Final State Score	Final MPO Score
40	Riverside's Fifty Individualized SRTS Studies and Safety Circulation Plans	Riverside	\$1,708	71.0	71.0
41	Update to Corona's Bicycle Master Plan	Riverside	\$500	69.0	69.0
42	Mitchell Avenue Sidepath Gap Closure	Riverside	\$6,756	83.0	86.0
43	Palm Desert Bicycle/Low Speed Electric Vehicle Route	Riverside	\$3,218	65.0	85.0
44	Romoland Elementary Safe Routes to School	Riverside	\$4,880	77.0	84.0
45	Desert Hot Springs CV Link Extension Project	Riverside	\$31,676	66.0	86.0
46	Mission Trail & Bundy Canyon Community Connections	Riverside	\$20,666	76.0	79.0
47	Mission Trail Sedco neighborhood Active Transportation Project	Riverside	\$3,499	72.0	79.0
48	Meca-North Shore Community Connector Bike Lanes	Riverside	\$11,785	77.0	77.0
49	Temecula Creek Southside Trail Gap Closure	Riverside	\$5,810	61.0	77.0
50	Roadway Widening and Bicycle Lane Improvements	Riverside	\$1,794	62.0	66.0
51	Connecting Coachella	Riverside	\$15,114	55.5	65.5
52	Pedestrian and Bicycle Bridge Connectivity Project	Riverside	\$983	52.0	56.0
53	Hemet Area Safe Routes to School Sidewalk Project	Riverside	\$2,069	46.0	46.0
54	Jewel Community Complete Streets Improvements	Riverside	\$5,896	32.0	39.0
55	Corona Citywide Sidewalk Gap Closure	Riverside	\$2,311	21.0	28.0
56	Citywide Video Detection System and Audible Pedestrian Signal Upgrades	Riverside	\$1,366	20.0	24.0
57	Enhancement of Juan Bautista Trail	Riverside	\$1,973		7.0
58	San Sevaine Class I Multi-Use Trail: Valley to Foothill	San Bernardino	\$16,992	70.0	90.0
59	Marygold Avenue Sidewalk Improvements	San Bernardino	\$1,920	64.0	84.0
60	Orange Blossom Trail Phase IV	San Bernardino	\$1,162	62.0	82.0
61	Marshall Elementary Safe Route to School Improvements	San Bernardino	\$3,889	56.0	76.0
62	Mission Boulevard Bike Lane and Pedestrian Improvements, Ontario	San Bernardino	\$8,363	55.0	75.0
63	San Sevaine Class I Multi-Use Trail: Philadelphia to Slover	San Bernardino	\$11,866	54.0	74.0
64	William McKinley Elementary ES Safe Route to School Project	San Bernardino	\$712	36.0	56.0
65	Bear Valley Road Class 1 Bike Path, Apple Valley	San Bernardino	\$1,829	33.0	53.0
66	Santa Paula Branch Line Multi-use Path	Ventura	\$20,417	78.0	96.0
		Total	\$459,879		



To: Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Warren Whiteaker, Department Manager
(213) 236-1810, whiteakerw@scag.ca.gov

Subject: Approval of Expedited Programming for FY22 Carbon Reduction Program
(CRP)

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council: 1) approve expedited programming of Fiscal Year 2021-22 (FY2022) Carbon Reduction Program (CRP) funds for selected projects; and 2) authorize Executive Director to make necessary adjustments to selected projects to meet eligibility criteria and other applicable requirements.

RECOMMENDED ACTION FOR RC:

Approve expedited programming of FY22 Carbon Reduction Program (CRP) funds for selected projects. Authorize Executive Director to make necessary adjustments to selected projects to meet eligibility criteria and other applicable requirements.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

The Carbon Reduction Program (CRP) is a new program established by the Infrastructure Investment and Jobs Act (IIJA) and provides funding for transportation projects that reduce carbon dioxide emissions from on-road transportation sources. The Southern California Association of Governments (SCAG) is responsible for the selection of CRP-funded projects in the SCAG region. SCAG staff is seeking RC approval for expedited project selection of Fiscal Year 2021-22 (FY2022) CRP funds. SCAG staff will subsequently develop program guidelines for the selection of CRP-funded projects for FY2023 through FY2026.

BACKGROUND:

CRP is a new program established by IIJA that provides over \$6.4 billion nationally over a five-year period (FY2022 through FY2026) for projects designed to reduce carbon dioxide emissions from on-



road transportation sources. Under the program, each state is required to develop a Carbon Reduction Strategy by November 15, 2023, which identifies projects and strategies to reduce transportation emissions. The Carbon Reduction Strategy for California will be developed by the California Department of Transportation (Caltrans) in consultation with SCAG and other designated Metropolitan Planning Organizations (MPOs) within the State. Caltrans has indicated that the California Carbon Reduction Strategy will incorporate the following three pillars: 1) Rail and Transit, 2) Bike and Pedestrian, and 3) Zero-Emission Vehicles.

For each fiscal year, 65 percent of CRP funding apportioned to each state is required to be obligated in proportion to the relative share of population in urban areas within the state. The remaining 35 percent of funds apportioned to each state for each fiscal year may be obligated in any area of the state. For FY2022, the SCAG region’s share of CRP funds is approximately \$33.6 million, which needs to be obligated by September 30, 2025, and expended by September 30, 2030.

Expedited Selection of Projects to be Funded with FY2022 CRP Funds

Due to the limited time to obligate FY2022 CRP funds, SCAG staff is recommending expedited project selection based on actions taken by the County Transportation Commissions (CTCs) within the SCAG region to advance eligible projects for FY2022 only. Specifically, the region’s CTCs have solicited projects for consideration of CRP funding and submitted to SCAG for approval. Based on available FY2022 CRP funding, and SCAG staff finding that the projects listed below further the State’s pillars for the California Reduction Strategy and align with regional transportation goals and objectives, SCAG staff recommend that the following projects be approved for FY2022 CRP funding:

Project	Recommended FY2022 CRP (\$ millions)
Imperial County	
Installation of EV Charging Stations at Various Locations in Imperial County	0.4
Imperial County Total	0.4
Los Angeles County	
Procurement of Battery Electric Buses, Charging Equipment, and Supporting Infrastructure	17.9
Los Angeles County Total	17.9
Orange County	
Purchase of 40 Fuel Cell Electric Buses	5.7
Orange County Total	5.7
Riverside County	
Interstate 15 Express Lanes Project Southern Extension (Preliminary Engineering Phase)	4.0
Riverside County Total	4.0
San Bernardino County	
City of Redlands: Redlands Regional Connector Project	0.7
City of Highland: Highland Regional Connector Project	0.7
City of Fontana: San Sevaine Trail	2.7
San Bernardino County Total	4.1



Project	Recommended FY2022 CRP (\$ millions)
Ventura County	
Microgrid for City of Thousand Oaks EV Bus Charging	1.0
Port of Hueneme North Terminal Shore Power System	0.4
<i>Ventura County Total</i>	1.4
SCAG Regional Total	33.6

Upon SCAG Regional Council approval, SCAG staff will work with the applicable CTCs to incorporate these projects into the 2023 Federal Transportation Improvement Program. During this process, the programmed CRP dollars above may be adjusted as necessary.

Selection of Projects to be Funded with FY2023 through FY2026 CRP Funds

SCAG staff will return with program guidelines for the selection of projects for FY2023 through FY2026 CRP funding. SCAG has received preliminary concurrence from the Federal Highway Administration (FHWA) on a framework for the selection of the CRP projects within the SCAG region, which is modeled after the federal apportionment approach. Specifically, SCAG will use 65 percent of CRP funds (approximately \$92 million for FY2023 through FY2026) for a CTC Partnership Program. County nomination targets¹ will guide the CTCs in the amount of funding requests that they submit to SCAG for project selection, including any CRP funds programmed for FY2022. SCAG will select projects based on the initial screening and prioritization by the CTCs and additional regional project evaluations. SCAG will select projects that advance regional and federal performance measures. CTCs will be encouraged to develop planning studies that support the implementation of Connect SoCal and serve as a roadmap for CRP projects. SCAG will use 35 percent of CRP funds (approximately \$49 million for FY2023 through FY2026) to support a Regional Partnership Program, which is intended to identify, evaluate, and award CRP funding for regional or local pilots and partnership projects that achieve regional transportation goals and objectives.

