



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

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Ray Marquez, Chino Hills

HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

TRANSPORTATION COMMITTEE

In-Person & Remote Participation*

Thursday, January 5, 2023

9:30 a.m. – 11:30 a.m.

Members of the Public are Welcome to Attend and Participate 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

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be conducted in a hybrid manner (both in-person and remotely by telephonic and video conference).

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-Peron 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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OUR CORE VALUES

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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, January 4, 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, January 4, 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 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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TC - Transportation Committee *Members – January 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. Phil Bacerra**
Santa Ana, RC District 16
4. **Hon. Kathryn Barger**
Los Angeles County
5. **Hon. Elizabeth Becerra**
Victorville, RC District 65
6. **Hon. Russell Betts**
Desert Hot Springs, CVAG
7. **Hon. Art Brown**
Buena Park, RC District 21
8. **Hon. Ross Chun**
Aliso Viejo, OCCOG
9. **Hon. Denise Diaz**
South Gate, RC District 25
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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TRANSPORTATION COMMITTEE AGENDA

- 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. Trish Kelley**
Mission Viejo, OCCOG
- 23. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
- 24. Hon. Linda Krupa**
Hemet, WRCOG
- 25. Hon. Richard Loa**
Palmdale, NCTC
- 26. Hon. Clint Lorimore**
Eastvale, RC District 4
- 27. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 28. Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member
- 29. Hon. Larry McCallon**
Highland, RC District 7
- 30. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 31. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9

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- 32. Hon. Carol Moore**
Laguna Woods, OCCOG
- 33. Hon. Ara Najarian**
Glendale, SFVCOG
- 34. Hon. Maria Nava-Froelich**
ICTC
- 35. Hon. Frank Navarro**
Colton, RC District 6
- 36. Hon. Jonathan Primuth**
South Pasadena, AVCJPA
- 37. Hon. Ed Reece**
Claremont, SGVCOG
- 38. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 39. Hon. Ali Saleh**
Bell, RC District 27
- 40. Hon. Zak Schwank**
Temecula, RC District 5
- 41. Hon. Marty Simonoff**
Brea, RC District 22
- 42. Hon. Jeremy Smith**
Canyon Lake, Pres. Appt. (Member at Large)
- 43. Hon. Ward Smith**
Placentia, OCCOG
- 44. Hon. Jose Luis Solache**
Lynwood, RC District 26
- 45. Sup. Hilda Solis**
Los Angeles County
- 46. Hon. Wes Speake**
Corona, WRCOG
- 47. Sup. Karen Spiegel**
Riverside County

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TRANSPORTATION COMMITTEE AGENDA

48. Hon. Cynthia Sternquist

Temple City, SGVCOG

49. Hon. Steve Tye

Diamond Bar, RC District 37

50. Hon. Michael Vargas

Riverside County CoC

51. Hon. Scott Voigts

Lake Forest, OCCOG

52. Sup. Donald Wagner

Orange County

53. Hon. Colleen Wallace

Banning, WRCOG

54. Hon. Alan Wapner

SBCTA

55. Hon. Alicia Weintraub

Calabasas, LVMCOG

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, January 5, 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)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

General information for all public comments: Members of the public have the option to participate in the meeting via written or verbal comments. Members of the public are encouraged, but not required, to submit written comments by sending an email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, January 4, 2023. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Transportation Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, January 4, 2023, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Transportation Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. Members of the public may verbally address the Transportation Committee during the meeting. 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 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. If you are attending remotely and desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please



indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

REVIEW AND PRIORITIZE AGENDA ITEMS

STAFF REPORT

(David Salgado, Regional Affairs Officer, SCAG Staff)

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – November 3, 2022 PPG. 10
2. Draft Connect SoCal 2020 Amendment 3 & 2023 FTIP Consistency Amendment #23-03 - Release for Public Review PPG. 21
3. Regional Safety Targets: 2023 PPG. 24

Receive and File

4. Transportation Committee Outlook and Future Agenda Items PPG. 39
5. Draft Regional Advance Mitigation Planning (RAMP) Policy Framework PPG. 45
6. Release of Transportation Conformity Analysis of Draft Connect SoCal 2020 Amendment #3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03 for Public Review and Comment PPG. 92
7. Final 2022 Air Quality Management Plan (AQMP) PPG. 96
8. CARB Final 2022 Scoping Plan PPG. 110
9. Transit Ridership Update PPG. 118
10. Regional Dedicated Transit Lanes Study Final Report PPG. 124



ACTION ITEMS

11. 2023 Go Human Community Hubs Program Guidelines 10 Mins. PPG. 142
(Alina Borja, Community Engagement Specialist, SCAG)

RECOMMENDED ACTION:

Recommend that the Regional Council: 1) approve the 2023 *Go Human* Community Hubs Program Guidelines and authorize staff to release the Call for Applications; and 2) authorize the SCAG Executive Director or his designee to enter into agreements with selected awardees under this program and execute all documents incident to the agreements, including issuance of conditional award letters.

12. SCAG's Draft Digital Action Plan 20 Mins. PPG. 159
(Roland Ok, Planning Supervisor, SCAG)

RECOMMENDED ACTION:

Recommend that the Regional Council approve and adopt the Digital Action Plan.

INFORMATION ITEMS

13. California Integrated Travel Project 30 Mins. PPG. 179
(Gillian Gillett, Program Manager, Cal-ITP)

14. Connect SoCal 2024: Draft Transit/Rail Approach 30 Mins. PPG. 194
(Steve Fox, Senior Regional Planner, Priscilla Freduah-Agyemang, Senior Regional Planner (SCAG))

CHAIR'S REPORT

(The Honorable Ray Marquez, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
January 5, 2023

**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, NOVEMBER 3, 2022**

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. Phil Bacerra, OCTA	District 16
Hon. Kathryn Barger	Los Angeles County
Hon. Liz Becerra, SBCTA/SBCCOG	District 65
Hon. Ben Benoit, Wildomar	South Coast AQMD
Hon. Russel Betts, Desert Hot Springs	CVAG
Hon. Art Brown, OCTA	District 21
Hon. Ross Chun, Aliso Viejo	OCCOG
Hon. Denise Diaz, GCCOG	District 25
Hon. John Dutrey, Montclair	SBCTA/SBCCOG
Hon. James Gazeley, SBCCOG	District 39
Hon. Jason Gibbs, Santa Clarita	NCTC
Hon. Curt Hagman	San Bernardino County
Hon. Ray Hamada, GCCOG	District 24
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Laura Hernandez, VCOG	District 45
Hon. Lindsey Horvath	WSCCOG
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Linda Krupa, Hemet	WRCOG
Hon. Richard Loa, Palmdale	NCTC
Hon. Clint Lorimore, Eastvale	District 4



Hon. Steve Manos, WRCOG	District 63
Hon. Ray Marquez, Chino Hills (Chair)	District 10
Hon. Larry McCallon, SBCTA	District 7
Hon. Marsha McLean, NLAC	District 67
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Maria Nava-Froelich	ICTC
Hon. Frank Navarro, Colton	District 6
Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Ed Reece	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	District 27
Hon. Tim Sandoval, Pomona (Vice Chair)	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Marty Simonoff, Brea	District 22
Hon. Jeremy Smith, Canyon Lake	Canyon Lake
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Hilda Solis	Los Angeles County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes, Burbank	Pres. Appt.
Hon. Steve Tye	District 37
Hon. Michael Vargas	Riverside County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Don Wagner	Orange County
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

Members Not Present:

Hon. Lorrie Brown	District 47
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Andrew Do	Orange County
Hon. Darrell Dorris	Lancaster, NCTC
Hon. Brian Goodell, Mission Viejo	OCTA
Hon. Heather Hutt, Los Angeles	District 45
Hon. Paul Krekorian	District 49
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Blanca Pacheco	GCCOG
Hon. Zak Schwank, Temecula	District 5



Hon. Ward Smith, Placentia	OCCOG
Hon. Karen Spiegel	Riverside County
Hon. Scott Voigts, Lake Forest	OCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Ray Marquez, SBCTA/SBCCOG, District 10, called the meeting to order at 9:30 a.m. Hon. Marty Simonoff, Brea, District 22, 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. David Salgado, SCAG staff, 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, October 6, 2022

Receive and File

2. Transmittal to South Coast Air Quality Management District of Final 2022 Air Quality Management Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures
 3. Federal Performance Measures (PM 2/PM 3) Existing Conditions
-

4. Status Update on Clean Air Act Highway Sanction Clocks in SCAG Region
5. SCAG Draft Digital Acton Plan
6. Pedestrian Safety Month: Highlighting Go Human’s 2021 Outcomes
7. Update on Connect SoCal 2024 Financial Plan Development: Operations and Maintenance Policy
8. Local Information Services Team (LIST) Status Update for Connect SoCal 2024 Local Data Exchange (LDX) Process
9. 2022 Racial Equity Baseline Conditions Report Release

A MOTION was made (Viegas-Walker) to approve Consent Calendar Item 1; and Receive and File Items 2 through 9. The motion was SECONDED (Harnik) and passed by the following roll call votes.

AYES: BACERRA, BARGER, BECERRA, BENOIT, BETTS, BROWN A., CHUN, DIAZ, DUTREY, GAZELEY, GIBBS, HAMADA, HARNIK, HERNANDEZ, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAVA-FROELICH, NAVARRO, PRIMUTH, REECE, SALEH, SANDOVAL, SANTOS, SIMONOFF, SMITH J., SOLIS, TALAMANTES, TYE, VARGAS, VIEGAS-WALKER, WAGNER, WAPNER, WEINTRAUB (44)

NOES: NONE (0)

ABSTAIN: NONE (0)

ACTION ITEMS

10. Trade Corridor Enhancement Program SCAG Region Project Nominations

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 Trade Corridor Enhancement Program (TCEP). Mr. Strelecki noted the TCEP was established under SB 1 in 2017 and provides an ongoing source of state funding combined with federal funding dedicated to freight related infrastructure improvements. These improvements are for the federally designated Trade Corridors of National



and Regional Significance and freight networks that experience a high volume of freight movement. The program will provide funding for 2023-24 and 2024-25. He noted SCAG is responsible for compiling a list of regional project nominations according to the TCEP Guidelines.

Mr. Strelecki reported SCAG received 16 project nominations totaling \$675,393,370. He noted modifications to the list will continue up to the deadline. Additionally, the City of Santa Ana notified that it will submit an application for the Santa Ana Grade Separation Project. This inclusion will increase the nominations to 17 and add an additional \$5 million to the request total. The Santa Ana request is included in today's proposal to the Regional Council. It was further noted that the California Department of Transportation has proposed that SCAG partner on a Caltrans led TravelCenters of America application. The project will promote a shift to zero emissions vehicles by building supportive infrastructure.

A MOTION was made (McCallon) to recommend that the Regional Council: 1) approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding; and 2) authorize SCAG staff to proceed with a TCEP grant application in coordination with Caltrans and TravelCenters of America, upon staff determining (in collaboration with Caltrans) that risk and liability to SCAG can be appropriately mitigated should the grant be awarded. The motion was SECONDED (Solis) and passed by the following roll call votes.

AYES: BACERRA, BARGER, BECERRA, BENOIT, BETTS, BROWN A., CHUN, DIAZ, DUTREY, GAZELEY, GIBBS, HAGMAN, HAMADA, HARNIK, HERNANDEZ, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAVA-FROELICH, NAVARRO, PRIMUTH, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SIMONOFF, SMITH J., SOLIS, TALAMANTES, TYE, VARGAS, VIEGAS-WALKER, WAGNER, WAPNER (45)

NOES: NONE (0)

ABSTAIN: NONE (0)

11. REAP 2021 County Transportation Commission Partnership Program – Guidelines and Call for Projects

Chair Marquez opened the Public Comment Period.

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

Kate Kigongo, SCAG staff, reported on the REAP 2021 County Transportation Commission Partnership Program. Ms. Kigongo stated Regional Early Action Program (REAP) 2021 is a \$600

million statewide program in which SCAG's portion is \$246 million. Its purpose is to spur transformative planning and implementation activities. REAP objectives include promoting infill housing development, reduce vehicle miles travelled and affirmatively further fair housing. To advance these goals two transportation programs have been developed. The CTC Partnership Program provides \$80 million in a competitive call for projects to advance high-impact and transformative concepts consistent with Key Connection strategies in Connect SoCal. The Regional Pilot Initiatives (RPI) Program is a \$15 million program to implement innovate pilot projects region-wide. She reviewed project eligibility, scoring criteria as well as priorities such as transit recovery, shared mobility and mobility hubs. The CTC Partnership timeline was reviewed and it was noted SCAG will open the Call for Projects pending HCD approval of the final REAP 2.0 application.

Hon. Cheryl Viegas-Walker, El Centro, District 1, asked how the stakeholder engagement will be evaluated. Ms. Kigongo responded that the focus will be on the quality of engagement rather than quantity.

A MOTION was made (Brown) to recommend that the Regional Council: 1) approve and adopt the REAP 2.0 County Transportation Commission Guidelines; 2) authorize SCAG staff to open the CTC Partnership Program Call for Projects, pending HCD approval of SCAG's final REAP 2.0 application; and 3) authorize the SCAG Executive Director or his designee to revise the Guidelines as needed for compliance with the state REAP 2.0 program and/or feedback from the REAP 2.0 program team. The motion was SECONDED (Minagar) and passed by the following roll call votes.

AYES: BARGER, BECERRA, BENOIT, BETTS, BROWN A., CHUN, DIAZ, DUTREY, GAZELEY, GIBBS, HAGMAN, HAMADA, HARNIK, HERNANDEZ, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAVA-FROELICH, NAVARRO, PRIMUTH, RUIZ, SALEH, SANDOVAL, SANTOS, SIMONOFF, SMITH J., SOLACHE, SOLIS, STERNQUIST, TALAMANTES, TYE, VARGAS, VIEGAS-WALKER, WAGNER, WAPNER, WEINTRAUB (46)

NOES: NONE (0)

ABSTAIN: NONE (0)

INFORMATION ITEM

12. State Transportation Funding Overview

Chair Marquez opened the Public Comment Period.

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

Steven Keck, Chief Financial Officer, Caltrans, introduced a report on state transportation funding. Mr. Keck first reviewed the current sources of state and federal funding noting state funding includes gas and diesel excise taxes, commercial vehicle weight fees, cap and trade revenues, transportation improvement fee and zero emission vehicle fees. He noted SB 1 has been in effect for 5 years and provides \$54 billion in revenue over a ten-year period. The state tax per gallon is 53.9 cents. Federal funding is sourced from fuel taxes, general fund and truck and tire fees. The federal tax of 18.4 cents per gallon has not been adjusted in nearly 30 years. Mr. Keck noted the importance of the \$1.2 trillion Infrastructure Investment and Jobs Act approved November 15, 2021. He emphasized that under the current system, different vehicle types are currently taxed unevenly depending on their age and gas mileage. Mr. Keck concluded by noting that the current transition to electric vehicles and a general increase in fuel efficiency means that funding for transportation will decrease over time and there is a need to modernize the transportation funding system.

Lauren Prehoda, Road Charge Manager, introduced current road charge efforts. Ms. Prehoda stated a road charge is a per mile fee per vehicle to be used as a replacement for the gas tax. A road charge provides a funding structure which is equitable for all users as it is based on use of the transportation system. She reviewed the road charge operation structure noting the state would oversee third-party commercial account managers who receive payment from individual taxpayers. This will enhance privacy and provide an administrative structure. The possible mileage reporting options were reviewed such as a plug-in device or cell phone application. Ms. Prehoda concluded by noting that transportation funding will need to be modernized as consumers switch to new technology such as electric vehicles.

Hon. Larry McCallon, SBCTA, District 7, stated he supports pricing the transportation system like a utility and asked if commercial vehicles such as trucks will be transitioned to a mileage-based user fee. Ms. Prehoda responded that trucks would be covered to a mileage based fee.

Hon. Cheryl Viegas-Walker, El Centro, District 1, asked about vehicles that cross state borders and how they would be assessed the user fee. Ms. Prehoda responded that a regional system is being investigated which would take into account this type of travel.

Hon. Crystal Ruiz, San Jacinto, WRCOG, expressed concern that the mileage-based user fee would be harmful to lower income drivers. Ms. Prehoda responded that those drivers often own older vehicles that get lower gas mileage meaning they are being disproportionately taxed under the current system.

CHAIR'S REPORT

Hon. Ray Marquez, SBCTA/SBCCOG, District 10, reported that SCAG's 13th Annual Economic Summit would take place December 1, 2022 at the Sheraton Grand in downtown. Elected officials and city managers may attend for free. He also noted that Connect SoCal 2024, SCAG was nearing the end of the data collection phase of the plan development. He also reported that Tuesday, November 1, 2022, was the deadline for county transportation commissions to submit their project information and that local jurisdictions were asked to provide comments on the data collected in the local data exchange process. He indicated that policy discussions would continue through the upcoming year.

METROLINK REPORT

Hon. Art Brown, OCCOG, District 21 reported that the new Redlands Rail Arrow service began operating between San Bernardino and Redlands. He stated that planned and constructed by the San Bernardino County Transportation Authority (SBCTA) and operated by Metrolink, Arrow operates 42 weekday trains between 5:30 a.m. and 9 p.m., with service also on Saturdays and Sundays, from San Bernardino-Downtown Station, as well as four new stations: San Bernardino-Tippecanoe, Redlands-Esri, Redlands downtown and Redlands-University. He indicated that the two San Bernardino Line Express trains will also be extended to the Redlands downtown station connecting Redlands to Los Angeles Union Station. He noted that a five-acre site in the City of Rancho Cucamonga is being sold to Brightline West for its future Rancho Cucamonga station for its high-speed rail service to Las Vegas. He noted that Metrolink celebrated its 30th anniversary October 26 by greeting afternoon and evening travelers at Los Angeles Union Station with gifts of Metrolink memorabilia.

Hon. Larry McCallon, SBCTA, District 7, reported that train service to San Diego is anticipated to return in the current month after track instability caused a service interruption.

FUTURE AGENDA ITEMS

Hon. Marsha McClean, NLAC, District 67, requested an agenda item on funding for double tracking efforts for the Metrolink Antelope Valley line. Hon. Art Brown, Buena Park, District 21, requested an agenda item on Metro's 710 south corridor efforts. Hon. Mike Judge, Simi Valley, VCTC, requested an item on the state's effort toward electrification and the development of the needed infrastructure.

ANNOUNCEMENTS

Hon. Ray Marquez, Chino Hills, District 10, announced that committee members Hon. Cheyl Viegas-Walker and Hon. Jess Talamantes had chosen not to seek reelection and thanked them for many years of service to the public and the committee. Both departing members Cheryl Viegas-Walker and Jess Talamantes thanked the committee.



ADJOURNMENT

There being no further business, Chair Marquez adjourned the Transportation Committee meeting at 11:28 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	MAR
Bacerra, Phil	Santa Ana	District 16	1	1		1	1	1				
Barger, Kathryn		Los Angeles County	1			1	1	1				
Becerra, Liz	Victorville	District 65	1	1		1	1	1				
Benoit, Ben		South Coast AQMD	1	1		1	1	1				
Betts, Russell	Desert Hot Springs	CVAG	1	1		1	1	1				
Brown, Art	Buena Park	District 21	1	1		1	1	1				
Brown, Lorrie	Ventura	District 47	1	1			1					
Buscaino, Joe	Los Angeles	District 62										
Chun, Ross	Aliso Viejo	OCTA		1		1	1	1				
Diaz, Denise	Southgate	District 25	1	1		1		1				
Do, Andrew		Orange County	1	1		1	1					
Dorris, Darrell	Lancaster	NCTC	1	1		1	1					
Dutrey, J. John	Montclair	SBCTA	1	1		1	1	1				
Gazeley, James	Lomita	District 39	1	1		1	1	1				
Gibbs, Jason	Santa Clarita	NCTC	1	1			1	1				
Goodell, Brian	Mission Viejo	OCTA	1	1		1	1					
Hagman, Curt		San Bernardino Cnty	1	1		1	1	1				
Hamada, Ray	Bellflower	Bellflower	1	1		1	1	1				
Harnik, Jan	Palm Desert	RCTC	1	1		1	1	1				
Hernandez, Laura	Prt Hueneme	District 45		1				1				
Horvath, Lindsey	West Hollywood	WSCCOG	1			1	1	1				
Hutt, Heather	Los Angeles	District 57										
Judge, Mike	Simi Valley	VCTC	1	1		1	1	1				
Kelley, Trish	Mission Viejo	OCCOG	1	1		1	1	1				
Krekorian, Paul	Public Transit Rep	District 49										
Krupa, Linda	Hemet	WRCOG	1	1		1	1	1				
Loa, Richard	Palmdale	NCTC		1		1	1	1				
Lorimore, Clint	Eastvale	District 4	1	1		1	1	1				
Manos, Steve	Lake Elsinore	District 63	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				
McCallon, Larry	SBCTA/SBCCOG	District 7	1	1		1	1	1				
McLean, Marsha	No. L.A. County	District 67	1	1		1	1	1				
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1		1	1	1				
Minagar, Fred	Laguna Niguel	District 12	1	1		1	1	1				
Moore, Carol	Laguna Woods	OCCOG	1	1		1		1				
Najarian, Ara	Glendale	AVCJPA	1			1						
Nava-Froelich, Maria		ICTC	1	1		1	1	1				
Navarro, Frank	Colton	District 6	1	1		1	1	1				
Pacheco, Blanca	Downey	GCCOG										
Primuth, Jon	S. Pasadena	AVCJPA	1	1				1				
Reece, Ed	Claremont	SGVCOG	1	1		1	1	1				
Ruiz, Crystal	San Jacinto	WRCOG	1	1			1	1				
Saleh, Ali	City of Bell	GCCOG	1	1		1	1	1				
Sandoval, Tim	Pomona	District 38	1	1			1	1				
Santos, Rey	Beaumont	District 3	1	1		1	1	1				
Schwank, Zak	Temecula	District 5		1								
Simonoff, Marty	Brea	District 22	1	1		1	1	1				
Smith, Jeremy	Canyon Lake	Canyon Lake		1		1	1	1				
Smith, Ward	Placentia	OCCOG		1		1	1					

Solache, Jose Luis	Lynwood	District 26	1	1		1	1	1			
Solis, Hilda		Los Angeles County						1			
Spiegel, Karen		Riverside County		1		1	1				
Sternquist, Cynthia	Temple City	SGVCOG	1	1			1	1			
Talamantes, Jess	Burbank	AVCJPA	1	1		1		1			
Tye, Steve	Diamond Bar	District 37		1			1	1			
Vargas, Michael		Riverside County	1	1		1	1	1			
Viegas-Walker, Cheryl	El Centro	District 1	1			1	1	1			
Voigts, Scott	Lake Forest	Orange County		1		1	1				
Wagner, Don	Orange County	Orange County	1	1			1	1			
Wapner, Alan		SBCTA	1	1		1	1	1			
Weintraub, Alicia	Calabasas	LVMCOG	1			1	1	1			



AGENDA ITEM 2
REPORT

Southern California Association of Governments
January 5, 2023

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

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

Subject: Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency
Amendment #23-03 - Release for Public Review

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council (RC) authorize the Executive Director to release the Draft Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-03 for public review and comment.

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 for public review and comment.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In March 2022, SCAG began the process for Connect SoCal 2020 Amendment 3 in response to project changes prompted by County Transportation Commissions (CTCs). 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. Modifications received from the CTCs are broadly categorized as new projects, existing projects that either has a revised description, revised schedule, and/or change in total cost, or projects removed from Connect SoCal 2020. Informed by these changes, SCAG staff has drafted content and assessed that these project modifications will not impact Connect SoCal 2020's ability to meet state and federal requirements.

SCAG staff is seeking a recommendation from the TC and approval by the RC to release the Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 for a thirty (30) day public review and comment period beginning on January 6, 2023, and ending on February 5, 2023, at 5 p.m. Upon completion of the public review comments, SCAG staff will report on public

comments received and seek approval of the Proposed Final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03, which approval is anticipated to be sought in either April or May 2023, pending U.S. Environmental Protection Agency (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) pursuant to 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 2020) 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.

In summary, Draft Connect SoCal 2020 Amendment 3 consists of a total of 214 project modifications, specifically 43 RTP/SCS modifications and 168 FTIP modifications. Despite project modification, additions, and deleted, the Draft Connect SoCal 2020 Amendment 3 remains financially constrained, as required by federal fiscal constraint requirements (23 U.S.C. § 134(i)(2)(E)).