FISCAL IMPACT:

Work associated with this item is included in the FY2023 Overall Work Program (WBS No. 23-010.0170.01: RTP Amendments, Management, and Coordination and WBS No. 23-030.0146.02: Federal Transportation Improvement Program).

¹ The CRP nomination targets will mirror the nomination targets established for the Surface Transportation Block Grant (STBG) Program approved by the RC on February 2, 2023, as part of the STBG/CMAQ Compliance Action Plan.



Southern California Association of Governments
April 6, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kate Kigongo, Department Manager
(213) 236-1808, kigongo@scag.ca.gov

Subject: Joint Office of Energy and Transportation - Policy Direction for
Transportation

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

Mr. Gabe Klein, the Executive Director of the Joint Office of Energy and Transportation, will be a guest speaker at SCAG’s Transportation Committee, discussing the mission of the Joint Office and the U.S. National Blueprint for Transportation Decarbonization, the landmark framework of strategies and actions to remove all emissions from the transportation sector by 2050. The presentation will also cover how the administration is increasing the federal government’s capacity to provide funding and technical assistance for the adoption of zero emission vehicles nationwide. Mr. Klein will provide a holistic consideration of how transportation decarbonization will impact the future of transportation funding and policy.

BACKGROUND:

The Joint Office of Energy and Transportation (Joint Office) supports the deployment of zero-emission, convenient, accessible, and equitable transportation infrastructure. The Joint Office was created through the Bipartisan Infrastructure Law and facilitates collaboration between the U.S. Department of Energy and the U.S. Department of Transportation (DOT).

The Joint Office will support the buildout of a nationwide network of electric vehicle chargers, zero-emission fueling infrastructure, and zero-emission transit and school buses by aligning resources

and expertise to achieve this strategic goal through unifying guidance, technical assistance, and analysis for several new national programs.

Mr. Gabe Klein, the executive director of the Joint Office of Energy and Transportation, will be a guest speaker at SCAG's Transportation Committee, discussing the Joint Office and the U.S. National Blueprint for Transportation Decarbonization (Blueprint), the landmark framework of strategies and actions to remove all emissions from the transportation sector by 2050. The Blueprint is a first-of-its-kind strategy for federal leadership and partnerships. The Blueprint will serve as a guide for future policymaking and research, development, demonstration, and deployment in the public and private sectors to transform how people and goods move throughout the United States. The presentation will also cover how the administration is increasing the federal government's capacity to provide funding and technical assistance for the adoption of zero emission vehicles nationwide. Mr. Klein will provide a holistic consideration of how transportation decarbonization will impact the future of transportation funding and policy.

Prior to his current appointment, Mr. Klein has served as the commissioner of the Chicago Department of Transportation and director of the Washington, D.C., District Department of Transportation, where he revamped technology platforms and government processes while focusing on putting people (versus cars) first on city streets. This included launching two of the first and largest solar-powered bikeshare systems in the country and building protected bike lanes and better pedestrian infrastructure for vulnerable citizens citywide, as well as facilitating private services like carshares and rideshares to support city mobility goals.

He honed his creativity and leadership skills working in business as vice president at Zipcar and national director of stores at Bikes USA. He also co-founded CityFi, a consulting firm to help city leaders, chief executive officers, and others understand the complexities of 21st century challenges, facilitate people-centric solutions, and use new models and technology-based tools to deliver optimized results. Clients ranged from foreign governments to cities, states, start-ups, and publicly traded companies.

In 2015, he published *Start-Up City: Inspiring Private and Public Entrepreneurship, Getting Projects Done, and Having Fun*. The book focuses on revamping how we innovate in cities and rethinking public-private partnerships as technology shapes a dramatically different future. He received a bachelor's degree in marketing management from Virginia Tech's Pamplin College of Business and an executive certificate in transportation/mobility management from The Wharton School. He also served on the 2020 Biden-Harris Agency Review Team for the U.S. Department of Transportation with a focus on innovation, including transportation electrification and program delivery.

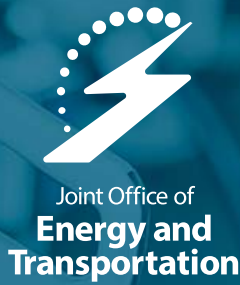
FISCAL IMPACT:

None.



ATTACHMENT(S):

1. PowerPoint Presentation - Joint Office of Energy and Transportation 2spp



Building a Future Where Everyone Can Ride and Drive Electric

Gabe Klein
SCAG Meeting
4/6/2023
driveelectric.gov

Agenda

- Joint Office **Overview and Priorities**
- **NEVI Program** Updates
- **CFI Program** Updates
- **Technical Assistance Offerings**
- **What's Next** for the Joint Office





Joint Office Overview and Priorities

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Joint Office of Energy and Transportation

Established in the Bipartisan Infrastructure Law to address areas of joint interest to the Departments of Energy and Transportation

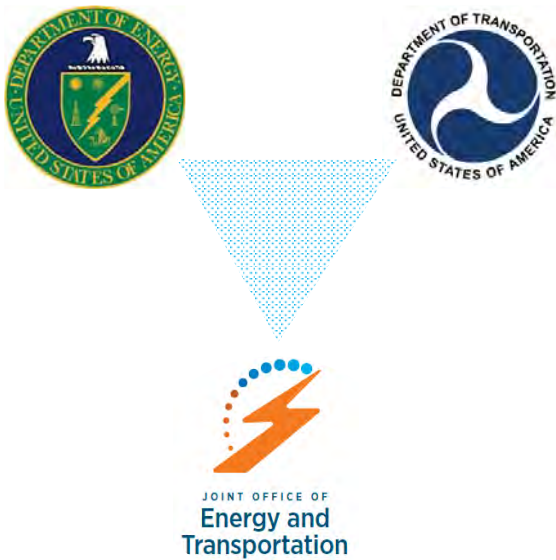
\$300M

in FY22 funds to DOT
with transfer authority to DOE

9

major areas of emphasis

Mission and Vision



Mission

To accelerate an electrified transportation system that is affordable, convenient, equitable, reliable, and safe.

Vision

A future where everyone can ride and drive electric.

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Vision for the Joint Office of Energy and Transportation

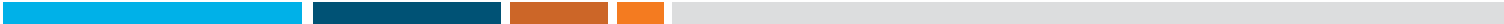
- 1 Support **deployment of zero-emission, convenient, accessible, equitable transportation infrastructure**—coordinating and leveraging activities between the U.S. Department of Energy and the U.S. Department of Transportation.
- 2 Serve as the **front door to the Federal Government for expertise and technical assistance.**
- 3 Serve as a **convenor of federal agencies, private sector companies, NGO and academia** to bring an all of government and stimulate an all of society approach to zero emissions transportation and mobility services.
- 4 Focus on **social return on investment and providing pilot funding to test outcomes** vs. simply hardware.

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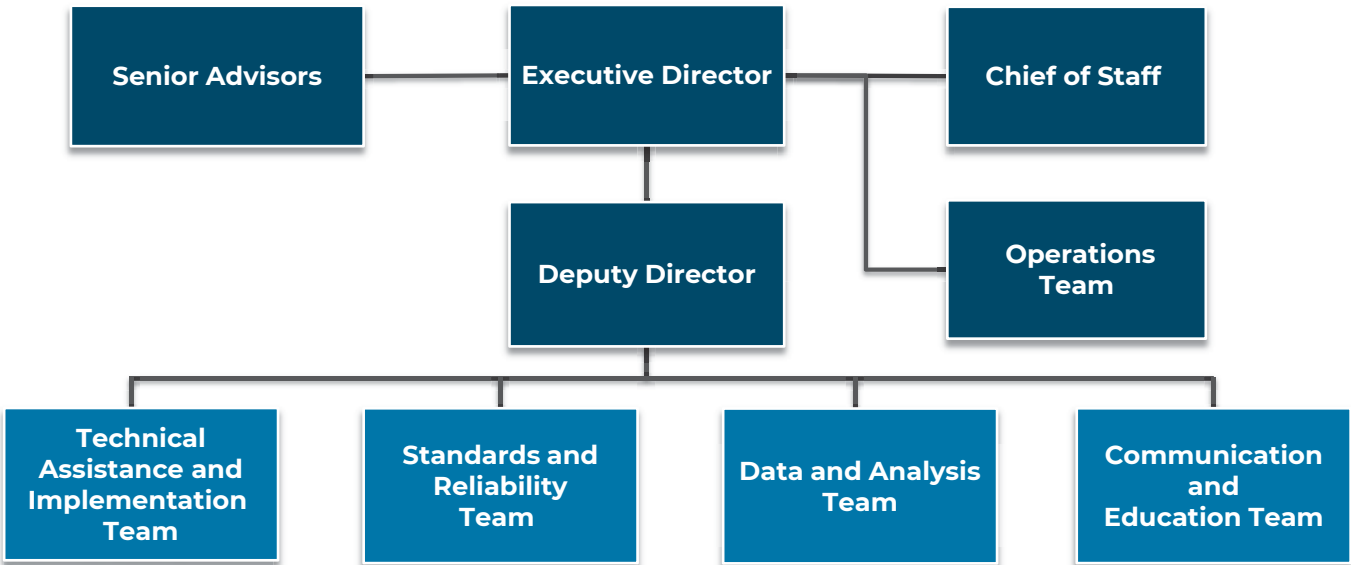
Areas of Emphasis Summary

1) technical assistance of vehicle charging

- 2) data sharing
- 3) performance of a national and regionalized study vehicle charging
- 4) training and certification programs
- 5) a program to promote renewable energy generation, storage, and grid integration
- 6) transmission pilots in the rights-of-way
- 7) research, strategies, and actions to mitigate the effects of climate change
- 8) development of a streamlined utility accommodations policy for transmission in the transportation right-of-way
- 9) any other issues that the Secretary of Transportation and the Secretary of Energy identify as issues of joint interest







Joint Office Structure



Infrastructure Investment & Jobs Act (IIJA) Programs Supported by the Joint Office

The Joint Office provides unifying **guidance**, **technical assistance**, and **analysis** to support the following programs:

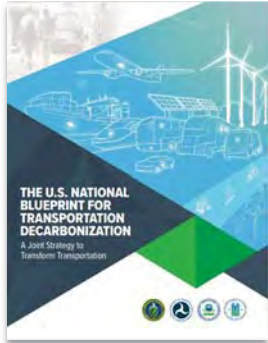
-  **National Electric Vehicle Infrastructure (NEVI) Formula Program (U.S. DOT)**
\$5 billion for states to build a national electric vehicle (EV) charging network along corridors
-  **Charging & Fueling Infrastructure Discretionary Grant Program (U.S. DOT)**
\$2.5 billion in community and corridor grants for EV charging, as well as hydrogen, natural gas, and propane fueling infrastructure
-  **Low-No Emissions Grants Program for Transit (U.S. DOT)**
\$5.6 billion in support of low- and no-emission transit bus deployments
-  **Clean School Bus Program (U.S. EPA)**
\$5 billion in support of electric school bus deployments

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U.S. National Blueprint for Transportation Decarbonization

Goal:

- Reduce greenhouse gas emissions associated with the transportation sector by 2050 and ensure resilient and accessible mobility options for all Americans



Partners:



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NEVI Program Updates

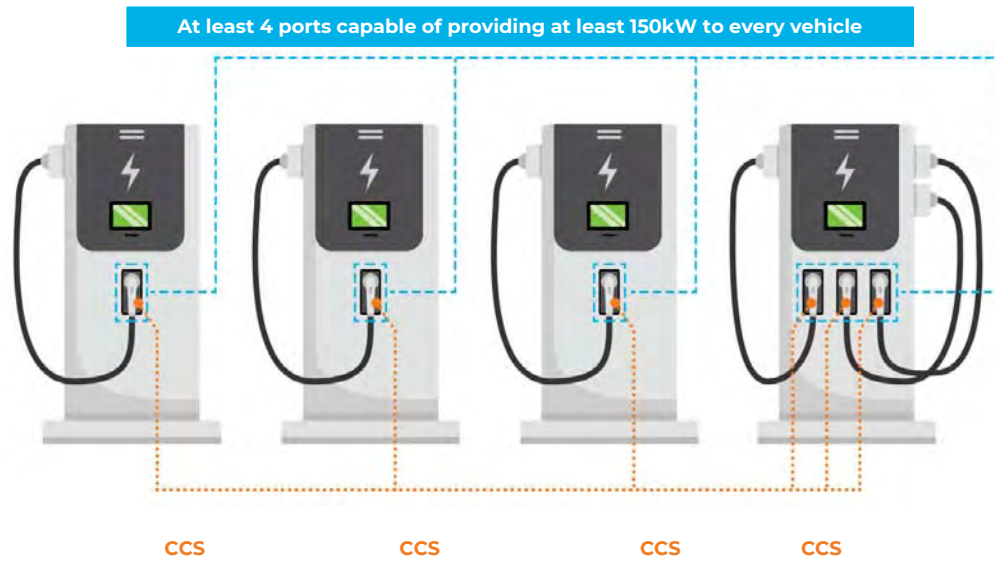
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National Electric Vehicle Infrastructure (NEVI) Formula Program Updates

- All 50 state plans plus DC and Puerto Rico are approved by FHWA in Sept 2022
 - **Unlocking \$1.5 B** in FY22 and FY23 funding
- States have released or are getting ready to release RFPs



NEVI Charging Station Design



Power, Ports, and Connectors for Chargers **Every 50 Miles** Along Alternative Fuel Corridors

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CFI Program Updates

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Discretionary Grant Program for Charging and Fueling Infrastructure –

Applications are now open!

\$700M in FY22 and FY23 funding now available!

- Application period will close **May 30th**

Program is divided into two distinct **\$1.25 billion grant programs:**

- **Corridor** Charging Grant Program
- **Community** Charging Grant Program

Key Requirements of the Corridor Charging Grant



- **Located along a designated AFC;**
 - EV charging within 1 mile and other alternative fuels within 5 miles of the AFC.
- **Must be publicly accessible.**
- **May use funds to contract with a private entity.**
- **Must address environmental justice.**
- **Must be accessible to and usable by individuals with disabilities.**



Key Requirements of the Community Charging Grant

- **Located on any public road or in other publicly accessible locations**
 - i.e. parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity.
- **Must be publicly accessible.**
- **May use funds to contract with a private entity.**
- **Must address environmental justice.**
- **Expected to reduce greenhouse gas emissions and to expand or fill gaps in access to publicly accessible infrastructure.**
- **Must be accessible to and usable by individuals with disabilities.**

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Eligible Entities

- States or political subdivision of States
- Metropolitan planning organizations
- Unit of local governments
- Special purpose districts or public authorities with a transportation function, including port authorities
- Indian tribes
- U.S. Territories
- Authorities, agencies, or instrumentalities or entities owned by, one or more entities listed above
- Group of entities listed above
- State or local authorities with ownership of publicly accessible transportation facilities **(applies to Community Program only)**

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Questions for the Charging and Fueling Infrastructure Discretionary Grant Program should be submitted to CFlgrants@dot.gov