After analysis of the modifications, additions, and deleted projects, SCAG staff concludes the following:

1. Draft Connect SoCal 2020 Amendment 3 does not adversely impact the financial constraint of the Connect SoCal 2020. The Connect SoCal 2020 remains financially constrained.
2. Draft Connect SoCal 2020 Amendment 3 passes all five tests of transportation conformity.
3. With the Draft Connect SoCal 2020 Amendment 3, Connect SoCal 2020 remains in compliance with SB 375 and continues to meet and/or exceed the greenhouse gas emission reduction targets.

Upon approval from the RC, the Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 including the associated draft transportation conformity analyses will be available for public review and comment for a thirty (30) day public review and comment period beginning on January 6, 2023, and ending on February 5, 2023, at 5 p.m. SCAG will hold one telephonic/videoconference public hearing on January 17, 2023. The Draft Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 including the associated draft

transportation conformity analyses will be posted on SCAG’s website. Notice of availability will be posted in major county newspapers and a link to the documents will be shared with libraries in the region.

Upon completion of the public review period, SCAG staff will provide responses to all comments in the Proposed Final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03. The Proposed Final Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 will thereafter be presented to the TC and RC for approval, which is anticipated to occur in either April or May 2023, pending U.S. EPA final approval of the updated Coachella Valley ozone transportation conformity budgets. The associated proposed final transportation conformity determinations will be presented to the Energy and Environment Committee and RC for approval on the same day. It is important to note that the RC may not adopt the conformity determination until the U.S. EPA has approved the updated Coachella ozone transportation conformity budgets, which is currently anticipated in April 2023. Federal approval of the Connect SoCal 2020 Amendment 3 and 2023 FTIP Consistency Amendment #23-03 is expected to occur around May 2023.

The Draft Connect SoCal 2020 Amendment 3 is accessible at: www.scag.ca.gov/post/amendment-3-0.

The Draft 2023 FTIP Consistency Amendment #23-03 is accessible at: <https://scag.ca.gov/2023-proposed-amendments>.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2022-2023 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).



Southern California Association of Governments
January 5, 2023

To: Transportation Committee (TC)
From: Michael Gainor, Senior Regional Planner
(213) 236-1822, gainor@scag.ca.gov
Subject: Regional Safety Targets: 2023

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Recommend that the Regional Council adopt SCAG’s calendar year 2023 transportation safety targets, which are supportive of the adopted statewide safety targets.

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 Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for State Departments of Transportation (DOTs) to implement the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Final Rule requires that State DOTs, in coordination with Metropolitan Planning Organizations (MPOs), establish targets for reducing the numbers and rates of transportation fatalities and serious injuries. The California Department of Transportation (Caltrans) established aspirational statewide safety targets in August 2022 for the calendar year 2023. The Final Rule provides MPOs with 180 days from the date that statewide targets are established to determine regional targets. Therefore, SCAG will have until February 28, 2023 to adopt regional safety targets for calendar year 2023.

SCAG has the option to agree to support the statewide targets established by Caltrans, establish a separate set of targets specific to the region, or a combination of both. SCAG staff recommend adopting regionally specific targets that are consistent with SCAG’s existing transportation safety modeling capabilities which account for traffic, travel behavior, socioeconomic, and other emergent trends that impact regional safety performance. This recommended approach would still provide the ability of SCAG to accurately monitor ongoing regional performance relative to the statewide targets. However, since the safety targets are updated annually, SCAG will have the opportunity to revisit and update the regional targets each calendar year.

BACKGROUND:Safety Performance Management Measures Final Rule

The Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for State Departments of Transportation (DOTs) to implement the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorization package. State DOTs and Metropolitan Planning Organizations (MPOs) are expected to use the information and data generated from the federally established performance management program to inform statewide and regional transportation planning and programming decision-making and to link investments to performance outcomes. The transportation safety performance measures and targets are intended to facilitate statewide and regional transportation investment decision-making that will provide the greatest possible reduction in fatalities and serious injuries resulting from collisions occurring on the multimodal transportation system.

The following five transportation safety performance measures were established through the federal rulemaking for which annual statewide and regional performance targets are required:

- **Number of fatalities**
- **Rate of fatalities per 100 million vehicle miles traveled (VMT)**
- **Number of serious injuries**
- **Rate of serious injuries per 100 million VMT**
- **Number of non-motorized fatalities and non-motorized serious injuries**

The development of annual performance targets for these five measures requires State DOTs to coordinate with MPOs to assess the number and rate of fatalities and serious injuries occurring on all public roads, regardless of ownership or functional classification. Caltrans established statewide safety targets in August 2022 for the calendar year 2023. SCAG has until February 28, 2023, to establish regional safety targets.

The Final Rule also established the process for State DOTs and MPOs to develop and report safety targets, and the process used by FHWA to assess whether states have made significant progress toward meeting their safety targets.

Caltrans is required to annually update the statewide targets in August of each year. SCAG is then required to adopt targets for the same five safety performance measures within 180 days of Caltrans establishing the statewide targets. Calendar year 2023 is the sixth year for which annual transportation safety targets are being produced pursuant to federal transportation performance management and reporting requirements. SCAG has the option to either agree to support the statewide targets as provided by Caltrans, establish a separate set of safety targets specific to the SCAG region, or use a combination of both approaches.

SCAG provides regular updates on its progress towards achieving its regional transportation safety targets, including performance reports provided within the RTP/SCS (Connect SoCal), and in updates to the Federal Transportation Improvement Program (FTIP).

FHWA determines whether significant progress has been made toward achieving the statewide safety targets when at least four of the five safety targets are either met or the reported outcomes are better than the observed baseline performance. The significant progress determination only applies to the statewide targets, not to the regional targets set by MPOs. If FHWA determines that the state has not made significant progress toward achieving its targets, a State Implementation Plan must be developed by Caltrans to identify a pathway for meeting the targets in subsequent years. Additionally, any flexibility in the use of HSIP funds will be suspended.

For example, in March 2021, FHWA notified Caltrans that California had not met or made significant progress towards its calendar year 2019 safety targets. In response to this determination, the State was required to obligate authority equal to its Fiscal Year 2018 HSIP apportionment for HSIP projects in Fiscal Year 2022 (Caltrans was already doing this). Caltrans was also required to submit an HSIP Implementation Plan to FHWA. The purpose of the HSIP Implementation Plan is to identify tangible actions the State would take in federal Fiscal Year 2022 to make progress toward achieving the targets. SCAG was also unsuccessful in achieving its 2019 regional safety targets. This resulted in no federal or state repercussions. However, to improve future performance outcomes, SCAG will seek opportunities to further improve coordination with Caltrans on statewide and regional transportation safety activities.

Target Setting Approaches

There are two primary types of safety target setting, vision-based target setting and evidence-based target setting. When developing aspirational, vision-based targets, agencies use the term “target” to refer to a long-term vision for future performance. Many transportation agencies set vision-based targets for zero fatalities and equally ambitious metrics for assessing progress toward achieving that vision. The evidence-based approach is focused specifically on what may feasibly be achieved within the context of an identified set of investments, policies, and strategies defined within an implementation plan and subject to a shorter timeframe. While these two approaches are distinct, they are not necessarily conflicting. A vision-based target is useful for galvanizing support around a planning effort and for ensuring successful strategies are considered or implemented while keeping the focus on a clear goal. Evidence-based targets promote accountability and emphasize feasibility. Being able to demonstrate the benefits of different levels of investment in transportation safety may strengthen understanding of the implications of transportation investment decisions.

Statewide Transportation Safety Targets

Starting in 2018, the statewide targets developed by Caltrans were supportive of Toward Zero Deaths, a core objective of California's Strategic Highway Safety Plan (SHSP), the statewide transportation safety plan. The Toward Zero Deaths National Strategy provides a framework for reducing fatalities and serious injuries on all public roads based on the understanding that even one traffic-related fatality is unacceptable. Toward Zero Deaths was launched in 2014, adopting the zero-focused imperative along with a strong commitment to fostering an integrated national transportation safety culture. The guiding principles of the Toward Zero Deaths framework include:

- People make mistakes which may lead to collisions, but no one should die or be seriously injured on the road because of these mistakes.
- The human body has a limited physical ability to tolerate crash forces.
- Road safety is a shared responsibility of everyone, including those that design, build, operate and use the road system.
- All parts of the road system must be strengthened to multiply its collective protective effects so that, if one part fails, the others will still protect people.

The current approach used by Caltrans for statewide target setting represents a departure from previous years in that forecasting achievement of zero fatalities in a future year is no longer the methodological approach used. Rather, Caltrans is now using a trend line approach that extrapolates existing trends in rates of fatalities and serious injuries into the future with the assumption that the impacts of external factors are realized and that planned safety improvements, including development and implementation of local safety plans and the allocation of transportation safety grant funding, are implemented as expected. Caltrans does not currently use a safety model for purposes of target setting and it is challenging to precisely forecast the full impact of safety investments.

The 2023 statewide target for number of fatalities assumes an annual reduction of 0.3 percent. For the rate of fatalities per 100 million VMT, the statewide target assumes an annual reduction of 1.7 percent, and for serious injuries (both the number and rate), the statewide target assumes an annual reduction of 2.3 percent. For number of non-motorized fatalities and severe injuries, Caltrans assumes an annual reduction of 0.3 percent for fatalities, and 2.3 percent for serious injuries.

The calendar year 2023 statewide targets, reflecting five-year rolling averages, are as follows:

- Number of fatalities: **3,808.2**
- Rate of fatalities per 100 million VMT: **1.216**

- Number of serious injuries: **15,156.2**
- Rate of serious injuries per 100 million VMT: **4.904**
- Number of non-motorized fatalities and non-motorized serious injuries: **4,131.7**

Regional Safety Target Assessment

To develop the annual regional transportation safety performance targets, SCAG follows three basic steps: 1) Evaluation of existing safety data and trends to determine current regional conditions. 2) Identification of external factors that may impact regional safety performance over the upcoming calendar year. 3) Estimation of appropriate performance targets based on forecasted fatality and serious injury reductions due to the implementation of regional safety strategies and investments and local safety plans.

Collisions and collision severity are impacted by a variety of factors, some of which are not under the direct control of transportation planning agencies, including vehicle safety features, weather events, and the state of the economy. The two economic variables of unemployment rate and per capita Gross Domestic Product (GDP) growth may account for a significant share of annual variation collision occurrence, as a more vigorous economy typical results in more vehicles on the road. Other external factors include regional population growth; demographic change (increasing share of older adults); changes in travel mode share; mobility trends and innovations; and the availability of funding for safety-related projects and programs.

While a multitude of external factors may impact regional transportation safety performance, there are still many actions local and regional agencies may take to influence the number and rate of transportation related fatalities and serious injuries, including implementation of safety improvement projects, roadway engineering adaptations, targeted educational and enforcement activities, and ongoing transportation safety performance evaluation.

The region is better situated to take effective safety improvement actions when existing safety conditions are fully understood. In late 2020, SCAG began coordinating with FHWA in the development of a series of predictive models for safety planning and target setting. This effort resulted in the development of safety target setting modeling capacity that serves to predict fatalities, serious injuries, and non-motorized fatalities and serious injuries in correspondence with federal safety target requirements. This predictive safety modeling capability accounts for a variety of inputs including such spatially referenced variables as proposed transportation safety improvement projects, land use, population growth, VMT growth, roadway type, and intersection density.

A subset of these factors has been integrated into SCAG's new safety target setting model. The SCAG model accounts for the following factors:

Vehicle Miles Traveled (VMT)

- Total annual VMT
- Proportion of annual VMT by roadway type (Interstate System, principal arterials, major collectors, and local roadways).

Demographics

- Total population
- Proportion of population aged 65+
- Proportion of population aged 15-24
- Proportion of population aged 18-24

Mode Share

- Proportion of population that commute via transit, bicycle, or walking

Socioeconomics

- Median household income
- Total employment
- Unemployment rate
- Gas prices

Miscellaneous

- Distilled spirit consumption per capita

Using output provided through the safety model, SCAG developed regional safety targets for calendar year 2023. The model forecasts trends through 2025, reflecting a small decrease in fatalities and a moderate increase in serious injuries. For 2023, SCAG forecasts a 1.7 percent decrease in fatalities, a 3.9 percent increase in serious injuries, and a 4.5 percent increase in non-motorized fatalities and serious injuries.

The proposed SCAG regional targets for calendar year 2023, reflecting five-year rolling averages, are as follows:

- Number of fatalities: **1,485.2**
- Rate of fatalities per 100 million VMT: **0.93**
- Number of serious injuries: **7,441.8**
- Rate of serious injuries per 100 million VMT: **4.68**
- Number of non-motorized fatalities & serious injuries: **2,235.5**

To facilitate reductions in safety incidents and improvements in regional safety outcomes, SCAG has developed a Regional High Injury Network (HIN) to help local jurisdictions focus improvements

where they are most needed. In addition, SCAG offers local jurisdictions opportunities to secure regional safety planning grants and convenes a quarterly Safe and Active Streets Working Group meeting and periodic peer exchanges to facilitate information sharing among regional partners. Additionally, SCAG has implemented a community outreach and advertising campaign, Go Human, which is focused on regional safety, particularly for vulnerable road users. SCAG's current long-range plan, Connect SoCal, provides a framework to assist agencies in the development of local safety plans and strategies.

RECOMMENDATION

As previously indicated, SCAG has the option to support the statewide safety targets set by Caltrans, establish a separate set of targets specific to the region, or use a combination of both approaches. Because of the considerable influence of regionally specific factors on transportation safety performance, SCAG recommends adopting a set of regionally specific targets based on recently developed safety modeling capability. This recommendation will allow SCAG to establish targets that are feasibly achievable for the region, while still maintaining consistency with national transportation highway safety objectives and with the statewide safety performance targets.

For calendar year 2023, SCAG recommends maintaining a long-term Zero Deaths aspirational focus toward regional transportation safety, while adopting evidence-based near-term targets. The modeled safety targets for the SCAG region forecast a 1.7 percent decrease in fatalities, a 3.9 percent increase in serious injuries, and a 4.5 percent increase in non-motorized fatalities and serious injuries. Because the targets are updated annually, SCAG will have the opportunity to revisit and update the targets each calendar year.

FISCAL IMPACT:

Funding for staff work on this program is included in OWP Task #310.4883.01 (Complete Streets: Transportation Safety).

ATTACHMENT(S):

1. Statewide Transportation Safety Targets_2023

Safety Performance Management Targets for 2023

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2023 calendar year by August 31, 2022. Caltrans and OTS have adopted the following performance measures shown in Table 1.

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2023	Annual Percentage Change for 2023
Number of Fatalities	FARS	3,808.2	-0.3%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.216	-1.7%
Number of Serious Injuries	SWITRS	15,156.2	-2.3%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.904	-2.3%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,131.7	-0.3% for Fatalities and -2.3% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR ROLLING AVERAGE

Federal Guidance and Requirements

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration’s (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP.

In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to:

- (1) the state Strategic Highway Safety Plan (SHSP) update cycle,
- (2) the state annual HSIP report content and schedule, and
- (3) the subset of the Model Inventory of Roadway Elements (MIRE) fundamental data elements (FDE).

The Safety Performance Management (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures as five-year rolling averages to carry out the HSIP. The performance measures include:

- (1) Number of Fatalities,
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- (3) Number of Serious Injuries,
- (4) Rate of Serious Injuries per 100 million VMT, and
- (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

California Safety Planning and Target Setting

The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In January 2020, California updated its SHSP, which is a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on California's public roads. The SHSP is a multi-disciplinary effort involving Federal, tribal, State, and local representatives from the 5Es who dedicate countless hours to improve safety and partnerships across disciplines where the 5Es represent education, enforcement, engineering, emergency response, and emerging technologies.

States must establish statewide targets for each of the federal safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three performance measures (number of fatalities, rate of fatalities, and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their States on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met, or made significant progress toward meeting, its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target being set. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment for safety projects. States must also develop a HSIP Implementation Plan.

Target Selection Methodology

There are three steps to setting safety performance targets, which are:

- (1) estimating the existing trend to determine where the State is,
- (2) determining what external factors will impact the target in order to adjust the trend for demographic and socioeconomic changes, and
- (3) estimating targets based on forecasted fatality reductions from safety plans.

Since SPMTs are applicable to all public roads in California, regional and local jurisdictions should be notified of the safety target setting process. On July 20, 2022, a virtual outreach meeting was held to discuss the SPMTs with the MPOs and other vested stakeholders. During this meeting, the 2023 SPMTs were presented with the trend-based methodology, which extrapolates the existing changes in fatalities and serious injuries into the future.

Statewide Number of Fatalities

For 2023, the target for fatalities is the five-year rolling average of **3,808.2** with 3,814 fatalities projected for the same year. NHTSA Fatality Analysis Reporting System (FARS) data was used from 2011 through 2020. Traffic fatalities generally increased from 2011 to 2017 in California as shown in Figure 1, but there was a 2.20% reduction in fatalities from 3,884 in 2017 to 3,798 in 2018 and a 2% reduction from 2018 to 3,719 in 2019. The fatalities increased by 3% in 2020. The average reduction of 0.3% from 2017 to 2020 was used to forecast data for 2021 through 2023. In Figure 1, the green bars reflect the data that was available in FARS at the time of the target setting process and the gray bars reflect the projected annual decrease of 0.3%. The dark green line represents the 5-year rolling average of the annual fatality numbers.



FIGURE 1 – STATEWIDE NUMBER OF FATALITIES

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatal and serious injury collisions throughout their respective jurisdictions. This coupled along with an increase in the number of OTS grants from the prior year will assist California in continuing this downward trend in fatalities.

Statewide Number of Serious Injuries

For 2023, the target for serious injuries is the five-year rolling average of **15,156.2** with 14,305 serious injuries projected for the same year. Statewide Integrated Traffic Records System (SWITRS) data was available for serious injuries from 2011 through 2020. Preliminary data for 2020 was used since final data was not available at the time of 2023 target setting. The definition of serious injuries was changed to include suspected serious injuries and was implemented in mid-2017. The first full year of suspected serious injuries resulted in a significant increase from the last

Safety Performance Management Targets for 2023

full year using the old definition. The trend line for serious injuries was based on the data from 2018 to 2020 with an annual decrease of 2.3%, and the annual decrease was used to forecast data for 2021 through 2023 to determine the five-year average. In Figure 2, the green bars reflect the data from SWITRS and the gray bars reflect the projected annual decrease. The dark green line represents the 5-year rolling average of the annual serious injury numbers.

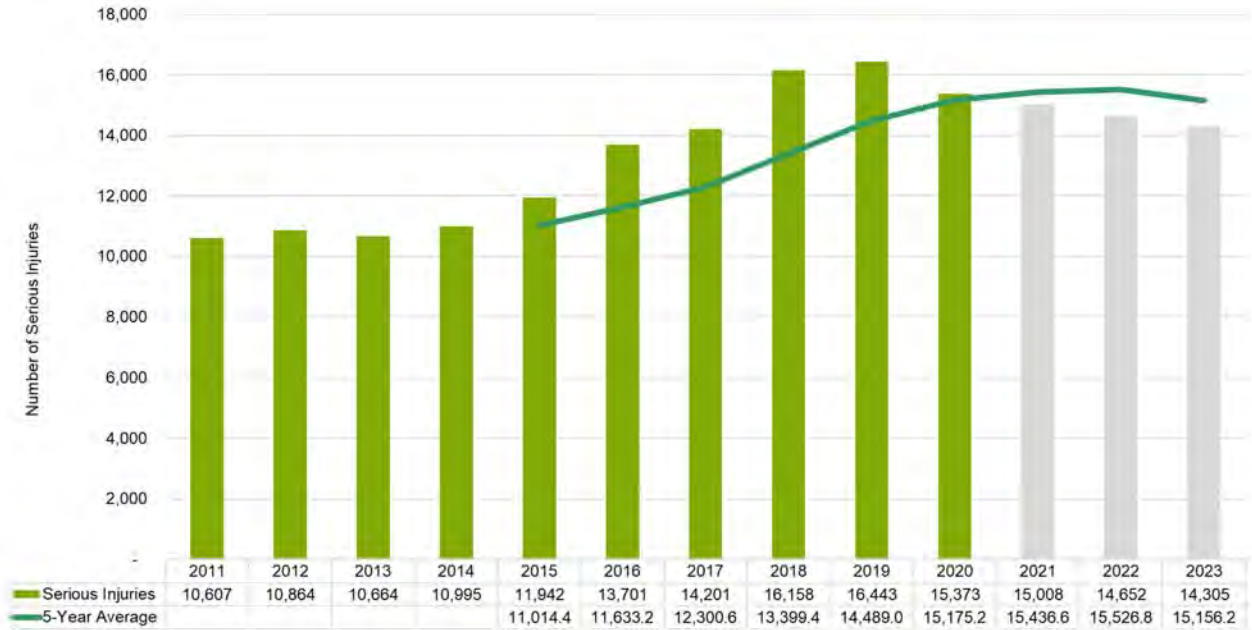


FIGURE 2 – STATEWIDE NUMBER OF SERIOUS INJURIES

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatalities and serious injuries throughout their jurisdictions. This coupled with an increase in the number of OTS grants from the prior year will assist California in reversing the upward trend in serious injuries.

Statewide Fatality Rate

For 2023, the target for the fatality rate is the five-year rolling average of **1.216** with an annual rate of 1.21 projected for the same year. The trend line for the fatality rate is based on the average annual reduction from 2016 through 2019. The fatality rate did not change between 2016 and 2017, a 3.5% reduction occurred between 2017 and 2018, and the fatality rate did not change between 2018 and 2019, so the calculated average reduction for the fatality rate is 1.7%. The reduction was used to forecast data for 2021 through 2023. In Figure 4, the green bars reflect the available data for the annual fatality rates and the gray bars reflect the trend line reduction. The dark green line represents the 5-year rolling average of the annual fatality rates.



FIGURE 4 – STATEWIDE FATALITY RATE (PER 100M VMT)

Statewide Serious Injury Rate

For 2023, the target for the serious injury rate is the five-year rolling average of **4.904** with an annual rate of 4.78 projected for the same year. The annual decrease of 2.3% was used to forecast data for 2021 through 2023 to determine the five-year average. In Figure 5, the green bars reflect the available data for the annual serious injury rates and the gray bars reflect the trend line projection. The dark green line represents the 5-year rolling average of the annual serious injury rates.



FIGURE 5 – STATEWIDE SERIOUS INJURY RATE (PER 100M VMT)

Statewide Non-Motorized Fatalities and Non-Motorized Serious Injuries (Pedestrians and Bicyclists)

For 2023, the target for non-motorized fatalities and serious injuries is the five-year average of **4,131.7** with an annual frequency of 3,895 for the same year. In Figure 6, the light green bars reflect the number of fatalities from FARS and the dark green bars reflect the number of serious injuries from SWITRS for pedestrians and bicyclists combined. The gray bars reflect the annual 0.3% decrease in fatalities and 2.3% decrease in serious injuries as previously discussed.



FIGURE 6 – STATEWIDE NON-MOTORIZED FATALITIES AND SERIOUS INJURIES (COMBINED)

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AGENDA ITEM 4
REPORT

Southern California Association of Governments
January 5, 2023

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.

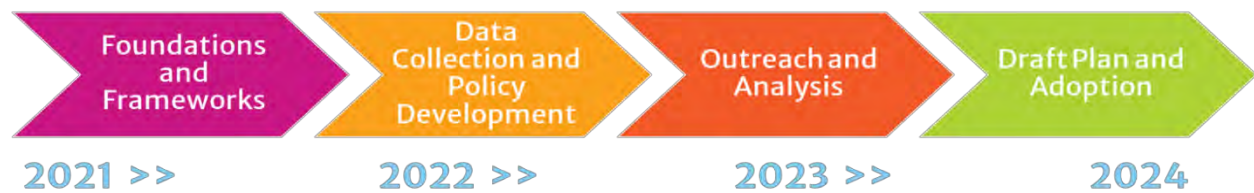
SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data as well as enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of Connect SoCal—the *Core Vision* and *Key Connections*—are 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 Policy Committee Outlook 01_23 Update

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"> ü Draft Goals and Performance Measures ü Draft 2023 FTIP/Proposed Final Draft Amendment No. 2 to Connect SoCal 2020 ü Connect SoCal 2024 Project List Solicitation Process ü NHS Infrastructure/System Performance Report • Regional Dedicated Transit Lanes Final Report • CHSRA Status Update on Los Angeles-Anaheim Corridor ü Southern California Goods Movement Communities Opportunity Assessment: Findings and Tools ü Curb Space Management Study Final Report 	<ul style="list-style-type: none"> ü Go Human Mini-Grants Award Announcement ü REAP 2.0 CTC Partnership Program Final Guidelines and Call for Projects ü Future Communities Pilot Program Update: Pilot Progress and Completed Pilot Findings 	<ul style="list-style-type: none"> ü TC 12-month lookahead
Oct to Dec	<ul style="list-style-type: none"> ü Proposed Final 2023 FTIP and Proposed Final Draft Amendment No. 2 to Connect SoCal 2020 • TDM Data Standards Final Report ü 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 ü Replacing California's Gas Tax: Road Charge Research • Local Data Exchange (LDX) Process Update 	<ul style="list-style-type: none"> ü Office of Traffic Safety Acceptance of Funds (upon award) ü Go Human Program Overview ü Go Human Mini-Grants Outcomes and Program Recap and New Strategies 	<ul style="list-style-type: none"> ü 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	<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 	<ul style="list-style-type: none"> • REAP 2.0 CTC Partnership Program-Project Selection • SCAG's Draft Digital Action Plan (Release for Public Comment) 	
Feb	<ul style="list-style-type: none"> • Draft Connect SoCal 2024 Core Revenues & Costs • Exploring Transportation Pricing and Incentives Via Mobility Wallet • Core Strategies: Complete Streets/AT; Complete Streets Policy • TDM Data Standards Final Report 		
March	<ul style="list-style-type: none"> • <u>Joint Policy Committee (No Regular Committees):</u> Connect SoCal 2024 Subcommittee Recommendations 		
April	<ul style="list-style-type: none"> • Draft Connect SoCal 2024 New Funding Strategies • Core Strategies: Goods Movement • Proposed Final Connect SoCal 2020 Amendment No. 3 and Draft FTIP Consistency Amendment 23-03 	<ul style="list-style-type: none"> • REAP 2.0 CTC Program Project Selection & RPI Program Framework • STBG/CMAQ Program Guidelines • SCAG's Digital Action Plan 	<ul style="list-style-type: none"> • ATP Cycle 6 Regional Program Adoption
June	<ul style="list-style-type: none"> • Draft Connect SoCal 2024 Policy Framework • Draft Connect SoCal 2024 Financial Plan 		



Southern California Association of Governments
January 5, 2023

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: India Brookover, Senior Regional Planner
(213) 236-1919, brookover@scag.ca.gov

Subject: Draft Regional Advance Mitigation Planning (RAMP) Policy Framework

RECOMMENDED ACTION for EEC:

That the Energy & Environment Committee (EEC) recommend that the Regional Council approve the RAMP Policy Framework and RAMP White Paper.

RECOMMENDED ACTION for TC:

Receive and File

RECOMMENDED ACTION for CEHD:

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:

As directed by the Regional Council (RC) on October 7th, 2021, staff worked with the Regional Advance Mitigation Planning Advisory Task Group (RAMP-ATG) to establish a white paper (“White Paper”) and policy framework for advance mitigation in the region, to ensure the future SoCal Greenprint tool is aligned with identified policy objectives.

The final draft RAMP Policy Framework (also sometimes called the “Policy Framework” in this report) was presented to and approved by the RAMP-ATG, at its meeting on November 16th, 2022. The Policy Framework provides background on Connect SoCal’s goals and PEIR requirements related to RAMP, outlines goals for Regional Advanced Mitigation and SCAG’s RAMP Initiative, and provides direction on the process for developing the SoCal Greenprint tool to provide data that aligns with advanced mitigation opportunities.

With the RAMP-ATG's approval of the RAMP Policy Framework and corresponding White Paper, the RAMP-ATG has completed the assignment required of it by the October 7, 2021 RC action and this advisory body's obligations have now ended. The recommended RAMP Policy Framework is being sent to the EEC for its review and recommendation for approval by the RC. This action will include the release of the RAMP white paper.

As provided in the RAMP Policy Framework, SCAG's next steps will include forming the Greenprint Technical Advisory Committee (TAC). The Policy Framework provides that the TAC will advise staff on the development of data policies, governance standards, user guidelines, data selection criteria, and data parameters for the Greenprint tool; such policies and standards developed by the TAC would be presented to the EEC and the RC for their review and approval.

The full draft RAMP Policy Framework and White Paper are available for review online at <https://scag.ca.gov/sites/main/files/file-attachments/draft-ramp-policy-framework-111622.pdf>. The draft RAMP Policy Framework is included in this staff report as Attachment #2.

BACKGROUND:

Regional Council Direction

On October 7, 2021, the RC voted to continue the pause on implementation of the SoCal Greenprint to allow for further engagement with stakeholders. This decision was taken to ensure the future Greenprint tool will advance the policy direction and requirements of the mitigation measures in the Program Environmental Impact Report and related Addendum No. 1 for Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. During this pause, direction was provided for SCAG staff to develop a white paper and work with a five-member advisory task group of the RC (the RAMP-ATG) on establishing a policy framework for advance mitigation in the SCAG region, to ensure the Greenprint is aligned with policy objectives.

RAMP-ATG Work Scope and Stakeholder Outreach

The RAMP-ATG has met six times since December 2021. At these meetings, the RAMP-ATG heard extensive public comments on the SoCal Greenprint and draft RAMP Policy Framework; heard presentations on existing regional advance mitigation programs in the SCAG region; reviewed feedback from interviews with county transportation commissions on regional advance mitigation planning; reviewed the Connect SoCal goals, strategies, and PEIR mitigation measures related to development of a RAMP initiative and the SoCal Greenprint; and had robust discussion on the draft RAMP Policy Framework, including the draft RAMP White Paper.

At the second to last meeting on April 26th, 2022, RAMP-ATG members heard public comments in support of the RAMP Policy Framework as presented as well as concerns, including a request from the business and development community for more time to provide specific written feedback. The

RAMP-ATG voted to continue the process for at least two weeks and reconvene after SCAG receives specific written feedback from the business and development community.

Between the April 26th meeting and final meeting on November 16th, SCAG staff have engaged with numerous stakeholders in the business, environmental/conservation, and public sectors. A summary of feedback from meetings with each group is further described in Attachment #3. The majority of feedback was focused on the SoCal Greenprint and its associated data. In response to this feedback, and as directed by the RAMP Policy Framework, SCAG will convene a Greenprint Technical Advisory Committee (TAC), the purpose of which will be to advise SCAG on data selection criteria and parameters for the tool. A more detailed description of the TAC is included in the next section.

The attached draft Policy Framework includes modifications incorporated into the framework by the RAMP-ATG based on public comment and stakeholder feedback from the April 26th RAMP-ATG meeting. The modifications are also consistent with Connect SoCal 2020 mitigation requirements and prior RC and RAMP-ATG direction. Note that the Policy Framework presented in this report has removed some discussion of and references to the Greenprint. This is a stylistic change that was made because of the now-proposed process to form a TAC, and because (as directed by the RC at the October 7, 2021 meeting) the Policy Framework is primarily focused on RAMP, consistent with prior discussion with the ATG. Notwithstanding this, SCAG will develop a Greenprint tool, as required by the Connect SoCal and mitigation measures in its associated PEIR.

SoCal Greenprint Contract Update

SCAG's contract with The Nature Conservancy ended on September 30th 2022. If the RAMP-ATG and Regional Council approve the Policy Framework, SCAG will initiate a competitive procurement process to obtain a new consultant with experience preparing environmental impact reports within the SCAG region to facilitate the proposed Technical Advisory Committee (TAC) and create the SoCal Greenprint webtool for review by the RC, as directed by the October 2021 action of the RC.

SoCal Greenprint Technical Advisory Committee

The Policy Framework includes authorization and direction to create the Greenprint Technical Advisory Committee (TAC) and provides direction regarding this component of the process. To ensure that data provided through the SoCal Greenprint tool aligns with advanced mitigation opportunities and fulfillment of Connect SoCal and its associated PEIR mitigation measures, the Policy Framework directs staff to develop data policies, governance standards, user guidelines, data selection criteria, and data parameters with input and consultation from a Technical Advisory Committee (TAC) and thereafter present these items to the Energy & Environment Committee (EEC) and the Regional Council (RC) for their review and approval.

As provided in the draft Policy Framework, the TAC will be comprised of at least one staff representative from: each county transportation commission in the SCAG region, Caltrans, each county government in the SCAG region, the City of Los Angeles, and two city governments within each county in the SCAG region to be determined with input from subregional entities. TAC meetings shall be open to the public and will seek feedback from the development community, non-governmental conservation groups, regional conservation agencies, researchers, and other stakeholders.

Since the November 16th, 2022 meeting of the RAMP-ATG, Tejon Ranch Co. submitted a letter requesting exclusion of the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) data from the SoCal Greenprint, or to preface the dataset with a May 3, 2022 letter from the California Department of Fish and Wildlife clarifying the role of the RCIS. This correspondence is included as Attachment #4 to this staff report.

FISCAL IMPACT:

This project is funded in SCAG's Fiscal Year 2021-2022 Overall Work Program under 290-4919.01.

ATTACHMENT(S):

1. PowerPoint Presentation - Proposed Final Draft RAMP Policy Framework
2. Final Draft RAMP Policy Framework
3. Stakeholder Engagement Summary
4. December 8, 2022 Letter from Tejon Ranch Co.

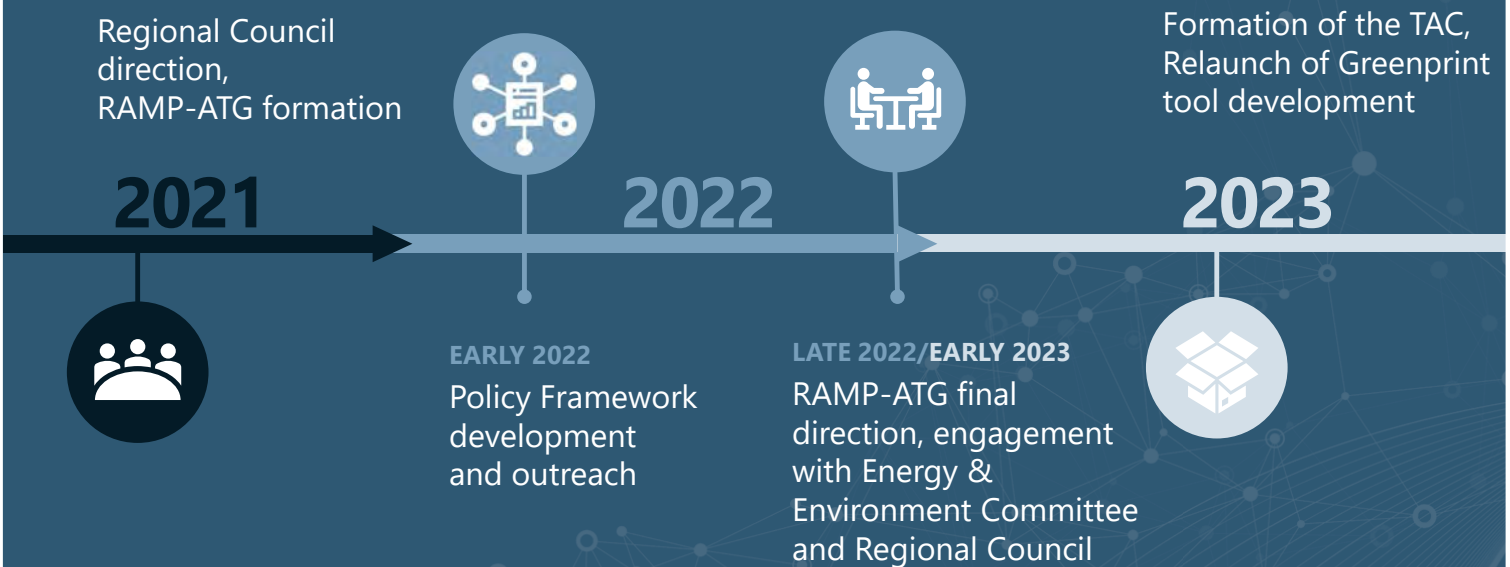


Proposed Final Draft Regional Advance Mitigation Program Policy Framework

January 5, 2023

WWW.SCAG.CA.GOV

Timeline of this Effort



What is RAMP?

Regional Advance Mitigation Planning (**RAMP**) is a proven process for expediting project delivery by **planning for required mitigation to reduce environmental impacts earlier in the planning process and at a wider scale.**

3

RAMP **allows state and federal agencies to consider** the environmental impacts and mitigation needs of multiple planned infrastructure and development projects in the early stages.

RAMP **allows local project leads to identify and satisfy** those mitigation requirements early in the project planning and environmental review process.

4

Existing RAMP Initiatives in the SCAG Region

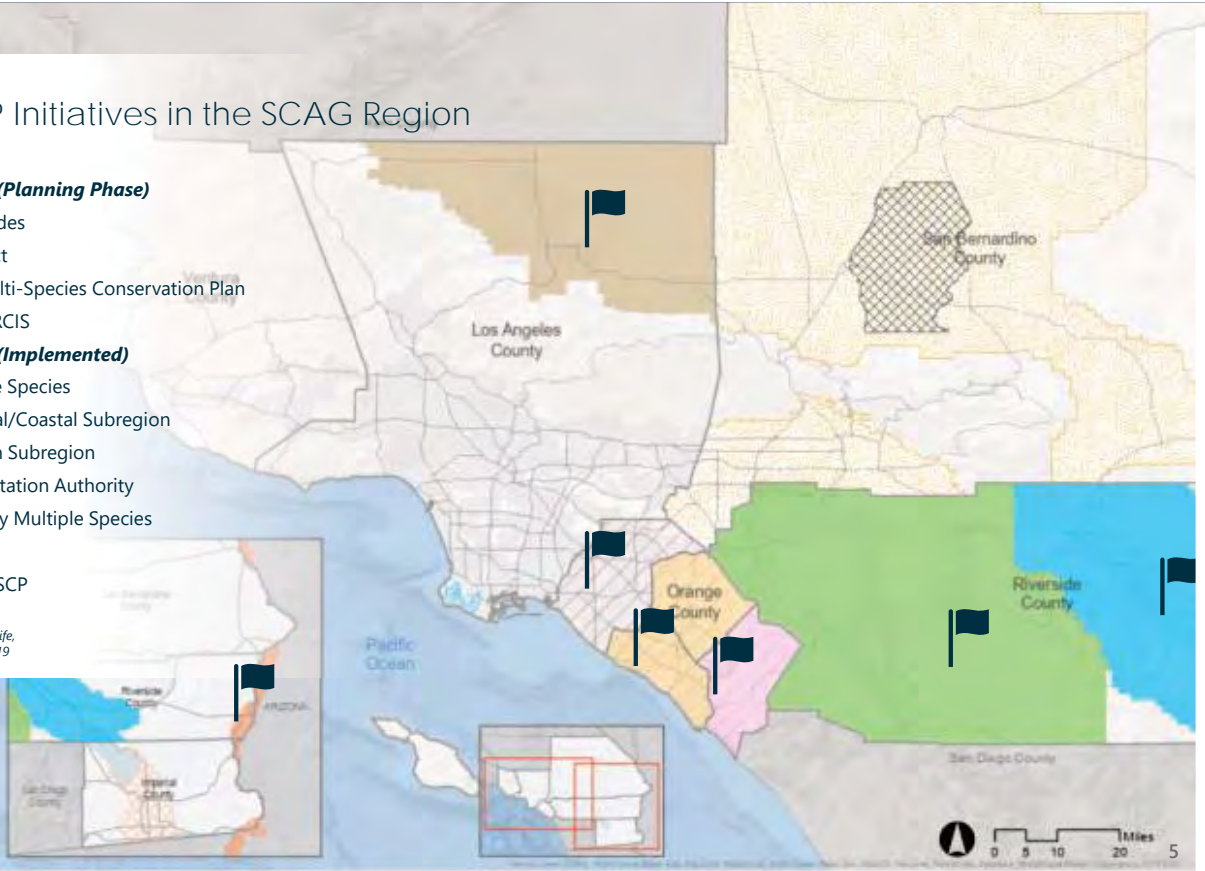
Regional Conservation Plans (Planning Phase)

-  City of Rancho Palos Verdes
-  Imperial Irrigation District
-  Town of Apple Valley Multi-Species Conservation Plan
-  San Bernardino County RCIS

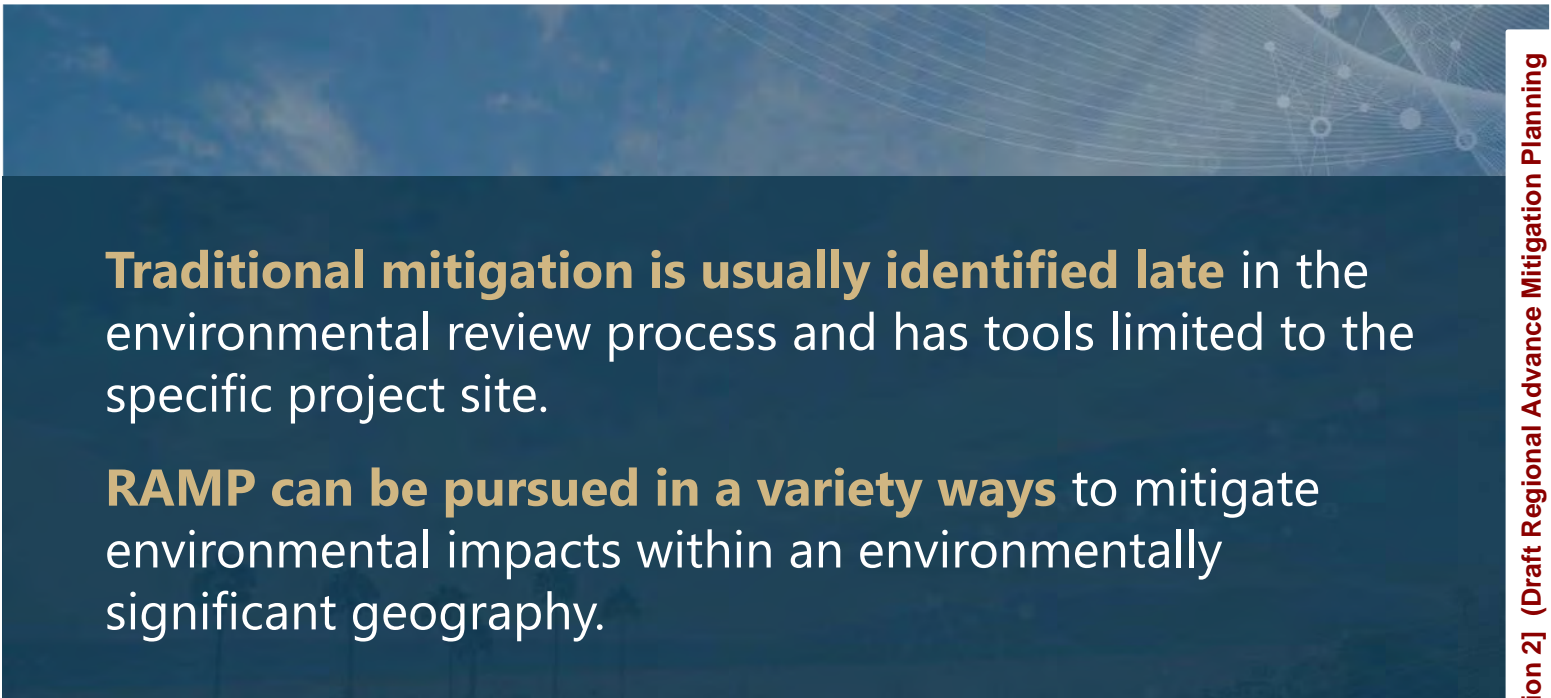
Regional Conservation Plans (Implemented)

-  Coachella Valley Multiple Species
-  County of Orange Central/Coastal Subregion
-  Orange County Southern Subregion
-  Orange County Transportation Authority
-  Western Riverside County Multiple Species
-  Antelope Valley RCIS
-  Lower Colorado River MSCP

Source: California Department of Fish and Wildlife, Friends of Harbors, Beach and Parks (FHBP), 2019

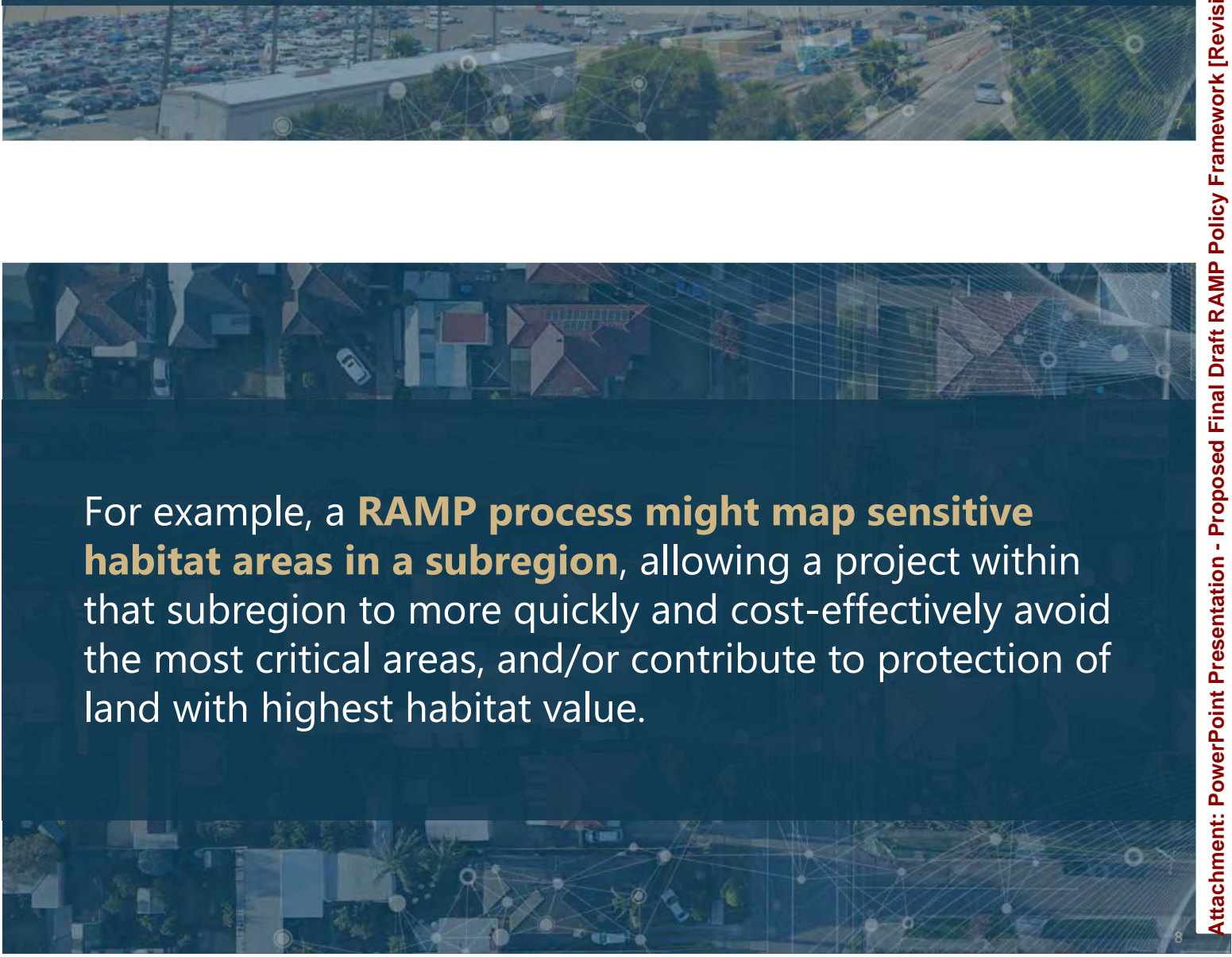


This can help **avoid costs and delays** associated with environmental mitigations **and more effectively avoid environmental harm.**



Traditional mitigation is usually identified late in the environmental review process and has tools limited to the specific project site.