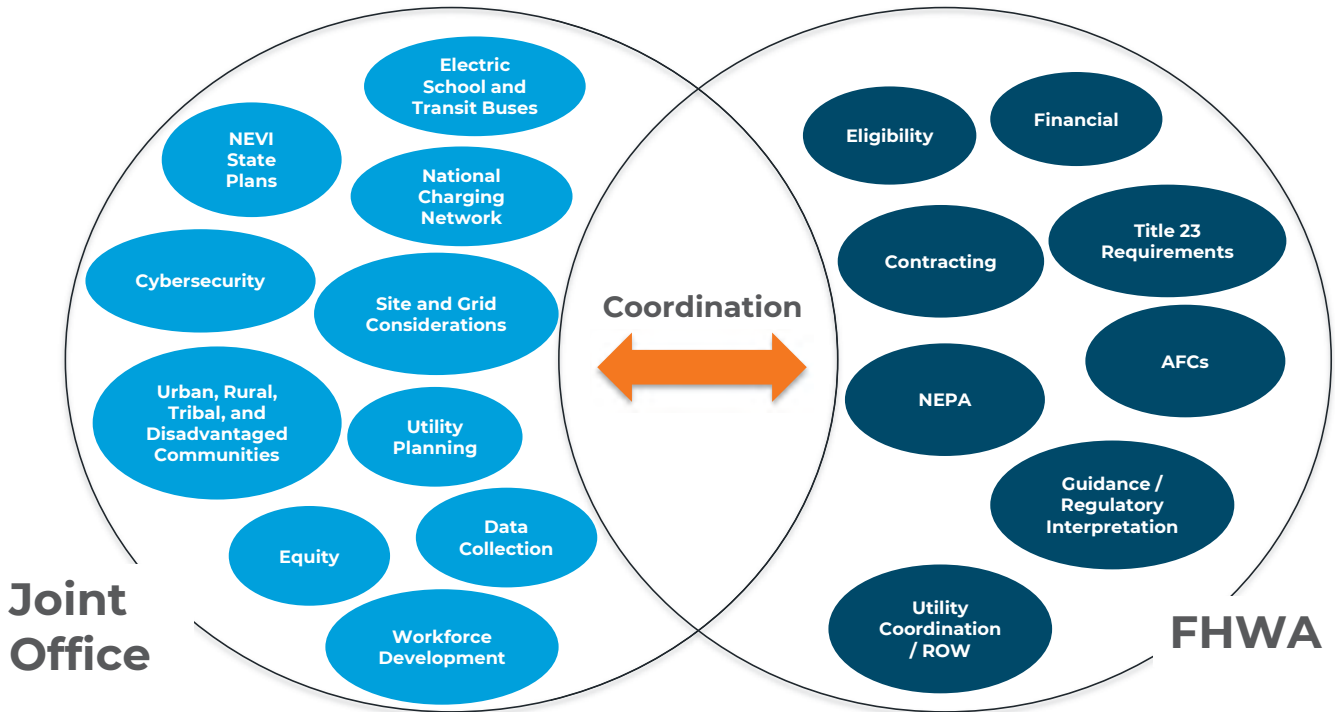


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Providing Technical Assistance (TA)



Use TA Channels → To Spread Awareness of New and Existing Resources



Joint Office TA Approach

Based on feedback, the Joint Office will work to continue to address these topics in the coming months through new and existing TA channels.

DriveElectric.gov has collated, cutting-edge resources



driveelectric.gov/resources

driveelectric.gov

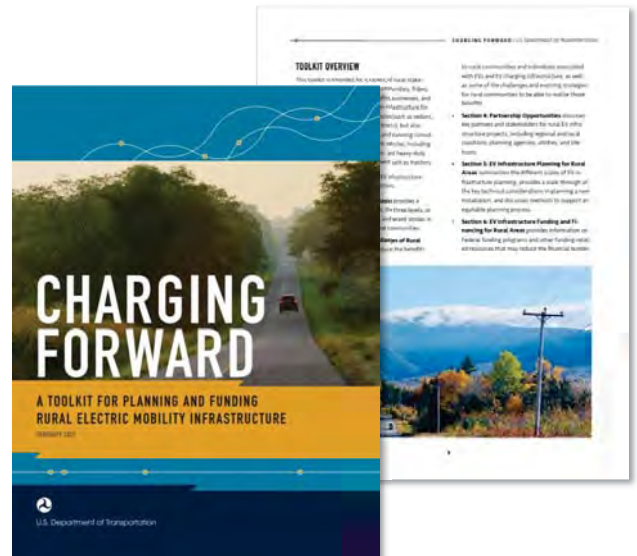
USDOT's Rural and Urban EV Infrastructure Toolkits

Rural EV Toolkit (Version 2 Coming Soon)

- Updates based on stakeholder feedback
- Expanded content on:
 - Transit vehicles
 - School buses
 - Micromobility
 - Accessible design
- New funding programs, including the Bipartisan Infrastructure Law (BIL)

Urban Toolkit (Winter 2023)

- Reframed for urban (e.g., benefits/challenges, success stories, resources, funding programs)
- Multifamily, building codes, curbside charging, fleet charging (micromobility, ride-hailing, taxi)
- Relevant funding opportunities





What's Next for the Joint Office?

Joint Office FY23 Priorities



Continue staffing up as quickly as possible to support demand



Formulate and execute Community and Corridor Grants with Federal Highway Administration



Build community charging expertise in the Joint Office



Proactively address gaps identified in year 1 of the Joint Office



Shift TA to implementation of programs (NEVI, CFI, Low-No, CSB) and minimum standards



Mature and scale transit and school bus technical assistance

Recent Updates

- EV Charging Minimum Standards**
Final Rule issued on Feb 15, 2023 (23 CFR 680)
 - The final rule applies to all federally funded electric vehicle (EV) chargers, including those funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program.
- Buy America**
Waiver of Buy America Requirements for EV Chargers issued on February 15th (FHWA Docket No. 2022-0023)
 - Effective immediately, all EV chargers funded through the Bipartisan Infrastructure Law must be built in the United States.
 - By July 2024, at least 55 percent of the cost of all components will need to be manufactured domestically.
- Charging and Fueling Infrastructure Discretionary Grants**
\$700 million from FY 22 and FY 23 funding is now available
 - Cities, towns, tribes, and states and more are eligible to apply for the first round of funding.



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What's Next for the Joint Office

- NEVI "gap-filling" grants**
10% of NEVI funds are set-aside annually to fund strategic deployment of EV chargers.
- Designation of Freight Corridors**
 Federal Highway Administration (FHWA) will initiate the designation of **freight EV corridors**
- Round 7 – Request for Nominations (RFN)**
 Solicit nominations from States for **Round 7 of Alternative Fuel Corridor Designations**
- Electric Vehicle Working Group**
Convene EV Working Group Federal Advisory Committee (FACA) per BIL, which will include members from across the public and private sectors in the EV industry

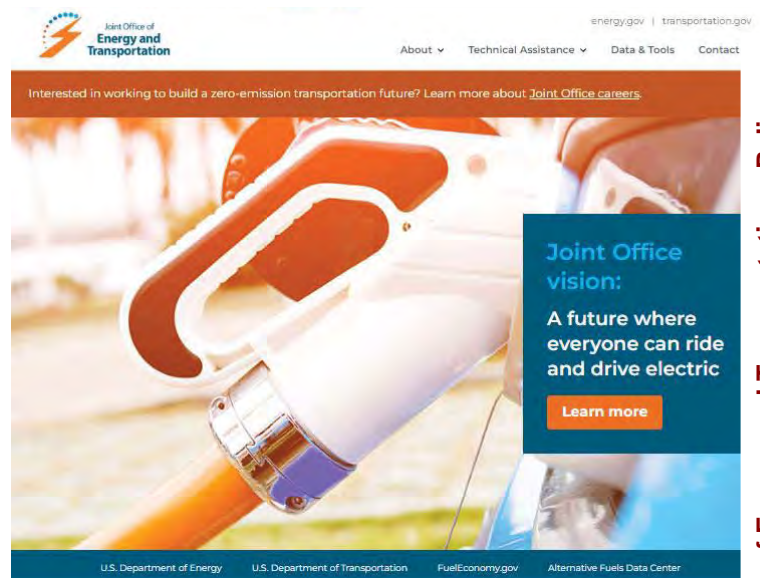


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Website connects state DOTs and other stakeholders to resources, including:

- Infrastructure planning and implementation guidance
- Data and tools
- News and events
- Technical assistance request form



A modernized and interagency approach to support the deployment of zero-emission, convenient, accessible, equitable transportation infrastructure

The Joint Office of Energy and Transportation was created through the Bipartisan Infrastructure Law (BIL) to facilitate collaboration between the U.S. Department of Energy and the U.S. Department of Transportation. The Joint Office will align resources and expertise across the two departments toward leveraged outcomes. The office will be a critical component in the implementation of the BIL, providing support and expertise to a multitude of programs that seek to deploy a network of electric vehicle chargers, zero-emission fueling infrastructure, and zero-emission transit and school buses. The scope of the Joint Office will continue to evolve as directed by both departments.

driveelectric.gov | 30

Funding Opportunity Announcements

Open Funding Opportunities

Number	Title	Type	Program	Concept Deadline	Application Deadline
693JJ323NF00004	Charging and Fueling Infrastructure (CFI) Discretionary Grant Program	Grant	U.S. Department of Transportation Federal Highway Administration	N/A	May 30, 2023
DE-FOA-0002880	Notice of Intent to Issue FOA no. DE-FOA-0002881 entitled Joint Office of Energy and Transportation Ride and Drive Electric, Fiscal Year 2023 FOA	NOI	DOE/EERE Joint Office of Energy and Transportation	N/A	N/A
DE-FOA-0002892	Notice of Intent to Issue FOA no. DE-FOA-0002893 entitled Fiscal Year 2023 Vehicle Technologies Office Program Wide FOA	NOI	DOE/EERE Vehicle Technologies Office (VTO)	N/A	N/A

[Driveelectric.gov/funding-opportunities/](https://driveelectric.gov/funding-opportunities/)

energy.gov | transportation.gov

About Technical Assistance Data & Tools Contact

Contact Us

Use this contact form to submit a media inquiry, ask a general question about Joint Office of Energy and Transportation resources and activities, or request technical assistance for states, tribal nations, or clean school buses or transit buses.