RAMP can be pursued in a variety ways to mitigate environmental impacts within an environmentally significant geography.



For example, a **RAMP process might map sensitive habitat areas in a subregion**, allowing a project within that subregion to more quickly and cost-effectively avoid the most critical areas, and/or contribute to protection of land with highest habitat value.

SCAG's Draft RAMP Policy Framework

SCAG's Connect SoCal plan identifies **the need for billions of dollars of investment** in transportation, housing, energy and water projects **to support the region's communities and economy.**

California law requires most infrastructure projects, including those that become eligible for funding under Connect SoCal, to **identify environmental impacts and ways to reduce them.** However, this mitigation can be expensive and delay projects.

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Mitigation requirements also apply to SCAG's plan. Connect SoCal's Program Environmental Impact Report (PEIR) requires the following mitigation measures related to RAMP:


- The SoCal Greenprint tool.
- SCAG will collaborate with stakeholders to establish a RAMP initiative to preserve habitat. The initiative would help establish or supplement regional conservation and mitigation banks, and other approaches to offset impacts of transportation and development projects.
- These are programmatic measures for SCAG to develop and implement; they do not mitigate any specific local project.

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A jurisdiction's **participation in a RAMP initiative** established by Connect SoCal and its PEIR **is entirely voluntary**.

Local agencies keep authority for decisions on future development and have no obligation to change land use policies or infrastructure priorities to be consistent with a future RAMP or consider the data included in a future Greenprint web tool. Project leads can opt for a project-by-project environmental review process to determine individual mitigation measures and a plan for complying with them, as appropriate.



SCAG's Draft RAMP Policy Framework

- Regional Goals
- SCAG's Role

Draft RAMP Policy Framework Regional Goals

1. **Facilitate infrastructure development** and associated co-benefits, such as job creation, maximizing taxpayer funds, supporting the building of housing;
2. **Expedite project delivery;**
3. **Improve predictability** for project funding;
4. **Examine potential environmental impacts** at the early stages of project development to help expedite the CEQA process;

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Draft RAMP Policy Framework Regional Goals *(continued)*

5. **Reduce costs, risks and permitting time** for responsible development;
6. **Improve and reinforce** regulatory agency partnerships;
7. **Balance future growth and economic development** with conservation and resilience; and
8. **Achieve meaningful, regional-scale conservation outcomes and co-benefits**, including but not limited to landscape and community resilience, improved water and air quality, wildlife corridors and connectivity, and recreation opportunities.

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SCAG's Role in Supporting RAMPs

1. **Be a resource for local partners** to consider actions in a regional context;
2. **Focus this policy on the transportation sector and** related infrastructure, and consider future policy opportunities to expedite and streamline mitigation needs for other sectors including housing, energy and utilities;
3. **Identify ways to support implementing agencies** to establish or supplement regional conservation and mitigation banks and other approaches to more effectively address impacts of projects that support reduction of per-capita vehicle miles traveled;

15

SCAG's Role in Supporting RAMPs *(continued)*


4. **Support implementing agencies with data sharing, information and other resources helpful to their long-term management and stewardship** of conserved properties;
5. Initiate **studies to assess gaps where programs do not exist, and ascertain best ways to collaborate** with partner agencies and permitting entities to address those gaps, including by supporting implementation agencies in developing new or partnership efforts;
6. Pursue **partnerships and collaborative resource development** with state agencies and other MPOs to leverage funding and align efforts beyond SCAG's jurisdictional boundaries;

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SCAG's Role in Supporting RAMPs *(continued)*

7. Be a **data resource with widely accessible data tools to help municipalities and transportation agencies** make better land use and transportation infrastructure decisions and conserve natural and farm lands, consistent with Connect SoCal's PEIR Mitigation Measure SMM AG-2 and SMM BIO-2;
8. **Use a science-based methodology** to support implementing agencies' development of various RAMP initiatives across the region; and
9. Develop a process for monitoring and measuring outcomes from RAMP efforts

17



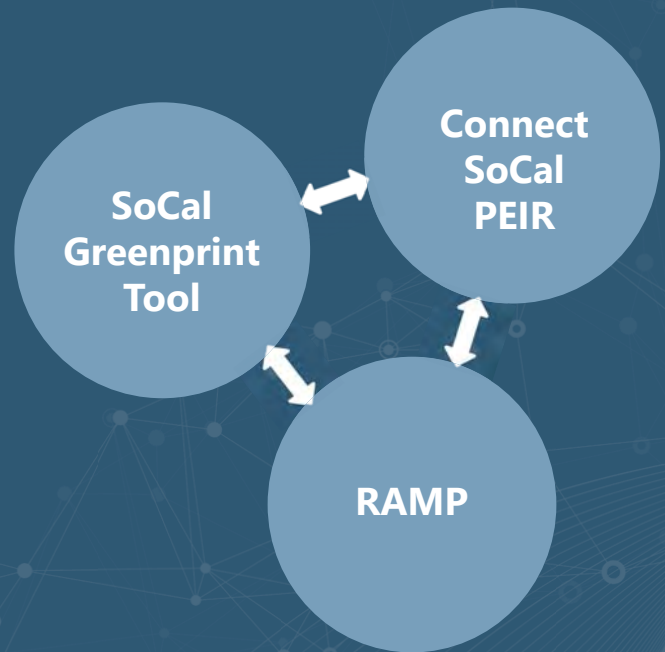
In forming the RAMP Advisory Task Group, **SCAG's Regional Council directed the planned Greenprint tool to be aligned with regional policy objectives.**

The last section of the **Draft Policy Framework** seeks to address this point.

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How are the SoCal Greenprint and RAMP related?

The SoCal Greenprint is a planned web-based tool, which will complement SCAG's RAMP Policy Framework, with data and scenario visualizations, **primarily intended to support project lead agencies** in pursuing RAMP or other environmental mitigations.

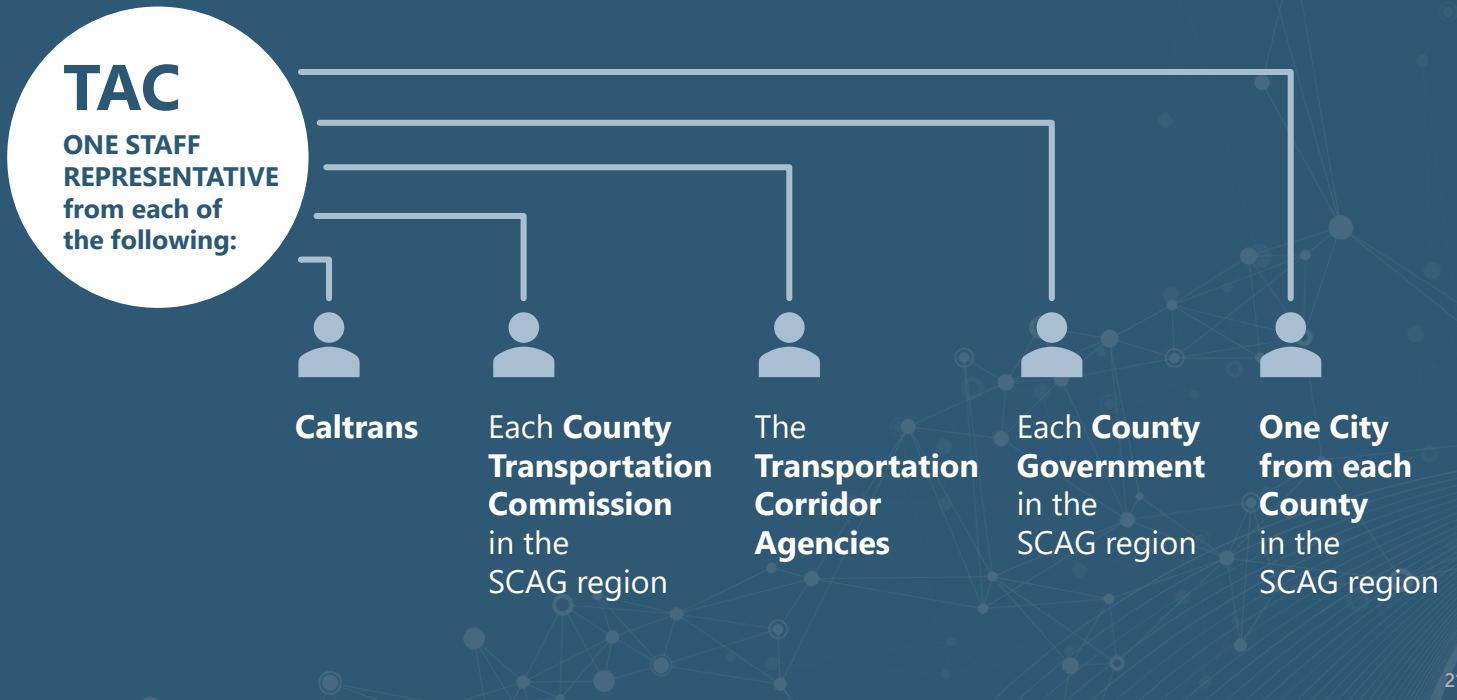


Establishment of a **Technical Advisory Committee**

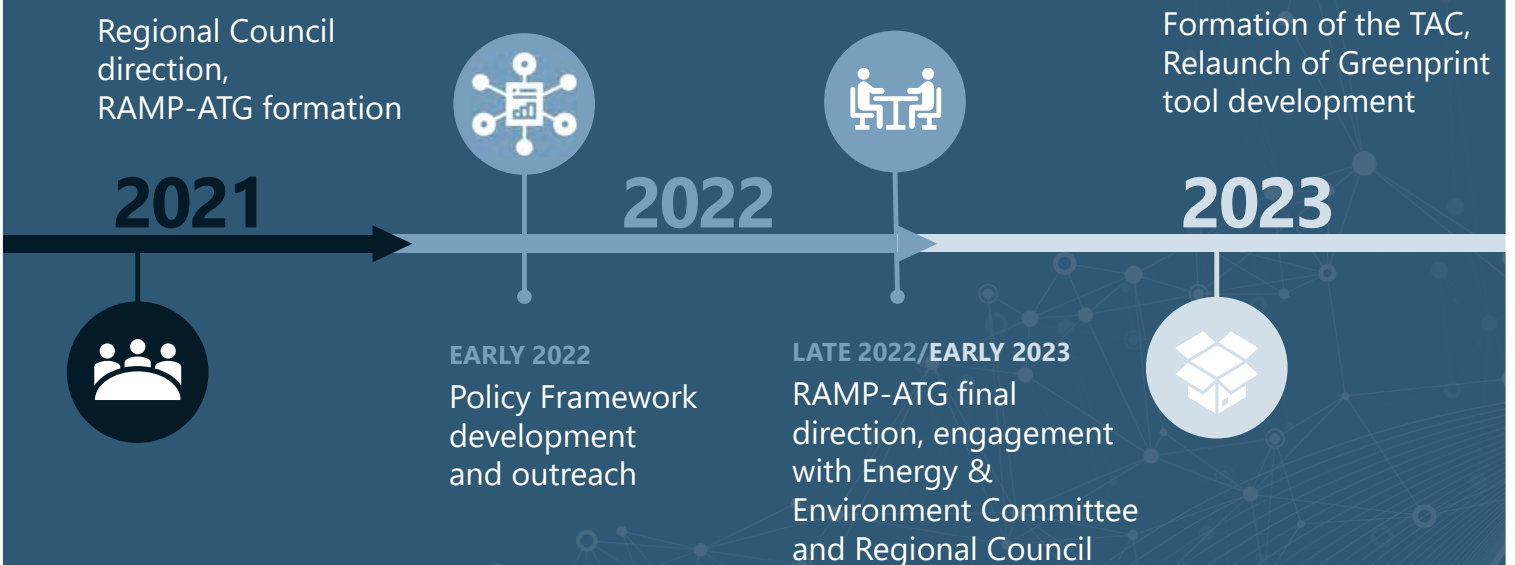
Following approval of the RAMP Policy Framework by the Regional Council, SCAG will establish a Technical Advisory Committee to advise on:



Proposed Structure of the Technical Advisory Committee



Timeline of this Effort





STAKEHOLDER ENGAGEMENT SUMMARY

Stakeholder engagement conducted between 4/26/2022 & 11/16/2022

Business and Development Stakeholders

Meetings and Written Feedback

- Remove references to SoCal Greenprint
- Remove references to "best available scientific data."
- Technical Advisory Committee to evaluate data
- Limit to lands planned for conservation
- Remove language regarding Connect SoCal's goal to support reduction of per capita vehicle miles travelled
- Remove AVRCIS data or include clarifying letter from CDFW

Environmental Stakeholders Feedback

8/17/2022 Workshop

- Include data on lands not currently conserved
- Include equity and environmental justice data
- Need accurate data to fulfill 30x30 Executive Order
- Use 500-year floodplain data instead of 100-year flood data, and metric for impervious surface cover reduction
- More engagement with tribal communities, AQMD, Coastal Commission, Municipal Water District and Caltrans.

25

Public Sector Stakeholder Feedback

10/12/2022 Workshop

- Show best practices and lessons learned from other RAMPS
- TAC should equitably represent the region
- Keep datasets updated and see if some should be replaced
- Evaluate datasets for redundancy or conflict with each other
- Evaluate if datasets are duplicative with state data

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THANK YOU!

For more information, please visit:

www.scag.ca.gov/greenprint

www.scag.ca.gov/ramp-atg

Final Draft Regional Advanced Mitigation Program Policy Framework

Regional Advanced Mitigation Program Advisory Technical Group (RAMP-ATG)

January 5, 2022

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Attachment: Final Draft RAMP Policy Framework (Draft Regional Advance Mitigation Planning (RAMP) Policy Framework)

Background

As the SCAG region’s population and economy continue to grow, new housing units, employment facilities, water, energy, and transportation infrastructure are needed to accommodate the nearly two million residents that are forecasted to call Southern California home by 2050.¹ With an over 10 million additional jobs forecast in the region by 2050², strategies that expedite transportation infrastructure delivery are critical to keep people and goods moving.

Framing this regional growth are the diverse natural and agricultural landscapes of Southern California. These invaluable assets ensure a robust economy, clean drinking water, improved air quality, and essential recreation activities for all of the region’s residents. In addition to desert, mountain and coastal habitats, some of the highest concentrations of native plant and animal species on the planet are found within our region. Recognized as part of the California Floristic Province, Southern California is one of the planet’s top twenty-five biodiversity hot spots.³

Given the sensitive natural habitats of the Southern California region, many essential development projects will have environmental impacts that require compensatory mitigation due to federal mandates under the Clean Water Act, Endangered Species Act, Federal Wild and Scenic Rivers Act, as well as state requirements under the California Environmental Quality Act (CEQA), California Endangered Species Act, California Wild and Scenic Rivers Act, and the Habitat Restoration and Enhancement Act.

Addressing environmental impacts can be accomplished in a number of ways, as defined in Title 14, Section 15370 of the California Code of Regulations (commonly known as the “CEQA Guidelines”):

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action;
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment;
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- (e) Compensating for the impact by replacing or providing substitute resources or environment.

Mitigating environmental impacts can often be expensive and increase total project costs significantly. Alongside mitigation, uncertainty in timing can also contribute to significant project costs. For transportation investments broadly, “the permitting process under federal and state legislation constitutes a major component of the project development and delivery process for transportation

¹ *Connect SoCal 2024 Preliminary Regional and County Growth Projections* retrieved from <https://scag.ca.gov/sites/main/files/file-attachments/rc020322fullpacket.pdf?1643342099>.

² *Ibid.*

³ Myers, N., R.A. Mittermeier, C.G. Mittermeier, G.A.B. da Fonseca, J. Kent. (2000). Biodiversity Hotspots for Conservation Priorities.

projects. Over \$3.3 billion is spent annually on compensatory mitigation under the Clean Water Act (CWA) and Endangered Species Act programs.”⁴

Traditionally, environmental mitigation has been handled by lead agencies during the CEQA process on a project-by-project basis, “usually near the end of a project’s environmental review...where permitting delays can occur when appropriate mitigation measures cannot be easily identified and agreed upon, and the cost of mitigation often increases between the time the project is planned and funded and the time mitigation land is acquired. As a result, infrastructure agencies end up paying top dollar to satisfy mitigation requirements.”⁵ The practice of identifying mitigation measures at the end of a project’s environmental review often results in delays in project delivery and uncertainty in the development process. This is often due to the costs incurred to conduct biological studies after project plans have been created, especially in instances where impacts are discerned that were not foreseen and mitigation costs increase unexpectedly. A national study identified that nearly two thirds of departments of transportation (DOTs) surveyed had experienced delays from environmental issues, often of 12 months or more.⁶

In California, researchers estimate that mitigation costs for transportation projects initiated between 2014 and 2019 ranged from two percent to twelve percent of total project costs – to a sum of roughly four billion dollars.⁷ While the exact length and causes of delay from environmental review are varied, some reports suggest the current process may add 10 to 15 years to project delivery.⁸ Continued cost escalations over the past two decades have prompted Caltrans to consider strategic planning for consolidated advance mitigation opportunities.

Policy Framework for Advance Mitigation

Regional Advance Mitigation Program & Advisory Task Group

California state law allows agencies to establish voluntary advanced mitigation programs in selected areas, providing an opportunity for infrastructure project lead agencies to identify potential impacts early in the planning stages and work with regulatory agencies to reduce permitting costs, improve certainty, and expedite project delivery.⁹ Regional advance mitigation programs (RAMP) allow state and federal agencies to consider the environmental impacts and mitigation needs of multiple planned infrastructure projects and urban development all at once, and satisfy those mitigation requirements early in the project planning and environmental review process. In cases where compensatory mitigation is needed, advanced mitigation can help agencies purchase larger parcels for mitigation at a

⁴ Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

⁵ Ibid.

⁶ Ibid.

⁷ Sciarra, G. C., Bjorkman, J., Stryjewski, E., & Thorne, J. H. (2017). Mitigating environmental impacts in advance: Evidence of cost and time savings for transportation projects. Transportation Research Part D: Transport and Environment, 50, 316-326.

⁸ Sciarra, G. C., Bjorkman, J., Lederman, J., Thorne, J. H., Schlotterbeck, M., & Wachs, M. (2015). Task 2 Report: Setting the Stage for Statewide Advance Mitigation in California.

⁹ Cal. F&G Code sec. 1850 *et seq.*

lower unit cost to offset impacts¹⁰. Further, RAMP can result in better collaboration between regulatory and infrastructure agencies, better project delivery, and better mitigation outcomes.¹¹

Regional advance mitigation also presents opportunities to improve quality of life in the region, as it relies on a science-based approach to anticipate and identify mitigation needs for multiple development projects early in the planning process, facilitating the prioritization of sites for conservation and/or restoration with the highest ecological benefits and providing mitigation efficiencies to transportation, land use and other development projects. This approach contrasts with project-by-project mitigation, which “often overlooks regional conservation needs and ecosystem-scale impacts to sensitive species and habitat, thereby missing critical opportunities for efficient, reliable, and biologically relevant mitigation. Additionally, the opportunity for greater benefits to water and air quality and public health are lost.”¹²

There are many established advanced mitigation programs in various locales within the SCAG region, and project applicants in these areas can take advantage of advanced mitigation benefits if they choose. Appendix A of this outline includes a summary of some RAMP programs in the SCAG region. Areas without established programs do not have these efficiencies in the environmental review process. A large percentage of the SCAG region’s land area is not covered by an existing program. As a result, environmental impacts for discretionary projects in these areas would need to be mitigated on a project-by-project basis.

Recognizing the opportunities that a RAMP can present to reduce project costs and improve certainty for project delivery, Connect SoCal and its corresponding Program Environmental Impact Report (PEIR) direct SCAG to collaborate with stakeholders to establish a RAMP initiative to help preserve habitat and offset impacts of transportation and other development projects. Such a RAMP initiative is meant to recognize and, where appropriate, complement existing RAMP programs and related habitat conservation programs (such as habitat conservation plans) in the SCAG region, and not add new or expanded biological resource analytical methods, impacts or required mitigation for plans or projects that have already received initial or final approval by a lead agency. While SCAG is required by the PEIR to establish a RAMP initiative and facilitate regional interest in developing RAMPs, SCAG will not create its own RAMP, supersede existing RAMP programs, or require any local jurisdiction or agency to participate in any local or regional RAMP program, or make or support a determination that any RAMP criteria, component or content is the “best available scientific data” for any purpose inclusive of the California Environmental Quality Act (CEQA). The intended purpose of SCAG’s RAMP Policy Framework is to assist SCAG public agencies in the SCAG region in securing public funding, expedite the implementation of approved transportation infrastructure projects approved in the 2020 Connect SoCal Regional Transportation Improvement Plan/Sustainable Communities Strategy (Connect SoCal), and help public agencies in the SCAG region to secure public funding and/or streamline CEQA approvals for new

¹⁰ Sciarra, G. C., Bjorkman, J., Stryjewski, E., & Thorne, J. H. (2017). Mitigating environmental impacts in advance: Evidence of cost and time savings for transportation projects. *Transportation Research Part D: Transport and Environment*, 50, 316-326.

¹¹ Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

¹² Ibid.

housing, economic development and infrastructure projects. Thus, SCAG will continue to support local control over land use decisions. Any development and use of local, sub-regional or inter-jurisdictional RAMPs is entirely voluntary by the agency(ies) and stakeholder sponsors of such RAMPs.

To increase clarity and further guide this work, SCAG’s Regional Council voted on October 7, 2021 for staff to develop a white paper and work with a Regional Advance Mitigation Planning Advisory Task Group (RAMP-ATG) on establishing a policy framework for advanced mitigation in the SCAG region to ensure the SoCal Greenprint tool is aligned with policy objectives. The white paper (attached as Appendix E) provides background information and context that has contributed to the development of this policy framework. Early findings were shared at RAMP-ATG meetings alongside presentations from implementing agencies that were engaged in the white paper development. The white paper provides research and information related to advanced mitigation in the SCAG region.

Regional Policy Foundation: Connect SoCal Goals and PEIR Requirements

Connect SoCal Goals

As discussed, Connect SoCal and its PEIR provide for a RAMP planning initiative to support implementing agencies in establishing or supplement the region’s established advanced mitigation programs, mitigation banks, and other approaches to more effectively address impacts for projects that support reduction of per-capita vehicle miles traveled. The initiative would also support implementing agencies in the long-term management and stewardship of mitigated properties. SCAG can support partner implementing agencies to establish advanced mitigation programs that reflect local priorities, expand regional growth opportunities, and advance regional conservation goals.

Importantly, a jurisdiction’s participation in a RAMP initiative established by Connect SoCal and its PEIR is entirely and purely voluntary. Cities, counties, and transportation agencies retain their full authority for decisions on future development, and there is absolutely no obligation for a jurisdiction to change its land use policies or infrastructure priorities to be consistent with a future RAMP. Similarly, project lead agencies do not have to participate in a RAMP and can opt for a project-by-project environmental review process as appropriate.

The RAMP planning initiative is part of SCAG’s comprehensive effort to implement Connect SoCal, which includes goals of improving the region’s economic vitality, , improving the region’s mobility options, and allowing the region to grow in a sustainable way that builds healthy and vibrant communities. RAMP is intended to advance several of Connect SoCal’s specified goals, namely to:

- Enhance the preservation, security, and resilience of the regional transportation system;
- Reduce greenhouse gas emissions and improve air quality;
- Support healthy and equitable communities;
- Adapt to a changing climate and support an integrated regional development pattern and transportation network; and
- Promote conservation of natural and agricultural lands and restoration of habitats.¹³

Connect SoCal also includes specific strategies to support implementing the region’s adopted Sustainable Communities Strategy (SCS). Several strategies are directly tied to supporting related

¹³ Connect SoCal p. 9.

greenhouse gas (GHG) reductions while others support the broader Plan goals. The RAMP initiative can help implement several “Green Region” SCS strategies, including:

- Preserve, enhance and restore regional wildlife connectivity;
- Reduce consumption of resource areas, including agricultural land; and
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration;
- Promote more resource efficient development focused on conservation, recycling and reclamation;
- Identify ways to improve access to public park space.¹⁴

Natural and Farm Lands Conservation and Climate Resolution 21-628-1

Connect SoCal also includes a Natural and Farm Lands Conservation Technical Report, which includes strategies intended to:

- Promote best practices in advanced mitigation;
- Facilitate partnerships and collaboration;
- Provide incentives for jurisdictions to work across county lines;
- Expand data sharing amongst partner agencies;
- Align support for local actors with funding opportunities;
- Support innovative land use policies;
- Improve natural corridor connectivity;
- Encourage urban greening and green infrastructure; and
- Connect the benefits of natural lands to public health – including air quality, recreation, and carbon sequestration.¹⁵

Connect SoCal’s policy goals and next steps related to the RAMP initiative were reaffirmed by the Regional Council in Resolution 21-628-1, which was adopted unanimously on January 7, 2021 and recognized a climate emergency in the SCAG region. The Resolution committed SCAG to “develop a regional advanced mitigation program (RAMP) as envisioned in Connect SoCal for regionally significant transportation projects to mitigate environmental impacts.”¹⁶

PEIR Mitigation Measures

Establishing a RAMP planning initiative fulfills required mitigation measures of the PEIR, which state that SCAG will support advanced mitigation efforts in the region (SMM AG-2) and provide easily accessible resources to help municipalities, conservation groups, developers and researchers prioritize lands for conservation (SMM BIO-2) as further described in these two mitigation measures. As a result, the RAMP initiative is both a project feature (as described above) and part of SCAG’s mitigation measure obligations.