Required fields are marked with an asterisk (*).

Inquiry type *

Name *

Email *

Subject *

Message *

Send

driveelectric.gov/contact

- Request assistance via online form
- Initial response within 48 hours
- General questions and feedback welcome!

Key Takeaways:

- The Joint Office is currently providing unifying **guidance, technical assistance,** and **analysis**
- The Joint Office is supporting the **NEVI** Program, the **CFI** Program, the **Clean School Bus** Program, and the **Low-No Emissions** Grants Program for Transit Buses
- CFI grant applications must be submitted through Grants.gov no later than **11:59 pm, Eastern Time, on May 30, 2023**



Joint Office of
**Energy and
Transportation**

Thank you!

driveelectric.gov



Back Deck

EV Charging Minimum Standards

Charging is a predictable and reliable experience, by ensuring that there are consistent plug types, power levels, and a minimum number of chargers capable of supporting drivers' fast charging needs;

Chargers are working when drivers need them to, by requiring a 97 percent uptime reliability requirement;

Drivers can easily find a charger when they need to, by providing publicly accessible data on locations, price, availability, and accessibility through mapping applications;

Drivers do not have to use multiple apps and accounts to charge, by requiring that a single method of identification works across all chargers; and,

Chargers will support drivers' needs well into the future, by requiring compatibility with forward-looking capabilities like Plug and Charge.



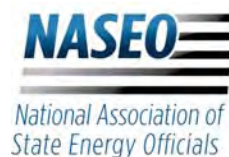
Status and coordination with state DOTs and SEOs

Joint Office signed an MOU between NASEO and AASHTO in February 2022

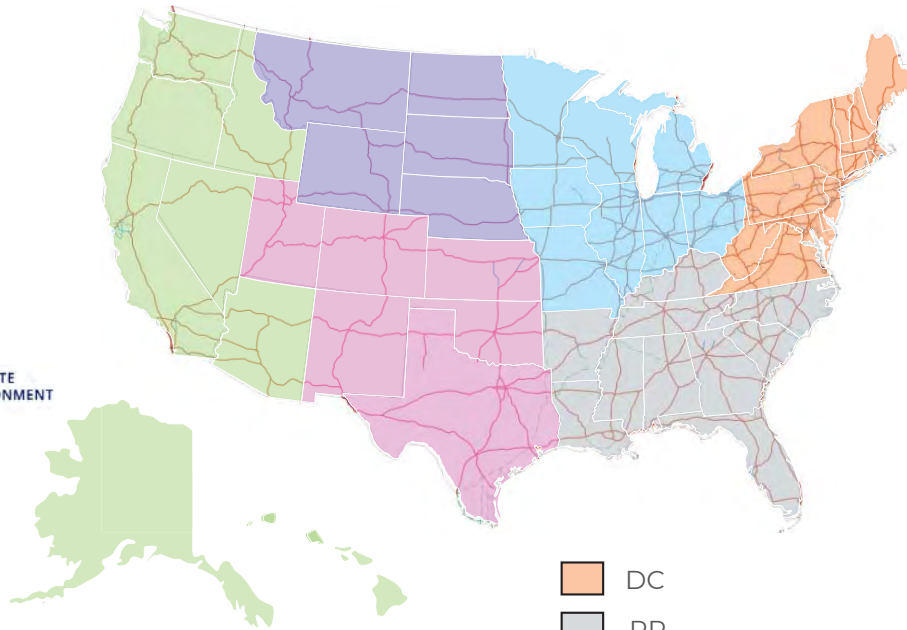
Goal: Support NEVI implementation and technical assistance, enabling **peer-to-peer learning**

Activities:

- Holding in-person regional meetings
- Hosting monthly regional calls
- Convening a national meeting this summer



Regional Working Groups



- Northeast
- Southeast
- Midwest
- Upper Central
- Lower Central
- West

- DC
- PR

States may change regions upon request.

National EV Charging Infrastructure Could Provide Multiple Benefits to Disadvantaged Communities

Disadvantaged business opportunities

Decreasing transportation cost burden

Reducing transportation emissions

Clean transportation access



Jobs and job training

Energy resilience

Community participation

Joint Office Highlights – One Year In

DriveElectric.gov Launched Feb. 2022: >200K page views

>1,500 technical assistance inquiries fielded and tracked for FHWA, FTA, EPA programs

Charging and Fueling Infrastructure (CFI) Grant Program Launched

National Electric Vehicle Infrastructure Program (**NEVI**) Launched

52 NEVI plans approved; **\$1.5B** to build out network on **>75,000 miles** of highway

Final Rulemaking on **Minimum Standards for EV Charging**

EV Working Group Chartered

Executive Director and Deputy Director **Hired**

\$47M Notice of Intent Issued to Support National Charging Network

AASHTO/NASEO MOU to facilitate **local/state/regional coordination**

16 Job Opportunities Now Available

- Visit DriveElectric.Gov
- Apply through to Clean Energy Corps
- Select “EV Charging” as an area of interest
- Email resume to jointofficejobs@ee.doe.gov

Careers

The Joint Office of Energy and Transportation (Joint Office) and its partners are always looking for talented individuals interested in helping deploy a network of electric vehicle (EV) chargers, zero emission fueling infrastructure, and zero emission transit and school buses across all 50 states, Washington, D.C., and Puerto Rico. See below for current opportunities.

Joint Office Careers through Clean Energy Corps

In the coming months, the Joint Office of Energy and Transportation will be hiring staff for positions listed below. Apply to the [Clean Energy Corps](#) to be considered for these positions. Please select “EV Charging” as an area of interest when you submit your application. After you have submitted your application to the Clean Energy Corps, please email your resume to jointofficejobs@ee.doe.gov and identify your specific position(s) of interest.

Senior Advisor for Community and Urban Charging	+
Senior Advisor for Electric Utility Policy and Programs	+
Budget Analyst	+
Chief of Staff	+
Program Manager for Technical Assistance and Implementation	+
Deployment Manager for Community Charging Technical Assistance	+
Deployment Manager for Corridor Electrification Technical Assistance	+
Deployment Manager for School and Transit Bus Electrification	+
Program Manager for Standards and Reliability	+
Deployment Manager for Standards and Reliability	+
Deployment Manager for EV Charging Reliability	+
Program Manager for Data and Analysis	+
Deployment Manager for EV Charging Analysis	+
Deployment Manager for Transportation Electrification Data	+
Program Manager for Communications and Education	+
Communications Manager for Electrification Education	+

[Learn more](#)



To: Transportation Committee (TC)
From: Jaimee Lederman, Senior Regional Planner
(213) 236-1948, lederman@scag.ca.gov
Subject: Connect SoCal 2024: Draft New Funding Strategies

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

A financial plan is a critical element of a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that identifies the source of funds from public and private sectors that can reasonably be expected to be available to support the region’s surface transportation investments. This item will provide an update of the financial plan development for Connect SoCal 2024.

BACKGROUND:

The 2024 RTP/SCS, also referred to as Connect SoCal 2024, must include a financial plan that estimates how much funding will be needed to implement recommended improvements, as well as operate and maintain the transportation system, over the minimum 20-year planning horizon. This includes information on how the region reasonably expects to fund the projects and programs included in the Plan, including anticipated revenues from federal, state, local, and private sources and user charges. The financial plan must demonstrate that there is a balance between the expected revenue sources for transportation investments and the estimated costs of the projects and programs described in Connect SoCal 2024, ensuring that the plan is fiscally (or financially) constrained.

Staff will provide an update of the Connect SoCal 2024 financial plan development. This item covers a) a review of key transportation funding and finance issues presented to TC so far and b) the identification of potential sources of new revenue and innovative financing strategies that may be necessary to address the region’s transportation needs in Connect SoCal 2024.