Importantly, these mitigation measures apply only to SCAG. Nothing in the PEIR supersedes or applies to existing regulations pertaining to land use and policies of individual local jurisdictions, who fully retain their local authority to approve, deny or condition projects. Indeed, SCAG has no authority to impose

¹⁴ Connect SoCal p. 50.

¹⁵ Connect SoCal Natural and Farm Lands Conservation Technical Report pp. 21-22.

¹⁶ [Resolution 21-628-1](#).

these mitigation measures on jurisdictions. As a result, mitigation measures implemented by local jurisdictions in their own processing of projects are fully subject to a lead agency's independent discretion. Lead agencies are under no obligation, legal or otherwise, to use the mitigation measures identified in the PEIR. The determination of significance and identification of appropriate mitigation under CEQA is solely the responsibility of the lead agency.

The specific PEIR mitigation measures referencing the need to establish a RAMP initiative are highlighted below (with emphasis supplied identifying the specific language pertaining to the RAMP initiative that is the subject of this policy framework):

- *SMM AG-2: SCAG shall develop a Regional Greenprint, which is a strategic web-based conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands. SCAG shall use the Greenprint to identify priority conservation areas and work with [County Transportation Commissions] CTCs to develop advanced mitigation programs or include them in future transportation measures by **(1) funding pilot programs that encourage advance mitigation including data and replicable processes, (2) participating in state-level efforts that would support regional advanced mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures.***
- *SMM BIO-2: SCAG shall continue to develop a regional conservation strategy in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. The conservation strategy will build upon existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas. **SCAG will also collaborate with stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat. The RAMP would establish and/or supplement regional conservation and mitigation banks and/or other approaches to offset impacts of transportation and other development projects.** To assist in defining the RAMP, SCAG shall lead a multi-year effort to...develop new regional tools, like the Regional Data Platform and Regional Greenprint that will provide an easily accessible resource to help municipalities, conservation groups, developers and researchers prioritize lands for conservation based on best available scientific data. The Regional Greenprint effort shall also produce a whitepaper on the RAMP initiative, which includes approaches for the RAMP in the SCAG region, needed science and analysis, models, challenges and opportunities and recommendations.*

SCAG continues to pursue the development of a regional conservation strategy through regular convenings of its Natural & Working Lands Regional Planning Working Group, and through interviews and other engagements with stakeholders. The RAMP planning initiative is an important element of this strategy and, as guided by the RAMP policy framework, supports the region in achieving Connect SoCal's goals.

RAMP Opportunity & Challenge Areas

To identify opportunities and challenges associated with developing and launching a RAMP planning initiative for the expansive SCAG region, interviews were conducted with local transportation agencies with project mitigation needs, as well as with other stakeholders involved in related programs. These

interviews were conducted from April through December 2021 to gather initial feedback on potential program needs and benefits, and continued through Spring 2022 to inform the RAMP white paper.

Interviewees conveyed that a RAMP planning initiative could help address data gaps and facilitate data sharing between land use authorities and transportation entities. A RAMP planning initiative could also enhance cross-jurisdictional and cross-county collaboration to address mitigation project-by-project and at a county scale. Further, SCAG could foster local action by identifying incentives to spur advanced mitigation, and also provide solutions for reducing project impacts. SCAG could also incorporate an analysis of future mitigation needs and provide a menu of mitigation options and approaches for each county, rather than a one-size-fits-all approach, as specific project needs differ across the region and within each county. Importantly, a RAMP initiative could foster engagement with the California Coastal Commission, US Army Corps of Engineers, and Water Board to incorporate a focus on water resources in addition to biological resources. Overall, transparent engagement with CTCs, partner agencies, utilities, and communities would be important for the program’s success. Concerns included that a RAMP initiative could have potential duplication and/or conflicting mitigation efforts between regional, county, and local approaches, and that a RAMP initiative also may have gaps in direct application to local conditions.

In addition to interviewing CTCs across the SCAG region, SCAG staff engaged with other partners experienced in mitigation. These included Caltrans Districts #7 and #8, Brightline West, as well as Land Veritas – the largest mitigation bank in California. Feedback from these entities included that establishment of a RAMP planning initiative could bring private and public entities together towards a common goal and increase public awareness of environmental resources. These organizations also expressed support for a multi-county approach, especially when collaborating across Caltrans Districts for development of multi-species regional plans. They also encouraged development of a credit system that could provide consistency across management of multiple mitigation banks. Finally, they were interested in collaborating on advanced mitigation, specifically multi-agency advance mitigation projects.

Goals for Regional Advanced Mitigation

Considering the potential advantages and concerns for expanding regional advanced mitigation planning in Southern California, SCAG’s RAMP initiative shall aim to foster collaboration between programs across the region and support local implementing agencies to:

1. Facilitate infrastructure development and associated co-benefits, including but not limited to creating jobs, maximizing taxpayer funds, and supporting the building of housing;
2. Expedite project delivery;
3. Improve predictability for project funding;
4. Examine potential environmental impacts at the early stages of project development to help expedite the CEQA process;
5. Reduce costs, risks, and permitting time for responsible development;
6. Improve and reinforce regulatory agency partnerships;
7. Balance future growth and economic development with conservation and resilience; and
8. Achieve meaningful, regional-scale conservation outcomes and co-benefits, including but not limited to landscape and community resilience, improved water and air quality, wildlife corridors and connectivity, and recreation opportunities.

To implement these goals, SCAG will seek to:

1. Be a resource for local partners to consider actions in a regional context;
2. Focus this policy on the transportation sector and related infrastructure, and consider future policy opportunities to expedite and streamline mitigation needs for other sectors including housing, energy and utilities;
3. Identify ways to support implementing agencies to establish or supplement regional conservation and mitigation banks and other approaches to more effectively address impacts for projects that support reduction of per-capita vehicle miles traveled;
4. Support implementing agencies with data sharing, information and other resources helpful to their long-term management and stewardship of conserved properties;
5. Initiate studies to assess gaps where programs do not exist, and ascertain best ways to collaborate with partner agencies and permitting entities to address those gaps, including by supporting implementation agencies in developing new or partnership efforts;
6. Pursue partnerships and collaborative resource development with state agencies and other MPOs to leverage funding and align efforts beyond SCAG's jurisdictional boundaries;
7. Be a data resource with widely accessible data tools to help municipalities and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands, consistent with Connect SoCal's PEIR Mitigation Measure SMM AG-2 and SMM BIO-2;
8. Use a science-based methodology to support implementing agencies' development of various RAMP initiatives across the region; and
9. Develop a process for monitoring and measuring outcomes from RAMP efforts.

These goals and actions are intended to advance policies established in Connect SoCal, support proactive implementation of required mitigation measures in the PEIR and focus SCAG's role on serving as an "information provider" and "convener and coordinator" as described in the RAMP white paper. Any expansion of SCAG's role as a "mitigation planner," "marketplace," "funder" or "sponsor," also described in the white paper, would require additional consideration and action by the Regional Council.

Data Needs & Resources to Support RAMP

Science Based Approach

Utilizing a science-based approach to understand the comprehensive biological and resource needs of a given area to discern potential impacts from development projects at the early planning stages is an essential element of regional advanced mitigation. As shared through interviews with CTCs and other practitioners, data access and information sharing is a key benefit of a RAMP planning initiative. As noted by a Federal Highway Administration (FHWA) funded study looking at advanced mitigation nationwide, "improved environmental information is needed on the front end of the project delivery process. Under the current process, state DOTs retrieve environmental data from a variety of sources and then assess environmental impacts and constraints. A central data clearinghouse – similar to those that MPOs

developed in the [US Environmental Protection Agency’s] Eco-Logical grants – could improve assessment processes and mitigation outcomes.”¹⁷

Consistent with Connect SoCal’s PEIR Mitigation Measure AMM AG-2 and SMM BIO-2, SCAG is separately developing a web-based data tool, referred to as SoCal Greenprint.

To ensure that data provided through the tool aligns with advanced mitigation opportunities and fulfillment of the Connect SoCal PEIR mitigation measures, establishment of the SoCal Greenprint tool will adhere to data policies, governance standards, user guidelines, data selection criteria, and data parameters that will be developed by staff with input and consultation from a technical advisory committee (described below) and presented to the Energy & Environment Committee (EEC) and the Regional Council for their review and approval. . The technical advisory committee will be comprised of at least one staff representative from: each county transportation commission in the SCAG region, Caltrans, each county government in the SCAG region, the City of Los Angeles, and two city governments within each county in the SCAG region. This technical advisory committee shall be open to the public and seek input from the development community, non-governmental conservation groups, regional conservation agencies, researchers, and other stakeholders.

¹⁷ Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

Appendix A - Established RAMPs in SCAG Region

Mitigation Banks

A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects ([CDFW](#)). There are several mitigation banks in the SCAG region:

I. Soquel Canyon Mitigation Bank, City of Chino Hills

The Soquel Canyon Mitigation Bank, an over 300-acre property located predominantly within the City of Chino Hills, San Bernardino County and includes a few acres located in Orange County. The bank is owned by Land Veritas, a California-based mitigation bank owner. The southern boundary of the bank, the Chino Hills State Park, is an open space area that straddles the junction of San Bernardino, Orange, Riverside and Los Angeles Counties and is a critical link in the Puente-Chino Hills biological corridor.¹⁸

II. Peterson Ranch Mitigation Bank, Los Angeles County

The Petersen Ranch Mitigation Bank, covering over 4,000 acres within the boundaries of the proposed San Andreas Rift Zone Significant Ecological Area in Los Angeles County, is the largest bank in California and one of the largest banks in the United States. The bank is owned by Land Veritas and offers compensatory mitigation across a large part of Southern California.¹⁹

III. Santa Paula Creek Mitigation Bank, Ventura County

The Santa Paula Creek Mitigation Bank includes over 200 acres across Northern Ventura and Los Angeles counties and was the first mitigation bank of its kind in the area, established in 2011. The bank's service area covers the combined watersheds of the Santa Clara and Ventura Rivers. Property was previously owned by Santa Paula Water Works LTD and then purchased by SPC Environmental Holdings, Inc.²⁰

IV. Chiquita Canyon Conservation Bank, Orange County

The Chiquita Canyon Conservation Bank covers 1,182 acres in Orange County, just east of the City of Mission Viejo. The bank was established in 1996 with Foothill/Eastern Transportation Corridor Agency as its sponsor.²¹

V. Barry Jones Wetland Mitigation Bank, Riverside County

The Barry Jones Wetlands Mitigation Bank is located in western Riverside County and incorporates the 33-acre Skunk Hollow Vernal Pool Preserve, the second largest vernal pool in the state, along with 107

¹⁸ Land Veritas, <https://landveritasmitigationbanks.com/soquel.html>

¹⁹ Land Veritas, <https://landveritasmitigationbanks.com/petersen.html>

²⁰ California Department of Fish and Wildlife, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=180663>;
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109831>

²¹ Federal Regulatory in-lieu Fee and Bank Information Tracking System,
https://ribits.ops.usace.army.mil/ords/f?p=107:10::NO::P10_BANK_ID:668

acres of the pool’s upland watershed. The bank was established in 1997 and is managed by the Center for Natural Lands Management.²²

VI. Black Mountain Conservation Bank, San Bernardino

The Black Mountain Conservation Bank, located in the western Mojave Desert of San Bernardino County, spans over 1,940 acres. The bank was established in 2018 and is managed by Wildlands, a conservation and mitigation bank.²³

VII. Cajon Creek Habitat Conservation Management Area, San Bernardino

The Cajon Creek Conservation Bank was first established in 1996 and was expanded to cover over 1,300 acres in 2017. The bank, managed by Vulcan Materials Company, is located in Cajon Wash and Lytle Creek in San Bernardino County.²⁴

VIII. Mojave Desert Tortoise Conservation Bank, San Bernardino County

The Mojave Desert Tortoise Conservation Bank covers 4,658 acres or preserved habitat and includes 8 sites across San Bernardino County. The bank was authorized in May 2020 and is one of the largest tortoise conservation banks in the state.²⁵

IX. Riverpark Mitigation Bank, Riverside County

Riverpark Mitigation Bank serves western Riverside and portions of San Bernardino Counties and is located at the southern terminus of the California State Water Project that moves water to Southern California from the San Francisco Bay Delta. The bank is sited in one of the priority areas designated by the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP).²⁶

Regional Conservation Plans

Local agencies throughout the region have worked together to form Regional Conservation Plans (RCPs) that can span multiple jurisdictions, recognizing that important habitats do not routinely line up with jurisdictional borders. Additionally, RCPs efficiently address mitigation mandates pursuant to CEQA by anticipating transportation projects and “banking” potentially threatened endangered-species habitats. Multiple Species Habitat Plans (MSHCPs) allow the county, its cities and special districts to more effectively make local land use decisions regarding development, while adhering to state and federal endangered species acts regulations and environmental mandates. Under an MSHCP, wildlife agencies grant authorization for public and private development that is potentially detrimental to individual species, in return for assembling and managing a coordinated Conservation Area. Similar to the MSHCP, Natural Communities Conservation Plan/Habitat Conservation Plans (NCCP/HCP) acquire and manage large conservation areas that can be made up of several distinct jurisdictions. An NCCP/HCP takes a

²² California Department of Fish and Game, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=151451>;

McCollum & Sweetwater, Mitigation and Conservation Banks, <https://mccollum.com/mitigation/>

²³ Wildlands, <https://www.wildlandsinc.com/banks/black-mountain-conservation-bank-2/>

²⁴ Vulcan Materials Company, <https://westerncsr.vulcanmaterials.com/2019/01/08/protecting-our-endangered-species/>

²⁵ The Mojave Desert Tortoise Conservation Bank, <https://deserttortoisebank.com/>

²⁶ McCollum & Sweetwater, <https://mccollum.com/mitigation/>; Ecosystem Investment Partners, <https://ecosystempartners.com/project/riverpark/>

broad-based ecosystem approach, focusing on the long-term protection of wildlife and plant species while also allowing for development. There are five established RCPs in the SCAG region:

I. Coachella Valley MSHCP

This plan aims to preserve 240,000 acres of natural habitat and 27 plant and animal species in the Coachella Valley region of Riverside County. Since receiving its state and federal permits in 2008, about 40% of the land (89,000 acres) has been acquired. A major amendment is that includes the entire City of Desert Hot Springs was approved in August 2016.

II. Lower Colorado River MSCP

Established in 2005, this program is a multi-state plan to balance use of the Colorado River’s water resources and conservation of native species and their habitats along the lower Colorado River in compliance with the Endangered Species Act. The program area covers over 400 miles of the lower Colorado River across Arizona, Nevada, and California and aims to preserve over 8,100 acres of habitat, produce over 1.2 million native fish, and benefit at least 27 species, most of which are state or federally listed as endangered, threatened, or sensitive.

III. Orange County Central-Coastal NCCP/HCP

Approved in 1996, this plan was one of the first regional HCPs in the country. The planning area covers 208,000 acres, protecting habitats for 39 species, six of which are federally listed endangered species. Participating organizations include seven cities, the County of Orange, Irvine Company, Metropolitan Water District, the Transportation Corridor Agencies and UC Irvine.

IV. OCTA Measure 2 NCCP/HCP

Approved in 2017, this plan protects threatened plant and wildlife species and covers routine maintenance for preserve areas. It is funded by OCTA’s Measure M2 Environmental Freeway Mitigation Program. An extension of Measure M (1990), Measure M2 is a voter-approved half-cent sales tax increase to fund transportation improvements. Over thirty years, the Environmental Mitigation Program will allocate about \$300 million to acquire natural lands and fund habitat restoration projects, while enabling a more streamlined approval process for freeway improvement projects. Since the initial funding round in 2010, 1,300 acres of natural lands have been acquired and twelve restoration projects have been funded. The total land in the planning area is 510,000 acres.

V. Western Riverside MSHCP

Half a million acres of land are designated for conservation under this plan, the largest habitat conservation plan in the United States. When the MSHCP was enacted in 2008, nearly 70 percent of the land already had public or quasi-public status. Since then, the Regional Conservation Authority (RCA), the plan’s facilitating agency, has been active in acquiring the remaining 153,000 acres. To date, 42 percent of the total land has been acquired.

Regional Conservation Investment Strategies

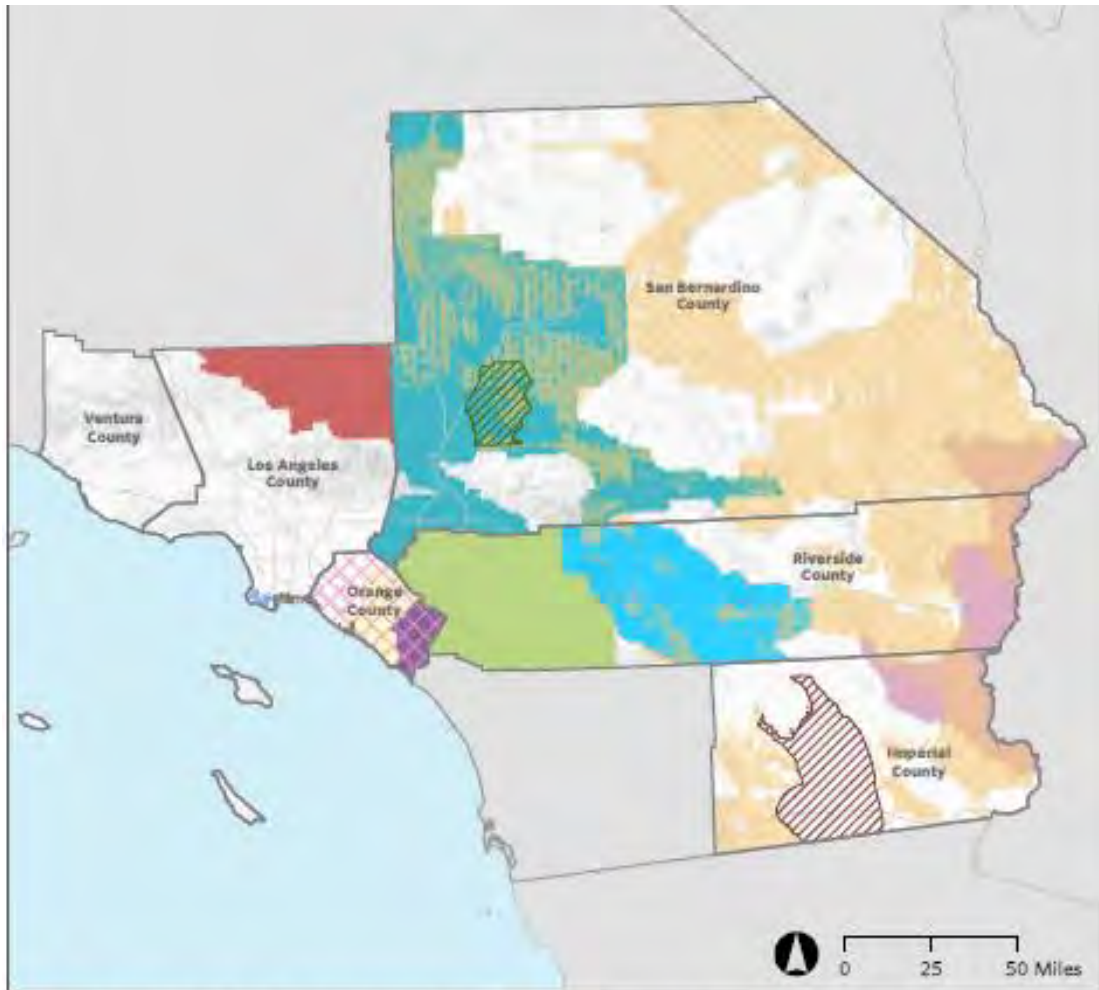
Established by Assembly Bill 2087, the California Department of Fish and Wildlife created the Regional Conservation Investment Strategy (RCIS) program in 2017 to encourage regional approaches for advance mitigation and conservation. The program is a voluntary, non-regulatory conservation assessment and

strategy to benefit species and habitats of concern and to provide a more efficient and effective approaches to mitigation and conservation. An RCIS can be used as the basis for advance mitigation and have the benefit of streamlining. There is one approved RCIS in the SCAG region:

VI. Antelope Valley Regional Conservation Investment Strategy

Approved in 2021 by the California Department of Fish and Wildlife, the Antelope Valley RCIS (AVRCIS) covers over 707,000 acres in northern Los Angeles County. The AVRCIS identifies conservation goals and objectives, conservation actions, habitat enhancement actions, and conservation priorities. It is a voluntary non-regulatory conservation strategy intended to guide conservation investments and advance mitigation, as well as help species and their habitats adapt to climate change and other pressures, in the AVRCIS area.

Appendix B – Map of Existing RAMP Boundaries in the SCAG Region



Created by: TNC California, January 26, 2020
 Sources: Regional Conservation Plans - CDFWR, NCS - ICF, Dudek; Basemap - Esri

Draft RAMP Policy Framework Stakeholder Engagement Summary

Since the April 26th meeting of the RAMP-ATG and leading up to the November 16th meeting of the RAMP-ATG, SCAG staff have engaged with stakeholders in the business, environmental, and public sectors to receive feedback on the Draft RAMP Policy Framework

Business and Development Stakeholders

SCAG executive staff conducted several meetings virtually and in person with stakeholders from the business and development community. They also provided written feedback in the form of a red-lined version of the Draft RAMP Policy Framework, which is included in the attachments. Specific feedback included:

- Remove references to SoCal Greenprint.
- Include caveat that RAMP is not intended to be considered “best available scientific data,” and remove other references to “best available scientific data.”
- Include new process for continued or new Advisory Task Group
- Limit RAMP and Greenprint to lands planned for agricultural or open space and mitigation for agricultural and biological resource impacts
- Remove language describing connection to Connect SoCal’s goal to support reduction of per capita vehicle miles travelled.
- Change Goal #3 to limit RAMP to mitigation for transportation related infrastructure.
- Change Goal #5 to limit potential gap assessment studies to requests from local lead agencies and partner agencies.
- Strike Goal #6: *“Pursue partnerships and collaborative resource development with state agencies and other MPOs to leverage funding and align efforts beyond SCAG’s jurisdictional boundaries.”*

Additionally, The Tejon Ranch Company sent a comment letter (attached) requesting exclusion of Antelope Valley Regional Conservation Investment Strategy (AVRCIS) data from the SoCal Greenprint. Short of exclusion, they request that the dataset would be prefaced with a May 3, 2022 letter from the California Department of Fish and Wildlife clarifying the role of the RCIS.