Review of key issues and policy challenges in the financial plan

As part of a series of presentations beginning in October 2022, staff have been updating the TC on the Connect SoCal 2024 financial plan. These presentations have highlighted key challenges our region faces in securing stable and sustainable transportation funding over the life of the Plan to ensure that we can meet our region's evolving transportation needs while maintaining fiscal constraint.

Core Revenues

In October 2022, staff presented to the TC an initial core revenue forecast for the financial plan, which comprises projections of existing federal, state, and local revenue sources only. Staff highlighted the following issues and challenges pertaining to the forecast of core revenues for the financial plan:

- *Decreasing fuel consumption and increasing electric vehicle penetration*—Excise taxes on gasoline and diesel fuels are the basis of most federal and state transportation funding sources. Since these taxes are primarily based on cents-per-gallon purchased, they depend on fuel consumption. Though changes in regional vehicle miles traveled will continue to play a role during the Plan period, increases in conventional fuel efficiency and the adoption of alternative fuel vehicles (especially electric vehicles) will reduce overall fuel consumption. The financial plan assumes that increases in vehicle fuel efficiency will reduce fuel consumption during the Plan period. Senate Bill (SB) 1 (2017) increased the level of state-imposed excise taxes and indexes these taxes to inflation using the statewide value of the Consumer Price Index. The combination of assumptions about declining fuel consumption and increasing excise tax rates leads to modest growth in the revenue sources funded by state fuel taxes in real terms.
- *State and federal funding uncertainty*—The Federal Highway Trust Fund provides federal highway and transit funding from a nationally imposed 18.3 cent-per-gallon gasoline excise tax. The current federal gas tax rate was set in 1993 and is not adjusted for inflation. If it had been adjusted to account for inflation, the current federal gas tax would be approximately 37-cents-per-gallon—more than double the current federal rate. Since 2008, the Trust Fund has failed to meet its obligations and has required the United States Congress to make transfers from the General Fund to keep it solvent. While SB 1 provides greater reliability, staff are monitoring the recently proposed State budget cuts for impacts on the flow of funds to our region.
- *Dependence on retail sales growth and expiring local sales tax measures*—Changes in personal consumption patterns and the overall population are main contributors to the growth in retail sales. The eight transportation sales tax measures in the SCAG region provide the largest single source of revenue for transportation investment, which historically accounted for over 30 percent of core revenues. Even small changes in consumer behavior or economic condition can

have significant impacts on revenues available for transportation investments. Three of the eight transportation sales tax measures expire before the planning horizon of 2050.

- *Inflation and macroeconomic trends*—Inflation can have a profound impact over the long-term time horizon by increasing costs to operate and maintain the transportation system. Long-term inflation is projected to grow at 2.3 percent annually. This inflation rate is used to adjust constant dollar (revenue) forecasts into nominal (year-of-expenditure) dollars.

Expenditures

In a presentation to the TC in February 2023, staff summarized the initial forecast of expenditures in Connect SoCal 2024. Expenditures in the financial plan include the following categories:

- Capital costs for transit, passenger rail, state highways and local streets and roads (including regionally significant arterials) and other programmatic expenditures,
- Operating and maintenance (O&M) costs for transit, passenger rail, state highways and local streets and roads (including regionally significant arterials), and
- Debt service payments (for current and anticipated bond issuances).

Capital costs include programmed projects, Plan-specific projects submitted by our partner agencies, and additional investments in regional strategies. Programmed projects include those projects and the dedicated funding included in the 2023 Federal Transportation Improvement Program (FTIP). In developing Connect SoCal 2024, each of the county transportation commissions submitted detailed capital costs for proposed transportation projects and programs through 2050. The resulting project list is intended to be compilations of priority investments for each county based on their planning efforts and engagement with partner agencies including transit operators, Caltrans districts, cities, etc. Expenditure estimates include, but are not limited to, costs for highways, regionally significant arterials, active transportation, goods movement, transit, passenger rail, transportation system management, intelligent transportation systems and transportation demand management investments. Lastly, Plan expenditures also capture additional investments in regional strategies necessary to meet greenhouse gas (GHG) reduction and other federal and state targets, as well maintain and preserve the transportation system.

To develop the forecast for O&M costs for the financial plan, staff first evaluate the cost of maintaining and operating the existing transportation system (including rehabilitation and replacement costs). Staff then consider additional costs to maintain new capital expenditures included in the Plan. Finally, staff coordinate with partner agencies and modal staff on incorporating the cost of addressing progress in meeting performance measures and targets, including Transit Asset Management. Staff documented challenges facing system maintenance and preservation in a Receive and File item at the November TC meeting, and presented the initial forecast for O&M expenditures in February 2023.

In previous presentations, staff discussed the following issues and challenges pertaining to the forecast of expenditures for the financial plan:

- *Cost escalation*—Assumptions about inflation and construction cost escalation are a key issue for the financial plan. While SCAG assumes long-term stability for the financial plan while acknowledging current short-term volatility, short-term financial volatility has increased uncertainty about many of the partner agency short-term cost forecasts relied on as inputs to the RTP/SCS financial plan. The expenditures forecast incorporates assumptions about long-term construction and labor costs, which have significantly increased in the short-term. These increases present challenges for local governments and transportation agencies to maintain baseline conditions with historical funding levels. The financial plan uses a 4.7 percent annual escalation factor to estimate future and nominal (year-of-expenditure) capital costs. Given the differential between long-term inflation (2.3 percent annually) and capital cost escalation, purchasing power of transportation revenue sources are expected to decrease by over 70 percent by the end of the planning period.
- *Resiliency needs*—O&M forecasts are also dependent on incorporating the pressing need to encompass resiliency planning and expenditures to address potential vulnerabilities in the system from extreme weather events and other shocks. SCAG staff are instituting processes to gather data on the magnitude of additional expenditures for system resiliency. These concerns extend to maintenance of all capital assets in the transportation system and could increase operations spending as excessive heat and other factors impact operations.
- *Zero Emission Bus (ZEB) transition*—The forecast for transit O&M also includes estimated expenditures for rehabilitation and replacement of rolling stock. Adopted in December 2018 by the California Air Resources Board (CARB), the Innovative Clean Transit Rule mandates the purchase of zero-emission buses (ZEBs) by transit agencies. Beginning in 2029, 100 percent of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. Based on current costs for ZEB, this will likely increase rehabilitation and replacement costs compared to historical growth, and the rate of growth is uncertain and will differ across agencies depending on the current vehicle fleet mix and age.

Estimated Initial Funding Gap

Based on current projections of core revenues, staff anticipates a potential shortfall between \$50 billion and \$285 billion. Further refinements are anticipated to narrow the gap, in particular O&M costs are a driving factor with the inclusion of resilience needs on the State Highway System. This combined with the unreliability and loss of purchasing power of existing state and federal gas tax funded sources over the long term, contribute to the funding gap.

New Funding Strategies

The financial plan also includes new and innovative funding and financing strategies that are reasonably available over the Plan period. In Connect SoCal 2020, new and innovative sources provided over \$140 Billion in revenues and included:

- *Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power*—Additional per gallon gasoline tax imposed at the federal level to maintain purchasing power.
- *Mileage Based User Fee (Replacement)*—Mileage-based user fees would be implemented to replace gas taxes indexed to maintain purchasing power.
- *Federal Credit Assistance and Other Bond Proceeds*—For example, Transportation Infrastructure Finance and Innovation Act/Railroad Rehabilitation and Improvement Financing credit assistance and other bond financing, pledging new local funding (e.g., mileage-based road charge program funding) to help finance specific initiatives.
- *Local Road Charge Program*—A local road charge program assumes a per mile charge throughout the region that can be implemented on a county basis. This can be adjusted by time-of-day and location with congestion pricing and/or parking pricing at major activity centers. For analysis, also assumed congestion pricing (peak period charges) in parts of Los Angeles County, along with increases in parking pricing at major job centers as a part of the regional job centers strategy.
- *Private Equity Participation*—Includes Virgin Trains USA high speed rail service from Victorville to Las Vegas along the I-15 corridor. Revenue estimate would cover construction costs for the San Bernardino County portion only. This category of funding also assumes private funding for various freight related initiatives.
- *Value Capture Strategies*—Assumed the use of Enhanced Infrastructure Financing Districts and tax increment financing to support investment in transit supportive housing infrastructure needs.

Staff is currently evaluating these and other sources for inclusion in Connect SoCal 2024. The analysis of new sources builds from the funding strategies included in Connect SoCal 2020 while addressing revenue and policy issues discussed above, as well as incorporating feedback from our policy committees, subcommittees, and other stakeholders to address current and evolving needs and conditions. The following is an updated list of guiding principles staff use to identify new revenue sources:

-
- Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and equitable distribution of costs and benefits.
 - Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs.
 - Promote national and state programs that include return-to-source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources.
 - Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery.
 - Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability, and resilience.

Next Steps

The new funding strategies for Connect SoCal 2024 are being presented in draft form in this report and presentation, and staff are seeking the input of the TC on this critical element of the Plan. In the ensuing months, staff will continue to refine the financial plan.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program 015.0159.01: RTP Financial Plan.

ATTACHMENT(S):

1. PowerPoint Presentation - Innovative Sources

THE 2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY
OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



CONNECT SoCal

Jaimee Lederman

Senior Regional Planner

April 2023

Background and Review

Attachment: PowerPoint Presentation - Innovative Sources (Connect SoCal 2024: Draft New Funding Strategies)

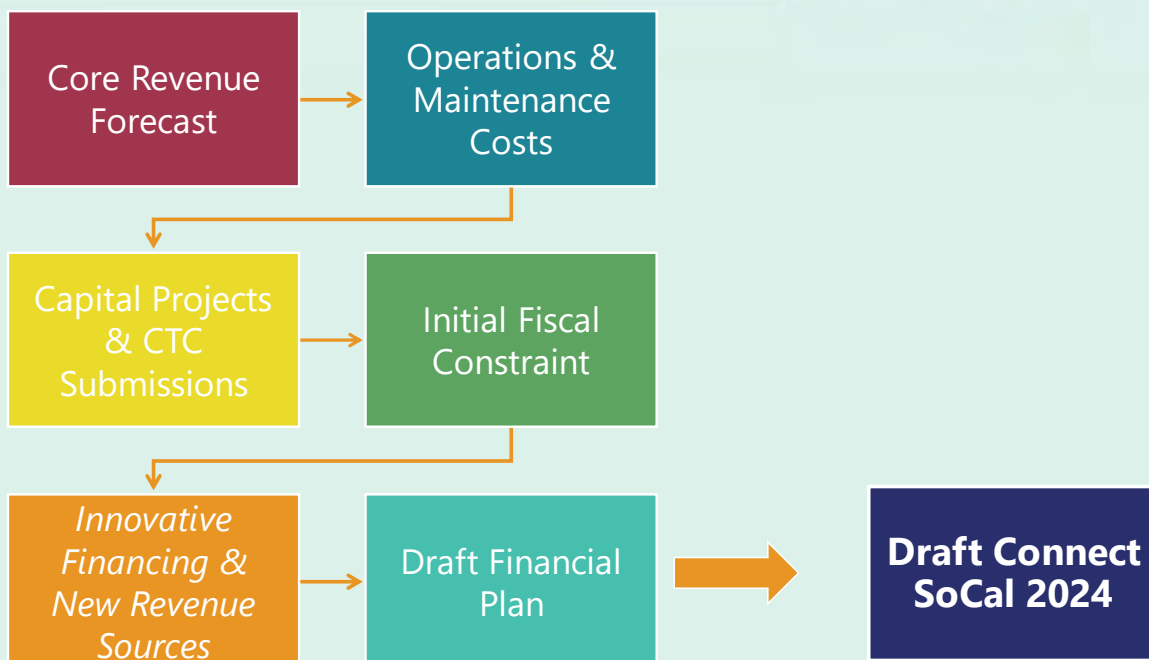
Key Elements of the Financial Plan



- Federal RTP requirement
 - Estimate of funding needed over 20-year life of RTP to implement improvements, operate and maintain the transportation system
 - Reasonably available revenue sources
 - Core revenue sources (existing federal, state, and local sources)
 - New sources/innovative financing (private funding, user charges, etc.)
 - Fiscal constraint – balance expected revenue sources versus estimated costs
- Assumptions
 - Builds off County Transportation Commission (CTC) input, state forecasts, federal apportionments, and others

3

Financial Plan Development Process Overview



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Key Issues Review: Revenues

- Decreasing fuel consumption and increasing EV penetration
- Historical revenue sources have not kept pace with inflation
 - Federal gas tax last increased in 1993
- Dependence on retail sales growth and expiring local sales tax measures
- State and federal funding uncertainty



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Key Issues Review: Expenditures

- Expenditures include:
 - Capital costs for transit, passenger rail, state highways and local streets and roads (including regionally significant arterials)
 - Operating and maintenance (O&M) costs for transit, passenger rail, state highways and local streets and roads (including regionally significant arterials)
 - Debt service payments (for current and anticipated bond issuances)
- Key issues and policy concerns:
 - Addressing resiliency needs
 - O&M escalation from labor
 - Zero-emissions bus transition
 - Construction cost escalation



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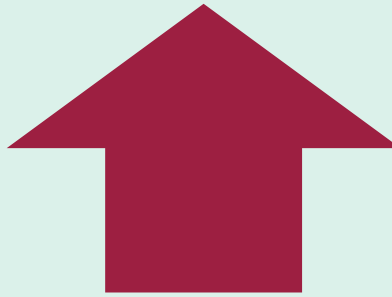
Key Takeaways



Revenues are decreasing

Costs are increasing

Transportation system needs are expanding

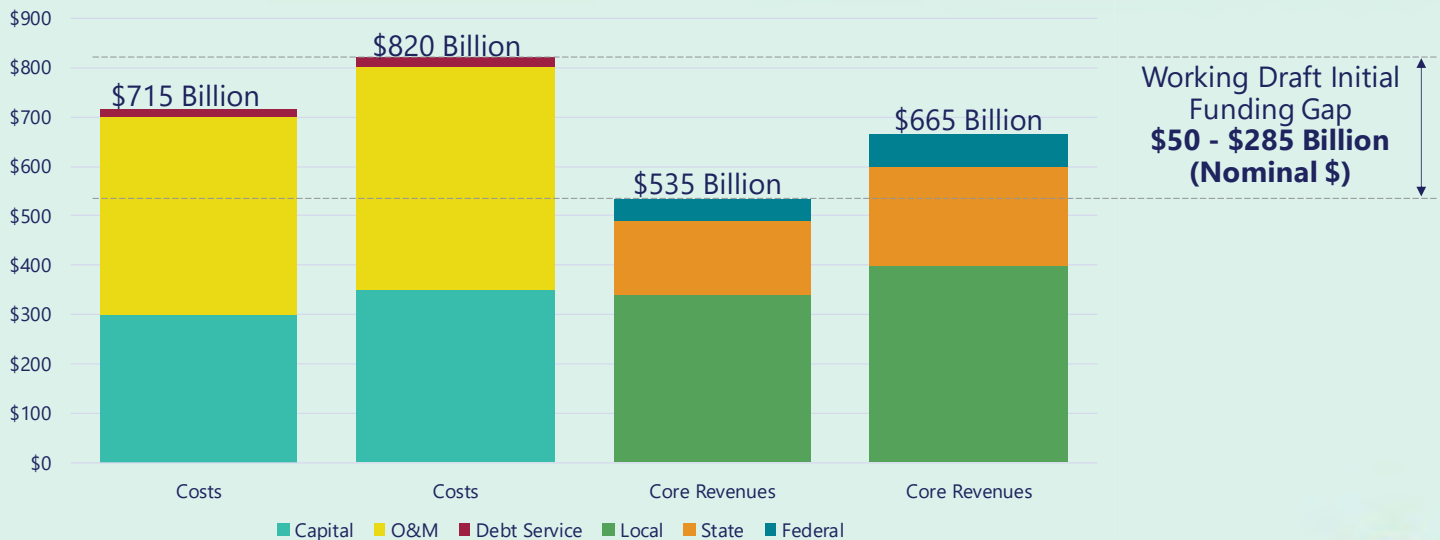


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Insufficient Core Revenues to Meet Transportation System Needs



Working Draft Initial Fiscal Constraint



Numbers may not sum to total due to rounding. Forecast subject to further revisions.