Private Sector Meeting Attendees:

Name	Title	Agency
Adam Wood	Chief Administrator	Building Industry Legal Defense Foundation (BILD)
Carlos Rodriguez	Chief Executive Officer	Building Industry Association Baldy View Chapter
Chris Wilson	Senior Policy Manager	Los Angeles County Business Federation (BizFed)

Greg McWilliams	Chairman	California Business Properties Association
Jeff Montejano	Chief Executive Officer	Building Industry of Southern California
Jennifer Hernandez	Partner	Holland & Knight
Mike Roos	Founder and Chief Consultant	Mike Roos and Company
Richard Lambros	Managing Director	Southern California Leadership Council

Environmental Stakeholders

On August 17th, 2022, SCAG executive and planning staff met with stakeholders from the environmental field, representing conservation nonprofits, public agencies, and universities. Attendees provided the following feedback:

RAMP White Paper and Policy Framework

- Concerns about decision to create Policy Framework prior to the SoCal Greenprint. Data should be basis to build policy rather than let policy determine which data is relevant.
- Emphasized that housing and conservation are not competing interests, especially with infill development.
- RAMP would be a good option for LA Metro.
- RAMP and Greenprint allow for an alignment of efforts that leverages state and federal conservation dollars.

RAMP Data Needs

- Important to include data on lands not currently conserved, otherwise it would be redundant with existing maps and does not meet the requirements of the Connect SoCal Mitigation Measure.
- Inclusion of equity and environmental justice data is important because it is not currently easily available.
- Need accurate data to fulfill Executive Order N-82-20 to protect 30% of California's natural lands and coastal waters by 2030.
- The initial datasets that were posted were very promising, wide sweeping, and touched a lot of important topics.
- Recommendation to use 500-year floodplain data instead of 100-year flood data, and metric for impervious surface cover reduction.

Stakeholder Engagement

- Concerns that SCAG is prioritizing business community over other stakeholders.
- Encourage more engagement with tribal communities, AQMD, Coastal Commission, Municipal Water District and Caltrans.

SoCal Greenprint

- Concerns about the precedent that pausing or weakening the SoCal Greenprint could have on future sustainability initiatives, especially in the face of a climate emergency.
- SoCal Greenprint will help users integrate protection of habitat and open space into land use plans avoid potential litigation by addressing issues early in the process.

Meeting Attendees:

Name	Title	Organization
Aaron Echols	Restoration Ecologist	Inland Empire Resource Conservation District
Adrienne Calbreath	Public Programs Supervisor	LA Conservation Corps
Andy Shrader	Executive Director, Environmental Affairs, Health & Sustainability Policy	Office of LA Councilmember Paul Koretz
Arthur Levine	Applied Research Fellow	Robert Redford Conservancy at Pitzer College
Brad Jenkins	President	California Native Plant Society
Brenda Gallegos	Program Associate, Conservation	Hispanic Access
Brenda Rubio	Project Associate, Climate Initiative	Trust for Public Land
Chase Engelhardt	Housing and Transportation Specialist	Climate Resolve
Chris Chavez	Deputy Policy Director	Coalition for Clean Air
Claire Schlotterbeck	Executive Director	Hills for Everyone
Dan Silver	Chief Executive Officer	Endangered Habitats League
Daniel Rossman	Southern California Mountains Landscape Director	The Wilderness Society
Devon Provo	Policy Manager	Accelerate Resilience LA

Elizabeth Reid-Wainscoat	Urban Wildlands Campaigner	Center for Biological Diversity
Hugh Coxe	Project Manager	Trust for Public Land
Jack Eidt	Executive Director, Co-Founder	SoCal 350 Climate Action
John Howell	Chief Executive Officer	Arroyos & Foothills Conservancy
Julie Coffey	Staff Research Associate	UC Irvine Eco Preserve
Marcia Hanscom	Chapter Leader	Sierra Club Angeles Chapter
Marven Norman	Policy Coordinator	Center for Community Action and Environmental Justice
Melanie Schlotterbeck	Green Vision Coordinator	Friends of Harbors, Beaches and Parks
Melanie Winter	Director	The River Project
Patricia Martz	President	California Cultural Resources Preservation Alliance
Paul Waggoner	Community Engagement Coordinator	Banning Ranch Conservancy
Rebecca Crowe	Vice President	California Native Plant Society
Robin Smith	Chair	Sierra Club Angeles Chapter
Sarah Wright	Community Engagement Specialist	UC Riverside Center for Social Innovation
Susan Phillips	Professor of Environmental Analysis	Pitzer College
Susie Onate	Board Member	Newport Bay Conservancy
Travis Longcore	Professor	UCLA Institute of Environment and Sustainability
Victor Leipzig	Past President	Sea and Sage Audubon Society

Public Sector Stakeholders

On October 12, 2022, SCAG executive and planning staff met with public sector stakeholders from transportation agencies, COGs, city and county planning departments, and federal resource agencies. Some staff from private entities attended as well, however they did not contribute to the discussion.

After the meeting, SCAG received a letter from Orange County Transportation Authority (OCTA) requesting the opportunity to review and comment on the final RAMP Policy Framework before submittal to the ATG, Energy and Environment Committee and Regional Council for approval. The letter is included in the attachments.

Attendees to the workshop provided the following feedback:

RAMP White Paper and Policy Framework

- Expand White Paper and Policy Framework to include how RAMP could be used towards development projects other than transportation, such as housing and energy infrastructure
- Show best practices and lessons learned from other RAMPS
- There needs to be a full understanding of mitigation needs in the region and what the conservation would go towards

Proposed SoCal Greenprint Technical Advisory Committee

- More than one city from each county should be included in the TAC
- Include appropriate representation from different subregions. For example, City of Los Angeles has multiple subregions within one jurisdiction
- The previously proposed TAC makeup looks equitable for the region, however including TCA would give Orange County an additional seat, which is not equitable for the other counties. Instead, TCA can provide feedback to OCTA via their local Technical Advisory Committee.
- The TAC should evaluate including broad scale vs. parcel scale data

RAMP Data Needs

- Some datasets in the Greenprint Proposed Data Layer List are old. There should be a policy to keep data updated and to evaluate if some should be replaced by alternate datasets
- Datasets that don't apply to the SCAG region should be eliminated
- Evaluate if datasets that deal with similar topics are conflicting or overlapping
- Some of the current data focuses on areas of analysis explored by state agencies. Need to evaluate if datasets are duplicative, or can rely on state data.

Meeting Attendees

Name	Title	Agency
Aaron Hake	Deputy Executive Director	RCTC/RCA
Amanda Fagan	Director of Planning & Sustainability	VCTC
Amy Bodek	Director of Regional Planning	Los Angeles County Department of Regional Planning

Angel Garfio	Associate Transportation Analyst	OCTA
Brianne Logasa	Management Analyst	SGVCOG
Chris Wilson	Senior Policy Manager	BizFed
Francis Appiah	Senior Environmental Planner	Caltrans, District 7
Frank Yokoyama	Councilmember, CEHD Chair	City of Cerritos
Gail Shiomoto-Lohr	Regional Planning Consultant	City of Mission Viejo
Irene Takako Farr	Associate	Better World Group
Jennifer Savage	Assistant to the City Manager	City of San Clemente
John Taylor	Fish and Wildlife Biologist	US Fish and Wildlife
Josh Lee	Deputy Director of Planning	SBCTA/SBCOG
Jude Miranda	Transportation Planner	Caltrans
Justin Equina	Senior Planner	City of Irvine
Lesley Hill	Project Manager	OCTA
Lori Huddleston	Transportation Planning Manager	Metro
Marnie Primmer	Executive Director	OCCOG
Mike Howard	Senior Biologist	Dudek
Peter Satin	Regional Planner	CVAG
Sally Brown	Fish and Wildlife Biologist	USFWS
Suzanne Peterson	Senior Analyst	WRCOG
Thuy Hua	Supervising Planner	Los Angeles County Department of Regional Planning
Valarie McFall	Acting CEO	Transportation Corridor Agencies
Wayne Morell	Director of Planning	City of Santa Fe Springs



December 8, 2022

VIA ELECTRONIC MAIL

(scaggreenregion@scag.ca.gov)

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

Dear Members of the Board, Committee Members, and Staff:

This letter is a follow-up to Tejon Ranch Company's letters dated August 18, 2021, October 5, 2021, December 9, 2021, and September 23, 2022, and is provided in response to Regional Advance Mitigation Planning - Advisory Task Group meeting held on November 16, 2022. Tejon Ranch was pleased to learn that SCAG had reconsidered its prior position and has now agreed to either remove the Antelope Valley Regional Conservation Investment Strategy ("AVRCIS") in its entirety or include clarification from the California Department of Fish and Wildlife ("CDFW") letter dated May 3, 2022, provided by Tejon Ranch in our letter dated September 23, 2022.

While Tejon Ranch continues to object to the inclusion of AVRCIS as a dataset source in the proposed SoCal Greenprint, Tejon Ranch also seeks to include further clarification made possible by the announcement of a litigation settlement involving the Tejon Ranch Conservancy and the signatory resource organizations to the 2008 Tejon Ranch Conservation and Land Use Agreement ("Agreement"), namely, Audubon California, Endangered Habitats League, Natural Resources Defense Council, Planning and Conservation League, and the Sierra Club ("Resource Groups"). The legal dispute stemmed from the signatories' participation in the development of the AVRCIS, which was subsequently used by the Center for Biological Diversity ("CBD") and the California Native Plant Society ("CNPS") to oppose Tejon Ranch's Centennial development. That litigation has been amicably settled and a November 14, 2022 letter from the Resource Groups further clarifying their position on the AVRCIS as it pertains to Tejon Ranch Projects has been attached hereto.

The California State Legislature envisioned an RCIS to be a voluntary and non-regulatory, regional conservation strategy that does not alter existing land use authority, standards for issuance of permits and approvals, standards under the California Environmental Quality Act, or whether a project or project impacts are authorized or prohibited. In practice, though, the AVRCIS was weaponized by CBD and CNPS in California Environmental Quality Act (CEQA) litigation to challenge the local land use authority of approved projects within the Economic Opportunity Areas designated for development within the Antelope Valley Area Plan and the Los Angeles County General Plan.

In the spirit which launched the Greenprint process originally, I respectfully ask that SCAG also ensure the Greenprint's integrity by remaining consistent with the approved Antelope Valley Area Plan and the Los Angeles County General Plan. Short of exclusion of the AVRCIS as a dataset, we request that SCAG fully respect Los Angeles County's lawfully enacted land use plans and the clear intent of the State Legislature by including the attached November 14, 2022, letter on behalf of the Resource Groups and the previously

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Tejon Ranch, CA 93243
661 248 3000 O | 661 248 3100 F
www.tejonranch.com

Tejon Ranch Co. (NYSE:TRC) – a diversified real estate development and agribusiness company.

submitted letter dated May 3, 2022 from the California Department of Fish and Wildlife as a preface to the AVRCIS in the Greenprint data set.

Thank you for your consideration of this important issue.

Sincerely,



Marc W. Hardy
Senior Vice President and General Counsel

Attachment

To Whom it may Concern:

November 14, 2022

This letter is written with reference to Tejon Ranch, and any Ranch uses as provided for in the Ranchwide Agreement, including Tejon Ranch commercial or residential development projects, (commonly known as Centennial, Grapevine, Grapevine North, Tejon Mountain Village, and Tejon Ranch Commerce Center) (“Development Projects”), Tejon Ranch project approvals, (“Approvals”), and infrastructure serving Tejon Ranch and Tejon Ranch Projects (utility, public service and transportation infrastructure serving Tejon Ranch), (“Related Projects”) (singularly and collectively the Development Projects, Approvals, and Related Projects shall be known as and are referenced herein as “Projects”).

The undersigned organizations are signatories to the 2008 Tejon Ranch Conservation and Land Use Agreement (“RWA”), which has been widely hailed as a historic conservation achievement in preserving one of California’s great natural and working landscapes. The Tejon Ranch Company’s agreement to conserve 90 percent of its landholdings pursuant to the RWA is a monumental contribution to conservation in California.

The undersigned agree that a regional conservation investment strategy as authorized by Fish & Game Code Section 1850 *et seq.* (“RCIS”), and the Antelope Valley Regional Conservation Investment Strategy (“AVRCIS”) in particular, is a voluntary, non-regulatory and nonbinding conservation assessment.

The undersigned further agree that an RCIS with boundaries including or adjacent to Tejon Ranch lands and specifically the AVRCIS: (a) does not regulate land use, establish land use designations, or otherwise affect, limit, or restrict the land use authority of any public agency; (b) does not create, modify, or impose any legal requirement, or, to the extent that site-specific data exist, or can be imputed to exist from models or derived plans, does not constitute “best available scientific data” for any purpose related to Tejon Ranch lands including but not limited to the California Environmental Quality Act; and (c) does not control the Projects or Project approvals under any statute, regulation, agency policy, standard, plan or practice, including CEQA, for any Project permits and approvals, funding or approvals sought, or obtained by any public agency, including but not limited to whether a Project or Project impacts are authorized, prohibited, or warrant any mitigation, condition or restriction on any Project approval.

Because the RCIS program is voluntary, discretionary, non-binding, and non-regulatory, nothing in law allows CDFW or any other state or local agency to use an RCIS as a regulatory requirement against a landowner like the Tejon Ranch Company or to seek to compel any landowner to participate. Consistent with our mutual commitment to the conservation provided for in the RWA, the undersigned organizations recognize the legitimate right of the Tejon Ranch Company to decline to participate in the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) process and to exclude its lands and development projects from consideration for AVRCIS program activities or actions in any way and in any forum.

Lastly, the undersigned agree that we do not support the use of any RCIS and/or the AVRCIS in particular, in any venue or forum, including administratively, legislatively or judicially, to

establish, supplement, contest or support what is or is not ‘best available science’ in the context relating or directly relating to Tejon Ranch Projects.

DATED: November 14, 2022

NATURAL RESOURCES DEFENSE COUNCIL, INC., a New York nonprofit corporation

By: ^{DocuSigned by:}
Joel Reynolds
589EF324105B409...
Joel Reynolds
Its: Western Director, Senior Attorney

DATED: November 14, 2022

NATIONAL AUDUBON SOCIETY, INC., a New York nonprofit corporation

By: ^{DocuSigned by:}
Lorraine Sciarra
EB0E3A8C35794E1
Lorraine Sciarra
Its: Vice President, General Counsel

DATED: November 14, 2022

ENDANGERED HABITATS LEAGUE, a California nonprofit public benefit corporation

By: ^{DocuSigned by:}
Dan Silver
56C05B93BE544B8...
Dan Silver
Its: President

DATED: November 14, 2022


PLANNING AND CONSERVATION LEAGUE, a California nonprofit public benefit corporation

By: ^{DocuSigned by:}
Howard Penn
3457ECE1201C457...
Howard Penn
Its: Executive Director

Attachment: December 8, 2022 Letter from Tejon Ranch Co. (Draft Regional Advance Mitigation Planning (RAMP) Policy Framework)

DATED: November 14, 2022

SIERRA CLUB, a California nonprofit public benefit corporation

By: 
6F2D667FF0B64FC...

Aaron Isherwood
Its: Phillip S. Berry Managing Attorney

DATED: November 14, 2022

TEJON RANCH CONSERVANCY, a California nonprofit public benefit corporation

By: 
38F63C2BA8494DF...

Jaron Cramer
Its: Executive Director



State of California – Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 Director's Office
 P.O. Box 944209
 Sacramento, CA 94244-2090
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
 CHARLTON H. BONHAM, Director



Attachment: December 8, 2022 Letter from Tejon Ranch Co. (Draft Regional Advance Mitigation Planning (RAMP) Policy Framework)

May 3, 2022

Gregory S. Bielli
 President & Chief Executive Officer
 Tejon Ranch
 4436 Lebec Road
 Tejon Ranch, CA 93243

Dear Mr. Bielli:

The California Department of Fish and Wildlife (Department) and Tejon Ranch (Ranch) have a long history of working together. The list of issues between the Department and Ranch covers topics from landscape scale conservation to wildlife connectivity, from permitting responsible development and housing to **stewardship of one of the state's largest conservation agreements**. Another issue of interest to both of us is the appropriate implementation of a relatively new program at the Department that allows for the creation of Regional Conservation Investment Strategies (RCISs).

This new law and program encourage a voluntary, non-regulatory process intended to result in higher-quality conservation outcomes and includes an advance mitigation tool. This program uses a science-based approach to identify conservation opportunities and consists of three components: regional conservation assessments (RCAs), regional conservation investment strategies (RCISs), and mitigation credit agreements (MCAs.). These tools are broadly supported across the state, and while we are in the beginning phases of implementing the program, transportation, infrastructure, and local government leaders around the state are embracing this program to both conserve natural resources and create regulatory certainty for industries.

I thank you for your appreciation of the value of RCISs when used consistent with Fish and Game Code sections 1850-1861 and the RCIS Guidelines the Department published in 2017 and amended in September 2018.

The Department acknowledges that one RCIS effort has generated significant negative feedback from the Ranch. This one example is the Antelope Valley RCIS. The purpose of my letter to you is to clarify the Department's view on RCIS.

Gregory S. Bielli
President & Chief Executive Officer
Tejon Ranch
May 3, 2022
Page 2

First, the development of an RCIS is purely voluntary. The Department cannot compel any public entity to pursue an RCIS, nor can it prevent any public agency, or other individuals or entities working with a public agency, from pursuing and proposing an RCIS.

Second, RCIS is a non-regulatory and non-binding conservation assessment. Nothing in law allows the Department or any other state or local agency to use an RCIS as a regulatory requirement against an entity like the Ranch. Indeed, **the statute expressly states that an RCIS “shall not affect the authority or discretion of any public agency and shall not be binding upon public agencies other than parties to a mitigation credit agreement.”** (Fish & G. Code, § 1855, subd. (a).) The statute goes on to clarify that an RCIS does not alter existing land use authority, standards for issuance of permits and approvals, standards under the California Environmental Quality Act, or whether a project or project impacts are authorized or prohibited. (Fish & G. Code, § 1855, subd. (a)-(b).)

The Department is aware that various parties in litigation concerning Los Angeles County’s approval of its Antelope Valley Area Plan, Los Angeles County’s approval of the Centennial Specific Plan, and transportation projects have sought to introduce the Antelope Valley RCIS as evidence to support their challenges to local agency actions. To the best of our knowledge, in each of these cases the court has appropriately determined that the Antelope Valley RCIS is not an obstacle to discretionary land use decisions by local agencies.

To be very clear, the Department does not support any RCIS being used in this manner. As noted above, the development of RCISs does not create, modify, or impose regulatory requirements or standards, regulate land use, establish land use designations, or affect the land use authority of a public agency. We are concerned that transporting a voluntary, incentive-based program as evidence into a judicial proceeding will have the consequence of chilling future interest in the very tool the Department seeks to make available around the state to increase conservation outcomes.

At the request of the Ranch, the Department helped ensure that the public agency proposing the Antelope Valley RCIS did not include any Ranch lands within the RCIS boundaries. The Department further acknowledges that there can be differences of opinions about what constitutes **“best available science”** in natural resources management and planning, and that this question has arisen in the context of the Antelope Valley RCIS. Looking ahead, the Department does not support good faith, collaborative efforts in a voluntary

Gregory S. Bielli
President & Chief Executive Officer
Tejon Ranch
May 3, 2022
Page 3

venue like RCIS being raised by others in a confrontational venue like California Environmental Quality Act litigation to advocate what is or is not “best available science.” An RCIS should not be weaponized for litigation. These were not the goals of Assembly Bill 2087 and Senate Bill 103 in creating the program.

I thank you for raising your concerns directly with me regarding the Antelope Valley RCIS. Notwithstanding those concerns, I trust you can appreciate the broader success and support across the state for new voluntary based efforts to create regulatory certainty and conserve our great natural resources in California. Please stay in touch so that we can continue the collaboration between Tejon Ranch and the California Department of Fish and Wildlife.

Sincerely,



Charlton H. Bonham
Director



Southern California Association of Governments
January 5, 2023

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Lijin Sun, Principal Planner
213-236-1804, sunl@scag.ca.gov
Subject: Release of Transportation Conformity Analysis of Draft Connect SoCal
2020 Amendment #3 and 2023 Federal Transportation Improvement
Program Consistency Amendment #23-03 for Public Review and
Comment

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council authorize the Executive Director to release the transportation conformity analysis of the draft Connect SoCal 2020 Amendment #3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03 for public review and comment.

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the transportation conformity analysis of the draft Connect SoCal 2020 Amendment #3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03 for public review and comment.

RECOMMENDED ACTION FOR TC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

As previously reported, to reduce impact of the conformity lockdown and in collaboration with the six County Transportation Commissions (CTCs) in the SCAG region, SCAG staff proactively initiated in March 2022 the development of Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03. These Connect SoCal and FTIP Amendments are to process additional urgent new transportation projects and changes to existing transportation projects that could not be included in the accelerated 2023 FTIP and Connect SoCal 2020 Consistency Amendment #2.

SCAG staff has completed the development of the draft Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 including the associated transportation conformity analysis. Further, the conformity analysis demonstrates that the draft Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 meet all federal transportation conformity requirements. Staff is seeking recommendation from the Energy & Environment Committee (EEC) and approval of the Regional Council (RC) on the same day today to release the conformity analysis as part of the draft Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 for a 30-day public review and comment. Upon completion of public review and comment, the proposed final Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 will be scheduled to be presented to the Transportation Committee (TC) and the associated transportation conformity analysis will be scheduled to be presented to the EEC for recommended adoption by the RC, which is anticipated to occur in either April or May 2023, pending U.S. Environmental Protection Agency (EPA) final approval of 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 RTP/SCS and FTIP in cooperation with the State (Caltrans), the CTCs, and public transit operators.

On May 7, 2020, the RC adopted the Connect SoCal 2020 (2020 RTP/SCS) for federal transportation conformity purposes only. On June 5, 2020, the Federal Highway Administration and Federal Transit Administration (FHWA/FTA), in coordination with U.S. EPA Region 9, approved the final transportation conformity determination required under the federal Clean Air Act for the Connect SoCal 2020. On September 3, 2020, the RC approved and adopted the Connect SoCal 2020 for all purposes.

On November 4, 2021, the RC approved the Connect SoCal 2020 Amendment #1 and the 2021 FTIP Consistency Amendment #21-05 including the associated transportation conformity determinations. On January 4, 2022, FHWA/FTA, in coordination with the US EPA Region 9, approved the final transportation conformity determinations for the Connect SoCal 2020 Amendment #1 and 2021 FTIP Consistency Amendment #21-05.

On October 6, 2022, the RC approved the Connect SoCal 2020 Amendment #2 and the 2023 FTIP including the associated transportation conformity determinations. On December 16, 2022, SCAG received federal approval of the conformity determinations for the Connect SoCal 2020 Amendment #2 and the 2023 FTIP.

SCAG staff began the process of developing the Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 in March 2022. Over the past eight months, staff has worked in consultation and continuous communication with the six CTCs throughout the region to develop the draft Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03.

Specific changes include project modifications amounting to a total of 214 project modifications including 211 financially constrained projects and three strategic plan projects. Majority of the 214 project modifications, 168 out of 214, involve short-term FTIP projects. Of the 214 project modifications, 13 of the projects are within Imperial County, 109 of the projects are within Los Angeles County, 12 of the projects are within Orange County, 50 of the projects are within Riverside County, 23 of the projects are within San Bernardino County, and 7 projects are within Ventura County. Among the 214 project modifications, most of them are modifications to existing projects, including revised project descriptions, schedules, and/or total costs. Of the 21 new projects, 10 of the projects are within Los Angeles County, 2 of the projects are within Orange County, 7 of the projects are with Riverside County, and 2 of the projects are within San Bernadino County.

Under the U.S. Department of Transportation's metropolitan planning regulations and the U.S. EPA's transportation conformity regulations, the draft Connect SoCal Amendment #3 and 2023 FTIP Consistency Amendment #23-03 need to pass five transportation conformity tests: consistency with the adopted Connect SoCal 2020 as amended, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Once approved by the federal agencies, the Connect SoCal Amendment #3 and 2023 FTIP Consistency Amendment #23-03 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation. Staff has performed the required transportation conformity analysis, and the analysis demonstrates conformity.

At its meeting today, the TC is considering whether to recommend the RC approve the release of the draft Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 for public review and comment. On the same day today, the EEC is considering whether to recommend the RC approve the release of the associated transportation conformity analysis for public review and comment.

Upon approval by the RC at its meeting today, the draft Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 including the associated transportation conformity analysis will be made available for a 30-day public review and comment period beginning on January 6, 2023 and ending on February 5, 2023. One public hearing will be held on January 17, 2023.