8

Connect SoCal New Funding Strategies

9

Updated Guiding Principles to Identify New Revenue Sources

SCAG

- Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and equitable distribution of costs and benefits
- Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs
- Promote national and state programs that include return-to-source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources
- Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery
- Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability, and resilience

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Connect SoCal 2020 New and Innovative Sources



Revenue Source	Description
Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power	Additional per gallon gasoline tax imposed at the federal level starting—to maintain purchasing power.
Mileage-Based User Fee (Replacement)	Mileage-based user fees would be implemented to replace gas taxes—indexed to maintain purchasing power.
Federal Credit Assistance; Other Bond Proceeds	TIFIA/RRIF credit assistance and other bond financing, pledging new local funding (e.g., mileage-based road charge program funding) to help finance specific initiatives including SCORE.
Private Equity Participation	Virgin Trains USA, formerly XpressWest, to construct and operate high speed rail service from Victorville to Las Vegas along the I-15 corridor. Revenue estimate would cover construction costs for the San Bernardino County portion only. This category of funding also assumes private funding for various freight related initiatives.
Local Road Charge Program	Local road charge program assumes a per mile charge throughout the region that can be implemented on a county basis. This can be adjusted by time-of-day and location with congestion pricing and/or parking pricing at major activity centers. For analysis, also assumed congestion pricing (peak period charges) in parts of Los Angeles County, along with increases in parking pricing at major job centers as a part of the regional job centers strategy.
Value Capture Strategies	Assumed the use of EIFDs and tax increment financing (TIF) to support investment in transit supportive housing infrastructure needs.

→ currently updating with focus on addressing revenue needs and policy goals

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Federal Gas Tax Adjustment



- The federal gas tax was last adjusted in 1993 and the federal government has needed to use general fund revenues to keep the Highway Trust Fund solvent
- This has been part of RTPs for over a decade to addresses loss of purchasing power as the federal gas tax has not kept pace with inflation and rising costs to build and maintain the system

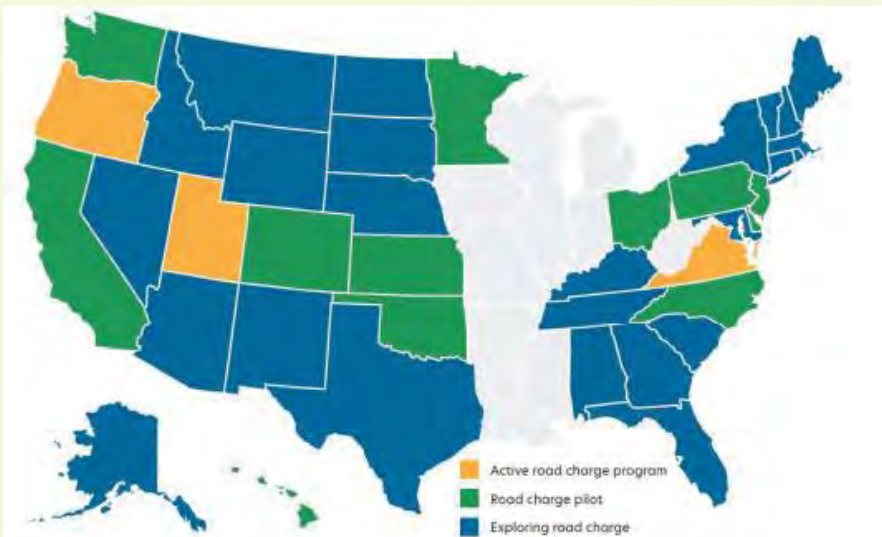
Strategy focuses on correcting for the loss of purchasing power

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Mileage-Based User Fee (Replacement)

- Assumes that mileage-based user fees (MBOFs) would **replace** existing state and federal gas taxes and maintain purchasing power
- Provide long-term sustainability and certainty
 - Shift to VMT would provide the sustainable source of funding to address the forecasted gas tax shortfall due to erosion from increasing EV adoption and fuel efficiency
 - Would also address the uncertainty in federal funding that comes from reliance on one-time general fund transfers

MBOF Programs Existing or in Development



In addition, several nations around the world have implemented distance-based charging including Belgium, Germany, and New Zealand, and many other nations are considering this option.

- MBOF Fee Support in IJJA
 - USDOT directed to carry out a national pilot
 - Expands existing grant program to include eligibility for regional and local governments

California Road User Charge Program



- SB 1077 required California to study the potential for a road user charge as an alternative to the gas tax
- 2017: nine-month statewide pilot with 5000 participants
 - 85% participant satisfaction
 - 73% report MBUF more equitable than gas tax
- Additional projects
 - 2021: usage-based insurance, ridesharing, EV charging stations/pay-at-the-pump systems, and autonomous vehicles
 - Future: public/private roads project, further piloting of revenue collection mechanisms
- Part of RUC West, a consortium of 17 states studying the integration of road user charges across states



California
Road Charge



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Local Road Charge in Connect SoCal



- Leverages state MBUF program infrastructure to provide additional funding for our region
- Can be implemented to respond to local conditions and used to meet local needs
- Acknowledges the diversity of communities and planning strategies across the SCAG region
- Beyond revenue, can use targeted pricing strategies to help reach local planning goals
 - Peak hour congestion reduction, parking management

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Local Road Charge Strategies Support SCAG's Commitment to Advancing Equity



- Local road charge strategies that can offer benefits to all communities from reduced congestion to fewer collisions, cleaner air, reduced GHG emissions and improved health, but also be targeted to improve equitable outcomes
- Reinvestment of revenues can improve quality of life by enhancing pedestrian infrastructure, local bus circulator routes, express commuter buses, bike share, etc., to increase mobility options
- SCAG region's equity-focused approach expands beyond traditional mitigation options for pricing programs and explores how to integrate pricing as an opportunity to support universal basic mobility concepts to increase equity in underserved communities

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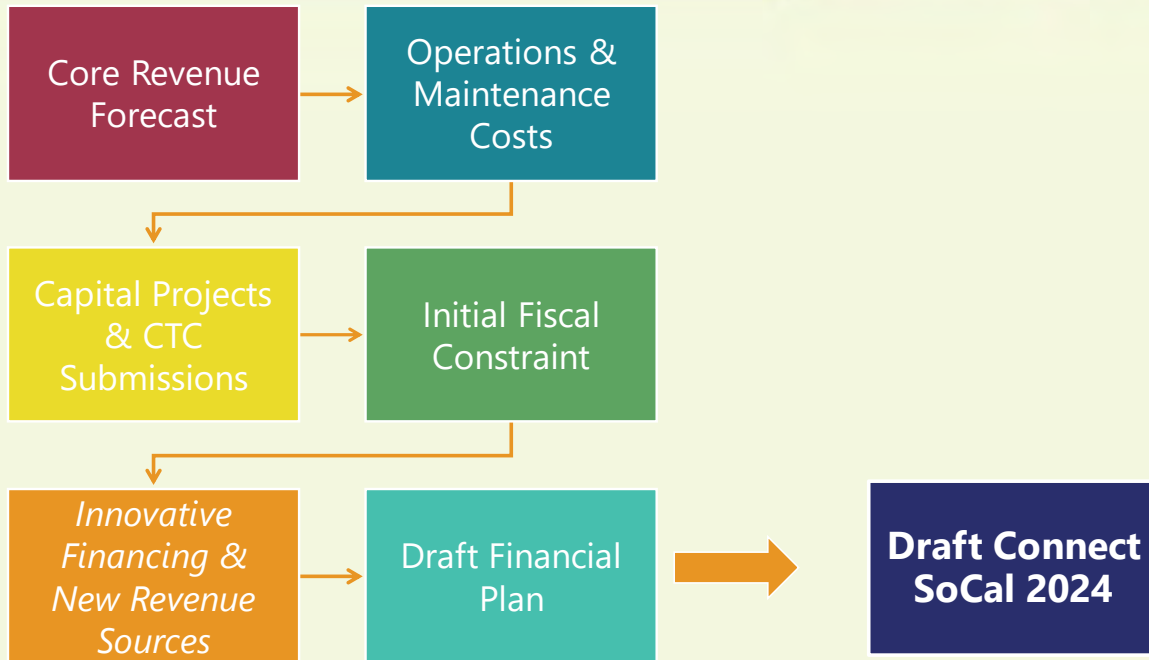
Additional Investments from Non-Traditional Sources



- Private investment
 - Brightline investment in high-speed rail
 - Goods movement investments
- Expanding value capture opportunities
- Leveraging innovative financing loans

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Financial Plan Development Process Overview



Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT
SCAG.CA.GOV/CONNECT-SOCAL