Upon completion of the public review and comment period, staff will respond to all comments on the draft amendments and include responses in the proposed final Connect SoCal 2020

Amendment #3 and 2023 FTIP Consistency Amendment #23-03. The proposed final Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 will thereafter be presented to the TC and the RC for approval, anticipated on the same day in the April/May 2023 timeframe, pending U.S. EPA final approval of updated Coachella Valley ozone transportation conformity budgets. The associated transportation conformity determinations will be presented to the EEC and the RC for approval also anticipated on the same day in the same April/May 2023 timeframe. It is important to note that the RC may not adopt the conformity determinations until the U.S. EPA has approved the updated Coachella Valley ozone transportation conformity budgets, currently anticipated in April 2023.

SCAG staff has been and will continue to work closely with staff of the South Coast Air Quality Management District, California Air Resources Board, and U.S. EPA to ensure timely final approval of the updated Coachella Valley ozone transportation conformity budgets around April 2023. In addition, SCAG staff is in close conversation with the FHWA/FTA and plans to request their expedited review and approval of the Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 around May 2023.

The draft Connect SoCal 2020 Amendment #3 is available at:
www.scag.ca.gov/post/amendment-3-0

The draft 2023 FTIP Consistency Amendment #23-03 is accessible at:
<https://scag.ca.gov/2023-proposed-amendments>

FISCAL IMPACT:

Work associated with this item is included in the current FY 2022-23 Overall Work Program (23-025.0164.01: Air Quality Planning and Conformity).



Southern California Association of Governments
January 5, 2023

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Sarah Jepson, Chief Planning Officer
213-236-1955, jepson@scag.ca.gov

Subject: Final 2022 Air Quality Management Plan (AQMP)

RECOMMENDED ACTION FOR CEHD, EEC, AND TC:

Receive and File

RECOMMENDED ACTION FOR RC:

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:

Pursuant to federal and state law, the South Coast Air Quality Management District (South Coast AQMD) is the lead agency responsible for developing the air quality management plan (AQMP) to attain federal and state ambient air quality standards within its jurisdiction. On December 2, 2022, the Governing Board of the South Coast AQMD adopted its Final 2022 AQMP. Dr. Sarah Rees, South Coast AQMD Deputy Executive Officer, will present an overview of the 2022 AQMP to the Regional Council.

BACKGROUND:

Pursuant to the federal Clean Air Act (CAA), the South Coast AQMD's 2022 AQMP has been prepared primarily to attain the federal 2015 8-hour ozone national ambient air quality standard in the South Coast Air Basin which includes Orange County and non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as in the Coachella Valley. As required by state law, the 2022 AQMP was jointly prepared by three responsible agencies to integrate their respective comprehensive control strategies and measures: the South Coast AQMD, the lead agency, the California Air Resources Board (ARB), and SCAG.

The 2022 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air in the South Coast region. It contains multiple goals promoting reduction of criteria air pollutants as well as co-benefits of reducing greenhouse gas emissions and toxic air contaminants. To maximize air quality benefits and co-benefits of greenhouse gas emissions reductions, the 2022 AQMP incorporates an aggressive and broad-based zero-emissions control strategy and necessary infrastructure, where technologically and economically feasible, and promotes accelerated deployment of cleanest possible technologies, best management practices, co-benefits from existing programs, incentives, and other CAA Section 182(e)(5) “black box” measures to include the development and deployment of future technologies.

The 2022 AQMP includes nearly 50 stationary, area source, and mobile source control measures. The control strategies reflect an integrated approach and include fair-share emission reductions at the federal, state, and local levels. Notably, the 2022 AQMP identifies the critical need for federal actions over sources that only the federal government has regulatory purview over (i.e., aircraft, locomotives, ocean-going vessels, international and out-of-state trucks, and pre-empted off-road equipment).

The 2022 AQMP demonstrates attainment of the 2015 8-hour ozone standard by the federal attainment deadline (2037) in the South Coast Air Basin and Coachella Valley through adoption of all feasible measures. The annual average cost of implementing the 2022 AQMP is estimated to be about \$2.85 billion with a job impact ranging from 17,000 to 29,000 jobs forgone in an economy with more than 10 million jobs. However, the implementation of the 2022 AQMP is expected to yield much greater public health benefits, estimated to be about \$19.4 billion annually by 2037 by avoiding an annual average of 1,500 premature deaths, as well as 8,700 fewer hospitalizations, 1,450 fewer emergency room visits, and nearly 163,000 fewer days of absences from work and school.

The 2022 AQMP includes an important component relevant to regional transportation planning and federal transportation conformity requirements, the motor vehicle emissions budgets, which set an upper limit for emissions from on-road transportation activities. Upon approval by the U.S. EPA, the emissions budgets established as part of the 2022 AQMP process and adopted in the final State Implementation Plan (SIP) will become the functioning emissions budgets for transportation conformity for the South Coast region for future regional transportation plans, federal transportation improvement programs, and amendments or updates to such plans/programs.

The development of the 2022 AQMP is a result of three-year public process by multi-agencies with extensive stakeholder outreach and participation. The extensive public process included the preparation of five policy briefs, a control measure workshop, and over 200 meetings. SCAG’s role in the 2022 AQMP development process includes providing the socio-economic growth forecast and regional transportation demand model output data to the South Coast AQMD for use in estimating

and forecasting emission inventories and air emission modeling; and providing vehicle activity data to the ARB for use in developing on-road emissions. SCAG has provided the data to the respective agencies.

In addition to the technical data, SCAG is also responsible for writing a portion of the 2022 AQMP on the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Transportation Control Measures (TCMs) as they relate to the region's air quality. The document, commonly referred to as "Appendix IV-C," primarily includes an overview of the adopted Connect SoCal 2020 (2020 RTP/SCS); a list of committed TCMs in the South Coast Air Basin that are federally enforceable and subject to timely implementation; and pursuant to the federal CAA requirements, an analysis of reasonably available TCMs.

At its meeting on February 3, 2022, the Regional Council (RC) approved transmittal of the Draft Appendix IV-C to the South Coast AQMD for inclusion in the Draft 2022 AQMP, as recommended by the Energy and Environment Committee (EEC) at its meeting on January 6, 2022. The Draft Appendix IV-C was subsequently released for public review and comment as part of the Draft 2022 AQMP from May 6 through July 22, 2022. The Appendix IV-C was then released for a second round of public review and comment as part of the Revised Draft 2022 AQMP on September 2 through October 18, 2022. The South Coast AQMD also held five regional workshops from October 12 through October 20, 2022 to discuss and solicit public input on the Revised Draft 2022 AQMP, including the Appendix IV-C. No public comments were received on the Appendix IV-C during both rounds of public review.

At its meeting on November 3, 2022, the RC approved transmittal of the Final Appendix IV-C to the South Coast AQMD, subject to final public comments on the Appendix IV-C, as recommended by the EEC on the same day. Subsequently, the Final Appendix IV-C was forwarded to the South Coast AQMD for inclusion in the Final 2022 AQMP. The Final 2022 AQMP, including the Appendix IV-C, was adopted by the South Coast AQMD Governing Board on December 2, 2022. No public comments were received on the Final Appendix IV-C during the adoption public hearing.

The Final 2022 AQMP, including the Appendix IV-C, will be submitted to ARB for approval into the SIP and subsequently submitted to EPA in early 2023. EPA must act on the 2022 AQMP within 18 months of the submission.

For more information about the 2022 AQMP, visit: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program (23-025.0164.01: Air Quality and Conformity).

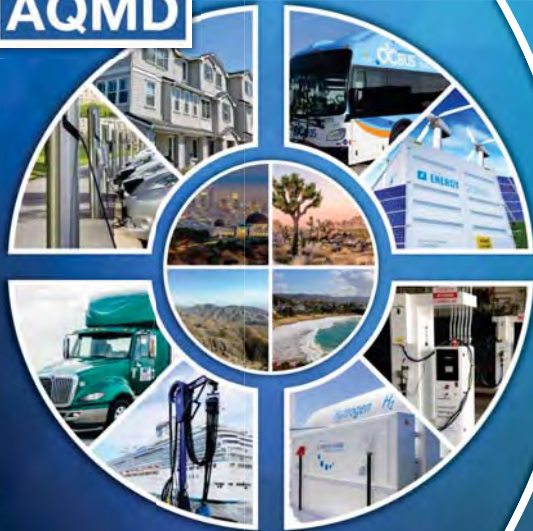


ATTACHMENT(S):

1. PowerPoint Presentation - 2022 South Coast Air Quality Management Plan (AQMP)



2022 AIR QUALITY MANAGEMENT PLAN



Southern California Association of Governments
Regional Council Meeting

January 5, 2023

2022 Air Quality Management Plan (AQMP)

- South Coast AQMD is required by federal law to develop an AQMP to meet federal air quality standards
- In 2015, U.S. EPA tightened the ozone standard, triggering the need to develop a new AQMP
 - South Coast Air Basin: "Extreme" nonattainment
 - Coachella Valley: "Severe" nonattainment
- 2022 AQMP provides the blueprint of how the region will meet the 2015 ozone standard by 2037
- 2022 AQMP and all supporting documents are available online at: <http://www.aqmd.gov/2022aqmp>
 - Includes CARB State SIP Strategy and SCAG Transportation Control Measures



Key Components of the 2022 AQMP

South Coast AQMD's stationary and mobile source measures

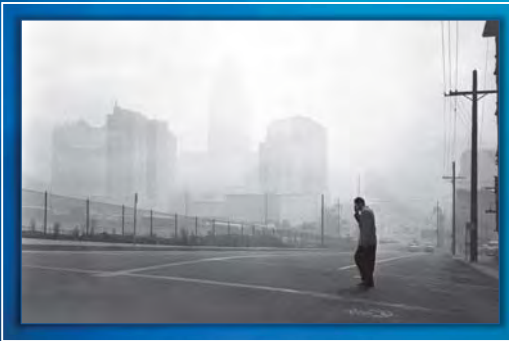
CARB's mobile source measures

SCAG's 2020 RTP/SCS and transportation control measures

Over 3-year Process with Public Participation



Our Challenge



Los Angeles c. 1950

Our region has historically suffered from some of the worst air quality in the United States

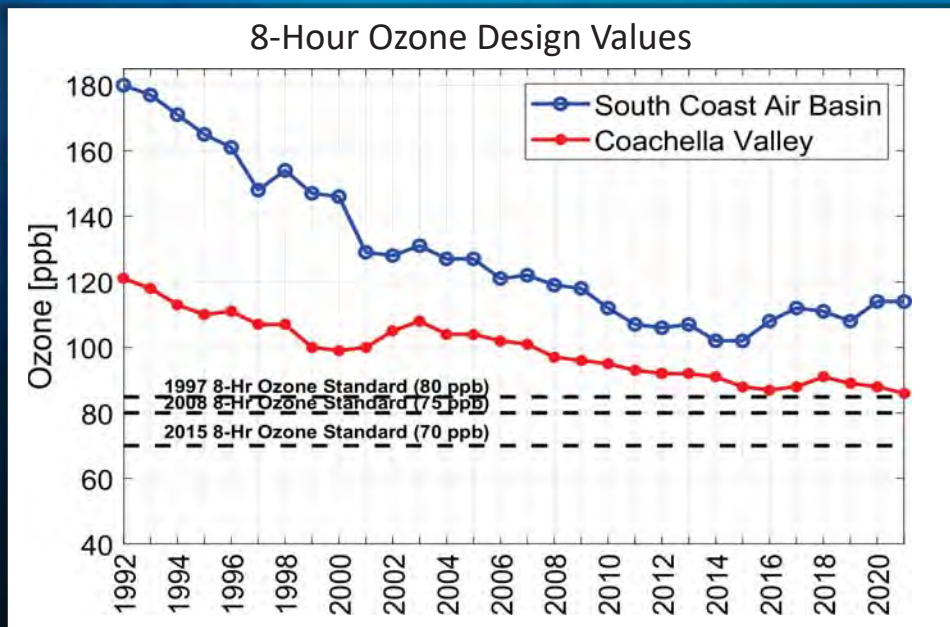


Los Angeles Recent Condition (2018)

We have made significant progress, but still suffer from poor air quality

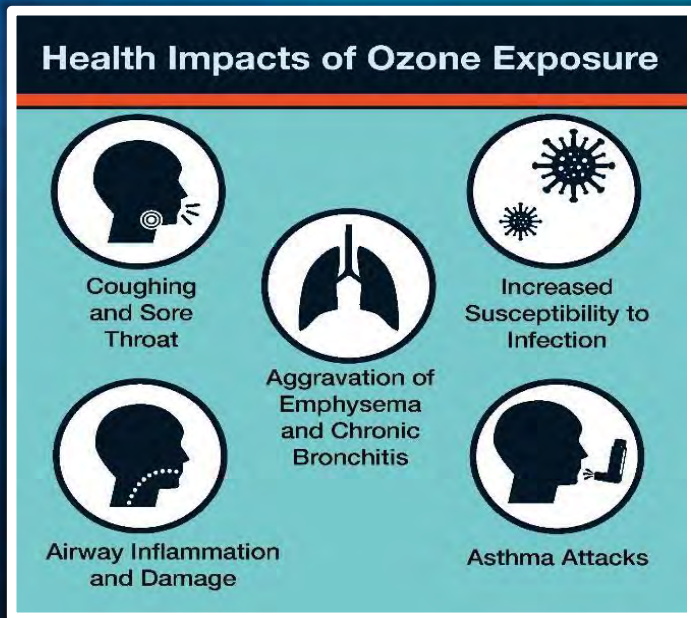
- Worst ozone (smog) in the nation
- Among the worst fine particulate matter (PM2.5)

Ozone Trends in the South Coast Air Basin



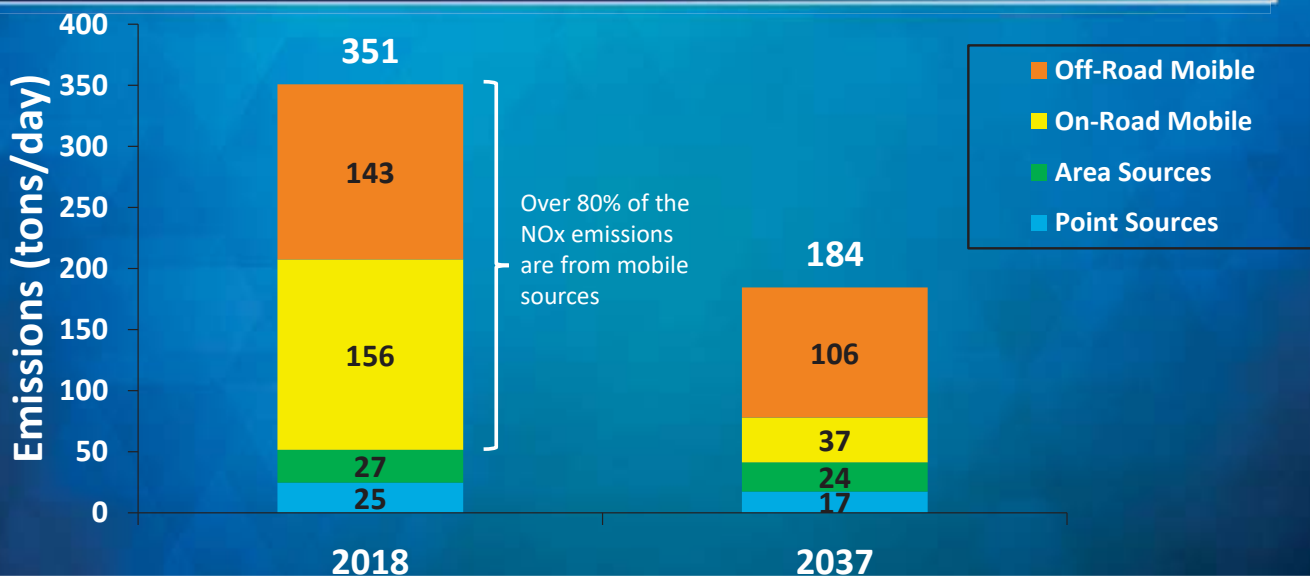
- Overall air quality has dramatically improved
- High ozone in recent years were due to adverse meteorology. Continued emission reductions will improve ozone

Health Impacts of Ozone



- Ozone precursor pollutants also increase fine particulate (PM2.5) pollution
- PM2.5 can cause **premature death** in addition to other serious health effects

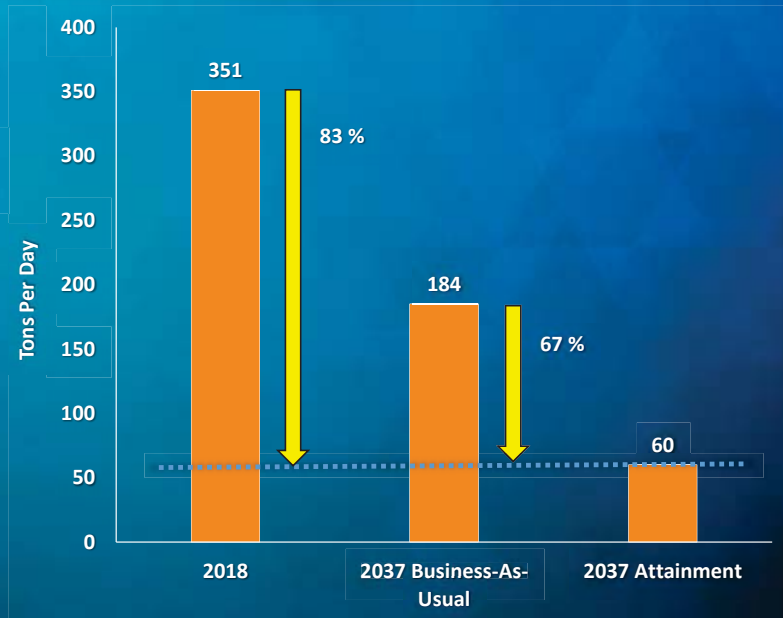
NOx Baseline* Emissions by Source Category



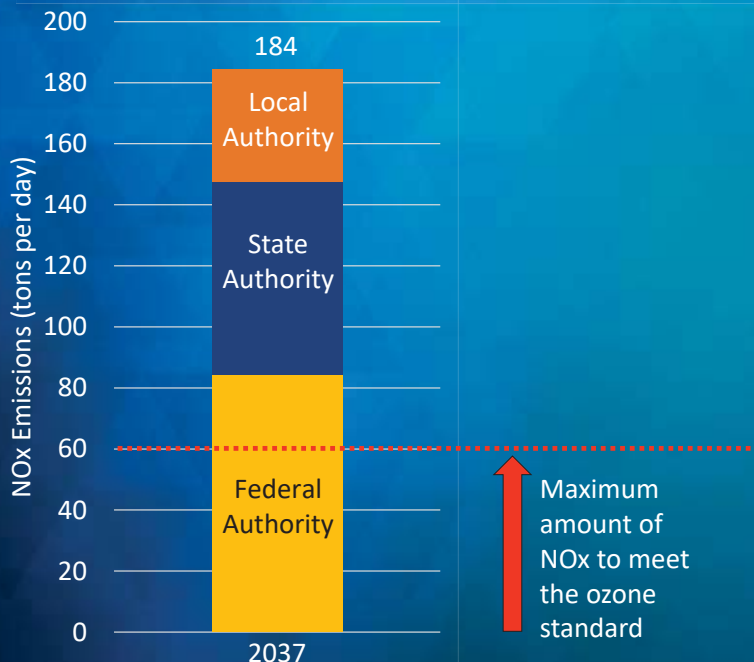
*Baseline emissions reflect growth and control from existing rules and regulations

Need to Reduce NOx Emissions

- The primary pollutant that must be controlled to reduce ozone in our region is nitrogen oxides (NOx)
- NOx is formed during processes that burn fuels
- NOx must be reduced to 60 tons per day to meet the ozone standard
 - 83% below current conditions
 - 67% below Business-As-Usual conditions in 2037



Need to Address Federal Sources



- More than 1/3 of the 2037 baseline emissions inventory is regulated primarily under federal and international jurisdiction, with limited authority for CARB/South Coast AQMD
 - Ships, aircraft, locomotives, etc.
- Attainment is not possible without significant reductions from these sources

Innovative Approaches Needed

- Traditional approach relies on additional tailpipe/exhaust stack controls, new engines technology, or fuel improvements tailored to individual use cases
- These traditional approaches will not reduce emissions by the amount needed
- We must turn to zero emission and advanced technologies wherever possible



Overview of South Coast AQMD Mobile Source Controls



Overview of CARB's Mobile Source Controls



On-Road

- Advanced Clean Fleets Regulation
- Zero-Emission Trucks

Off-Road

- Tier 5 Off-Road Engine Standard
- Amend In-Use Diesel-Fueled Fleets Regulation

Primarily Federally-Regulated

- Future Measures for OGV Emissions Reductions

Public Health Benefits

Annual Public Health Benefits (examples of avoided outcomes)



Annual Monetized Public Health Benefit (2025-2037)



- 74% of benefit from avoided premature death due to reduced PM2.5

Next Steps

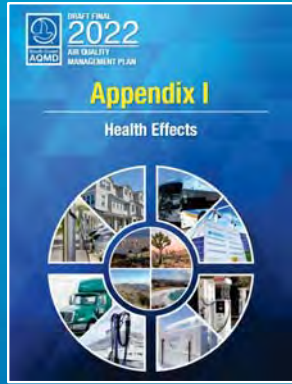
CARB Board
Adoption
(January 26,
2023)

U.S. EPA Review
and Approval

Implementation
with Stakeholder
Participation

Backup Slides

2022 AQMP and Supplemental Documents



Appendices I-VII

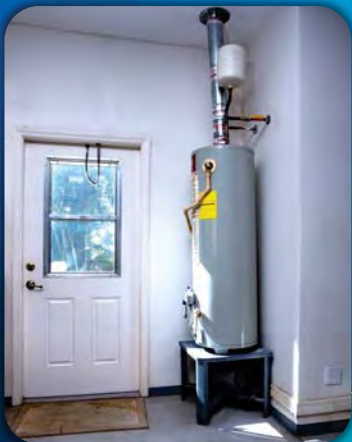


Program Environmental Impact Report



Policy Briefing Papers

Stationary and Area Sources NOx Control Measures



Residential Combustion
Water/Space/Heating/
Cooking/Others



Commercial Combustion
Water/Space/Heating/
Cooking/Others



Industrial Combustion
Boilers/Process Heaters/
Refineries/EGUs/Etc.

Federal Action is the Only Way to Attain

It is infeasible for the region to meet the standard even if South Coast sources are eliminated without additional federal action



Emissions from federal sources are growing – from 28% of 2018 emissions to 46% of 2037 emissions



Partner with White House, Congress, and multiple federal agencies to reduce emissions





Southern California Association of Governments
January 5, 2023

To: Community Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Sarah Dominguez, Planning Supervisor
(213) 236-1918, dominguezs@scag.ca.gov
Subject: CARB Final 2022 Scoping Plan

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD, EEC, AND TC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On December 15, 2022, the California Air Resources Board finalized the 2022 Climate Change Scoping Plan for Achieving Carbon Neutrality (Scoping Plan). The update to the Scoping Plan reflects California’s goal to assess progress towards the Senate Bill (SB) 32 target of reducing GHG emission to at least 40 percent below 1990 levels in 2030, and to achieve climate neutrality by 2045. Revisions from the Draft 2022 Scoping Plan include increased per capita vehicle miles traveled (VMT) reduction targets and an added section entitled “Partnering with Tribes.” There are no immediate impacts to SCAG but staff will continue to monitor related changes to state regulations, programs or policies.

BACKGROUND:

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32), which required the California Air Resources Board (CARB) to develop a Scoping Plan to describe how California can reduce greenhouse gas (GHG) emissions in California to 1990 levels by 2020. Then in 2016, the Legislature passed Senate Bill 32 which added a new target of 40 percent reduction from 1990 levels by 2030. CARB is required to update the Scoping Plan at least once every 5 years. The first Scoping Plan was adopted in 2008, followed by updates in 2013 and 2017. In September 2022, the Legislature passed Assembly Bill 1279 which requires the state to achieve net zero GHG emissions no later than 2045 and reduce GHG emissions by 85 percent below 1990 levels by 2045.

On December 15, 2022 the California Air Resources Board voted to approve the Final 2022 Climate Change Scoping Plan for Achieving Carbon Neutrality (Scoping Plan). The Scoping Plan is an actionable statewide blueprint to achieve climate goals and is directed to achieve the maximum, technologically feasible and cost-effective greenhouse gas emission reductions. It does not include detail about individual programs or regulation design, and does not supplant or create new statutes or regulations.

Following the adoption of the Scoping Plan, state agencies and CARB will examine their regulations, programs and policies to assess alignment with the Scoping Plan and identify changes needed to be on track to reach the state's climate goals. Any changes to existing or proposals for new programs, policies or regulations will each have their own detailed public process and analysis.

The 2017 Climate Change Scoping Plan was developed while SCAG was working with CARB on the SB 375 GHG target update process. The 2017 Scoping Plan had noted that stronger GHG reduction targets were needed to meet state goals, but that there was also a gap between what could be achieved through SB 375 alone. This updated 2022 Scoping Plan will provide the context for the next SB 375 target update process to occur by 2026.

SCAG Comments on the Draft 2022 Scoping Plan

During the preparation of the 2022 Scoping Plan, SCAG submitted two comment letters. In July 2021, SCAG submitted a comment letter to CARB regarding the Scoping Plan update to provide suggestions and considerations during plan preparation. In June 2022, SCAG submitted a comment letter on the Draft 2022 Scoping Plan, focused on the actions identified in "Appendix E: Sustainable and Equitable Communities" (see attached). The June 2022 letter also included overarching comments suggesting that CARB better leverage technology, provide further support for VMT reduction targets, and discuss cost and tradeoffs of proposed actions.

Final Scoping Plan

On November 16, 2022 CARB released the final 2022 Scoping Plan. Revisions from the draft 2022 Scoping Plan include a new section entitled "Partnering with Tribes" to stress the importance of working with tribes. The final 2022 Scoping Plan also includes increased per capita VMT reduction targets to reduce passenger vehicle VMT to 25 percent below 2019 levels by 2030 (compared to 12 percent in the draft) and 30 percent below 2019 levels by 2045 (compared to 22 percent in the draft). The final version reflected only one change requested by SCAG which was to limit the constraint on locally approved sales tax measures. SCAG staff will continue to engage with CARB staff and other state agencies as the actions identified in "Appendix E" progress into program changes or regulatory action.



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. SCAG Comment Letter: Draft 2022 Scoping Plan



June 24, 2022

Liane Randolph
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Subject: Draft 2022 Climate Change Scoping Plan

Dear Chair Randolph:

On behalf of the Southern California Association of Governments (SCAG), we want to thank you for the opportunity to comment on the Draft 2022 Climate Change Scoping Plan. The Scoping Plan further demonstrates our state’s role as a global climate policy leader. This document builds on the efforts and progress of not only CARB’s last Scoping Plan but many related efforts and actions of other state, regional and local agencies over the past five years. The purpose of this letter is to highlight and champion the identified actions that we think will be the most effective areas for state guidance and leadership. However, we’ll also point to some areas which don’t align with our understanding of the most effective ways to meet the state’s climate goals, given our experience and expertise in transportation planning. We offer these comments as constructive feedback to ensure that the state can sustain its efficacy and leadership in climate policy.

For SCAG, this year marks the tenth anniversary of our first adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Since 2012, the SCAG region has shifted more transportation funding towards maintenance and alternative modes and away from capacity increasing projects. Specifically, the region has added more than 760 miles of bike lanes and removed major capacity expansion projects from the RTP/SCS like the SR-710 extension and the High Desert Corridor. Since Senate Bill 375 passed in 2008, nearly 60 percent of new household growth has occurred in high quality transit areas. Our most recent Regional Housing Needs Assessment (RHNA) process further codified our commitment to aligning transportation and housing production. Lastly, the use of electric vehicles in the SCAG region has grown from just 2,600 vehicles in 2012 to 150,000 in 2022. However, despite each of our RTP/SCSs meeting our prescribed greenhouse gas (GHG) emission reduction targets, we acknowledge the findings of the Senate Bill 150 (SB 150) report showing that MPOs across the state are falling short in meeting planned VMT and GHG reductions. Therefore, given the ambitious VMT reduction goals stated in the Scoping Plan, the state needs to demonstrate similar rigor to SCSs to ensure that the planned actions are both effective and feasible.

Based on our experience over the last decade in researching, modeling and planning for strategies that reduce GHGs, primarily through VMT reduction, we recognize several proposed actions in the Scoping Plan that have the potential to reduce VMT. Of the “Vehicle Miles Traveled: Strategies for Achieving

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- Transportation
Ray Marquez, Chino Hills

Attachment: SCAG Comment Letter: Draft 2022 Scoping Plan (CARB Final 2022 Scoping Plan)

Success” identified on p. 156 of the Scoping Plan, many of these align with the goals, investments and programs in SCAG’s RTP/SCS, including: implementing equitable pricing strategies, improving transit service, expanding high-quality active transportation infrastructure, integrated land use planning, and accelerating infill development. SCAG has been engaging with other state agencies to express our concern about implementation of the strategy to reimagine roadway projects from the project pipeline that increase VMT without larger consideration of the role these investments play in the performance of the transportation system and region’s economy. On this point, it is important to highlight that these types of projects are currently accounted for in our SCS both directly and through induced demand analysis and so it is known that highway projects accounts for a minor, less than 1% of impact to our GHG emissions reduction achievement. We think that there are other more effective and impactful strategies on which to focus state resources and attention, while continuing to allow the regional planning process to serve as a forum for balancing multiple plan goals.

We appreciate that “Appendix E: Sustainable and Equitable Communities” of the Scoping Plan outlines more specific actions that the state should immediately lead to reach the stated objectives. SCAG recognizes the most promising actions are those that remove barriers to implementing our SCS either through enabling authority or by providing additional resources, particularly:

- “Permit implementation of a suite of roadway pricing strategies by 2025 in support of adopted Sustainable Communities Strategies.”
- “Permit conversion of general-purpose lanes to transit-only lanes or toll lanes, and full facility tolling.”
- “Commit more state funding for existing and new programs supporting predevelopment work and infrastructure improvements that accelerate climate smart and equitable infill development.”
- “Further ease local regulatory and California Environmental Quality Act (CEQA) barriers to increasing density and streamlining affordable housing development, especially in transportation-efficient areas, and establish protections in law against obstruction tactics to prevent developments that advance state equity and climate goals, including preemption of voter initiatives.”

However, other actions identified in “Appendix E” pose the risk of adding complexity and administrative burden to the transportation planning and funding process without a clearly demonstrated benefit of GHG emissions reductions, such as:

- “Adjust the present project pipeline of state transportation investments and reconfigure Caltrans planning processes to reimagine and rescope VMT- and GHG-increasing projects.”
 - When SCAG prepares the RTP/SCS, we balance mobility, safety, economic, environmental and equity goals alongside our GHG reduction targets. While infrastructure planning and investment decisions will continue to be a significant element of the RTP/SCS, SCAG sees almost double the GHG emission reduction benefits from the plan’s policies and programs as it does from infrastructure investments. This highlights the importance of focusing on wraparound programs to support investments, especially those that are addressing key economic or safety challenges in the region.
- “Establish climate and equity criteria for future locally funded transportation sales tax measures and lower the voter approval threshold for sales-tax measures that only fund transit and active transportation solutions.”
 - Local sales-tax measures are often the result of compromise across differing stakeholder groups. These measures include a mix of roadway improvement or

maintenance investments alongside investments in transit and active transportation. Establishing top-down priorities for local measures could threaten the political viability of this necessary funding source. In SCAG's 2020 RTP/SCS, local sources are an essential component of transportation funding and made up 60% of the Core Revenues for the plan, nearly \$300 Billion dollars.

- “Establish a requirement to demonstrate that addressing transit bottlenecks and other transit efficiency investments are a priority in local jurisdiction and transit agency investment plans as a requisite for overall transportation project funding eligibility.”
 - General plan circulation elements currently require planning for a balanced, multimodal transportation system including consideration of the relationship between users of streets, including transit. This action could have the unintended consequence of withholding needed transportation funding from small jurisdictions that have limited capability to address transit bottlenecks. As we continue to support transit agency recovery from the pandemic, it could be more productive to direct this action to competitive funding programs instead of as blanket requirements.
- “Establish a requirement that all local general plans demonstrate consistency with the assumptions and growth allocations in regional RTP/SCSs at least every 8 years consistent with existing RHNA and housing element update timelines”
 - State housing law requires that the RHNA be consistent with the development pattern of the SCS effectively linking local general plans, through required housing element updates, with the regional growth vision. Additional requirements are unnecessary and would only serve to further complicate and constrain the regional planning process. In Southern California, as the result of the 6th Cycle Regional Housing Needs Allocation plan, cities and counties with the greatest job and transit access, as determined by SCAG's RTP/SCS, are now required to plan for 836,857 units in addition to those units required to address projected growth. This is nearly as much housing as the whole region produced in the last twenty years. Achieving this sustainable and equitable land-use vision ultimately depends on the private sector to produce housing where the cities are planning for it, which demands a significant public investment in the infrastructure needed to accommodate growth. Instead of an additional requirement, jurisdictions in the SCAG region need more tools to help with housing element updates, and for tools beyond planning to fund affordable housing and supportive infrastructure.

More broadly, without more detailed analysis, it is unclear whether the actions identified in the Scoping Plan are sufficient to meet the identified objectives. We would appreciate it if “Appendix E” could provide further detail on the quantification or relative reductions anticipated from each strategy as well as details on agency responsibility and timelines. To conclude, we offer three overarching comments:

The Scoping Plan needs to explore recent trends and leverage the role of technology and innovation: Beyond the actions identified in “Appendix E”, the Scoping Plan is silent on other potential solutions to enable GHG emission reductions from technology. There is perhaps no clearer linkage between transportation infrastructure, technology, and GHG reduction than in broadband deployment. Dig once/dig smart investments in broadband are critical not only to prepare us for an increasingly connected future, but also to ensure that all Californians benefit from new technologies that improve digital access to education, health care and employment, while reducing the need for travel. A recent SCAG-led study concluded that increasing access to and adoption of high-speed internet service (broadband) has the

potential to reduce VMT and GHGs by up to 15 percent when people use it to telework and access remote services. Leadership from the State in researching these and other solutions could accelerate the achievement of our regional targets and mitigate against exogenous factors that influence VMT.

Additionally, trends such as e-commerce and related warehouse siting will impact the statewide transportation system and travel patterns in ways that are not yet fully known. The SCAG region has experienced 20 percent growth in warehousing facilities since 2014. This far exceeds our regional projections. The overall growth in goods movement has caused significant challenges across the supply chain and transportation networks. We appreciate that the Scoping Plan preferred scenario accounted for an increase in both heavy and medium duty trucking VMT, but this underscores the need to address these challenges at least in part through capacity improvements to the roadway network, especially to alleviate health and safety issues. Further discussion and analysis of these trends and the potential solutions will provide a more robust assessment of the challenges and opportunities to reach carbon neutrality by 2045.

The Scoping Plan's VMT reduction targets are unsupported:

As evidenced in CARB's SB 150 report, achieving VMT reductions in California is difficult. Despite the progress mentioned above and the substantial shifts in planning and investments in the 10 years since SCAG's first SCS, travel behavior is not shifting as expected. Therefore, it is concerning that the Scoping Plan relies on many of the same or similar strategies included in the SCS without sufficient analysis to support how the additional actions will lead to the travel behavior change needed to reduce VMT and GHG. While we understand that the Scoping Plan identifies a roadmap and not a detailed implementation plan, without more detailed quantification it is difficult to know whether or not the actions identified in the Scoping Plan will be sufficient to reach the VMT and GHG reduction targets necessary to reach the state's climate goals.

The Scoping Plan does not effectively explore the cost and tradeoffs with other goals:

When SCAG prepares the RTP/SCS, we have a financially constrained plan that balances our multiple economic, mobility, community and environmental goals alongside our GHG reduction targets. There is no price tag associated with any of the proposed actions in the Scoping Plan and therefore upon further exploration some of the identified strategies may prove to be exorbitantly cost prohibitive especially when compared to their intended efficacy. In providing clarification and assessment of proposed pathways that necessitate future policies and regulations, policies should be measured not just for their cost-effectiveness and technological feasibility but also for their administrative burden and efficiency for state, regional, and local governments. This should include a discussion on the impact of current state policies. For example, the short timeframes for housing element updates in Southern California make it challenging to allocate housing that best aligns with sustainability goals thoughtfully. A better understanding of proposed strategies and the impacts of current state policy would be beneficial to the development of the Scoping Plan.

SCAG is committed to our role in achieving the state's climate goals, through GHG reductions from light-duty vehicles. SCAG's longstanding Sustainable Communities Program directs resources and planning support to local jurisdictions to align with the goals in strategies in the SCS. Recent resources from the state, such as Senate Bill 1 Planning Grants and the Regional Early Action Planning Grants have enabled us to accelerate implementation of our SCS. We look forward to continued partnership with CARB and other state agencies. We encourage the state to commit to exploring both the financial cost and the quantitative GHG benefits to the strategies proposed in the Scoping Plan before pursuing further administrative, policy or regulatory actions. If you have any questions or require additional information

on any of the ideas discussed above, please contact Sarah Dominguez, Connect SoCal Development Program Manager, at dominguezs@scag.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Sarah Jepson", with a long horizontal flourish extending to the right.

Sarah Jepson
Director, Planning and Programs



Southern California Association of Governments
January 5, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Krista Yost, Assistant Regional Planner
(213) 630-1503, yost@scag.ca.gov

Subject: Transit Ridership Update

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.

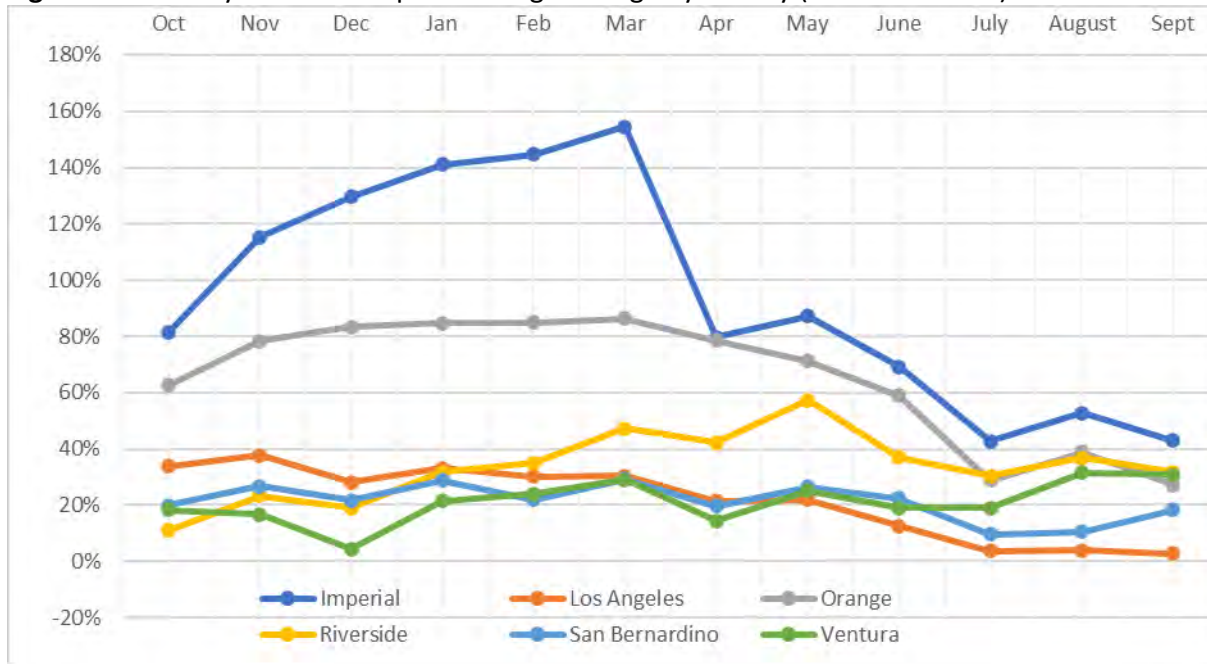
EXECUTIVE SUMMARY:

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 27% below what they were pre-pandemic. For Metro, bus and rail ridership have now recovered at a similar level when comparing September 2019 to September 2022 (down by roughly 30%). The issue with rail ridership recovery extends to Metrolink whose ridership is currently 60% lower than it was pre-pandemic at this time. Though some transit operators anticipate 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 September 2022.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Imperial County experiencing the most significant increase (43%, comparing September 2021 to September 2022), while San Bernardino and Los Angeles Counties are reflecting low to modest gains (18% and 3% respectively, comparing September 2021 to September 2022). The Counties of Riverside, Ventura, and Orange fall somewhere in between, with transit ridership gains of 32%, 31%, and 27% respectively, comparing September 2021 to September 2022. Regional bus ridership overall increased 6%, comparing September 2021 to September 2022. Note: the September increases across the board are lower than they were for the preceding months. For example, bus ridership overall increased 17% comparing June 2021 to June 2022 and 27% comparing May 2021 to May 2022.

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

Bus Operator	Qtr2	Qtr3	Qtr4	Qtr1
	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep
Anaheim Transportation Network*	159150%	114607%	2659%	55%
Antelope Valley Transit Authority	25%	32%	23%	24%

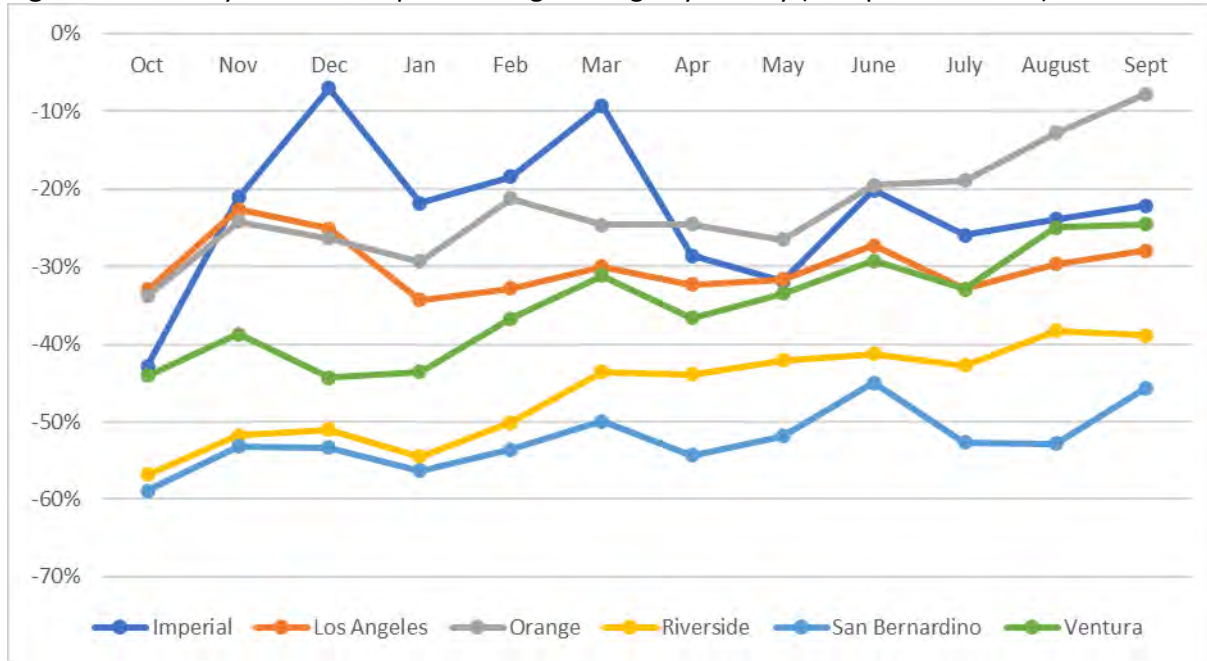
Beach Cities Transit (City of Redondo Beach)	99%	96%	43%	18%
City of Commerce Municipal Buslines	66%	149%	181%	155%
City of Glendale	44%	51%	54%	55%
City of Los Angeles Department of Transportation	35%	44%	48%	18%
City of Pasadena	6%	23%	29%	26%
Culver City Municipal Bus Lines	46%	35%	23%	2%
Foothill Transit	10%	26%	19%	13%
Gold Coast Transit	10%	21%	15%	27%
City of Gardena Transportation Department	36%	28%	22%	-15%
Imperial County Transportation Commission	108%	147%	79%	46%
Long Beach Transit	15%	23%	13%	7%
Los Angeles County Metro	36%	31%	17%	1%
Montebello Bus Lines	36%	46%	13%	0%
Norwalk Transit System	5%	25%	17%	32%
Omnitrans	26%	32%	25%	17%
Orange County Transportation Authority	33%	46%	38%	26%
Riverside Transit Agency	26%	56%	63%	39%
Santa Clarita Transit	40%	56%	35%	43%
Santa Monica's Big Blue Bus	18%	34%	35%	26%
SunLine Transit Agency	5%	15%	19%	23%
Torrance Transit System	13%	-4%	-6%	-27%
Ventura Intercity Service Transit Authority	39%	54%	51%	32%
Victor Valley Transit Authority	2%	-9%	5%	-19%
TOTAL	36%	36%	23%	7%

Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of September 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 September 2020 when overall transit ridership was down by 51%. However, bus ridership is still nowhere near what it was pre-pandemic for all counties aside from Orange County as reflected in Figure 2 below. In Orange County, bus ridership is 8% below what it was pre-pandemic for the most recent month of data, September, which is a significant improvement from preceding months (e.g., Orange County bus ridership was

20% below pre-pandemic levels in June). In Imperial, Ventura, and Los Angeles Counties, bus ridership remains 22%, 25%, and 28% below where it was pre-pandemic for the most recent month of data, September. And in Riverside and San Bernardino Counties, bus ridership is 39% and 46% below where it was pre-pandemic for the most recent month of data, September. Overall, the region’s bus ridership levels are currently 27% below what they were pre-pandemic.

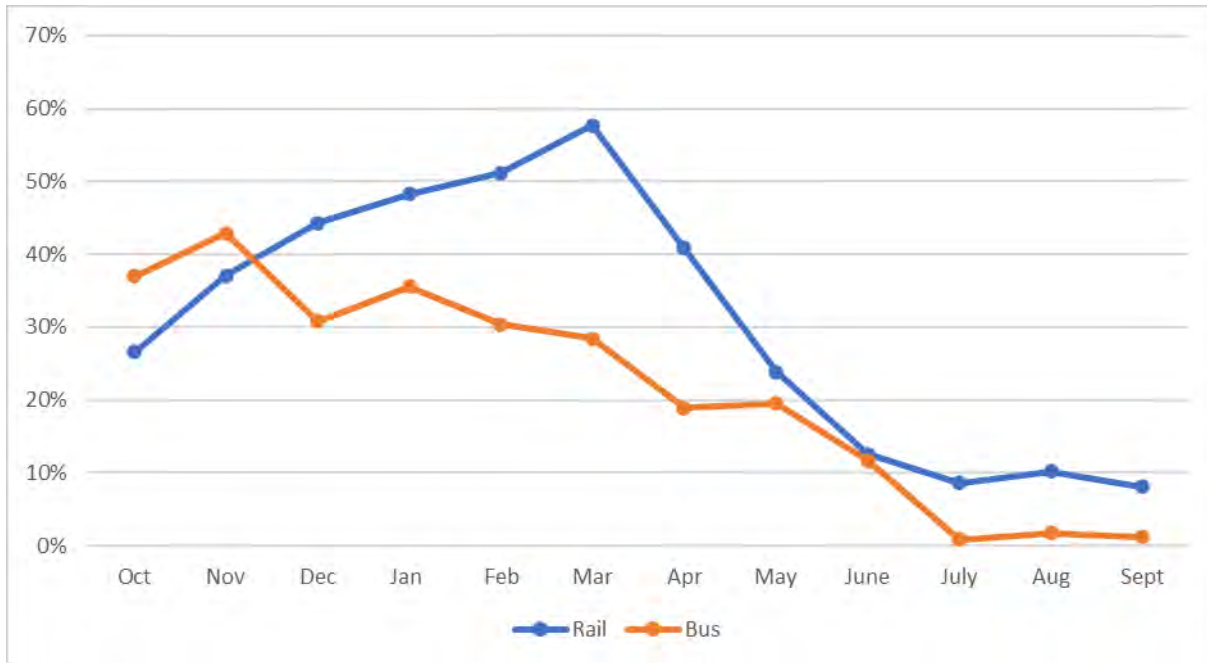
Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)



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

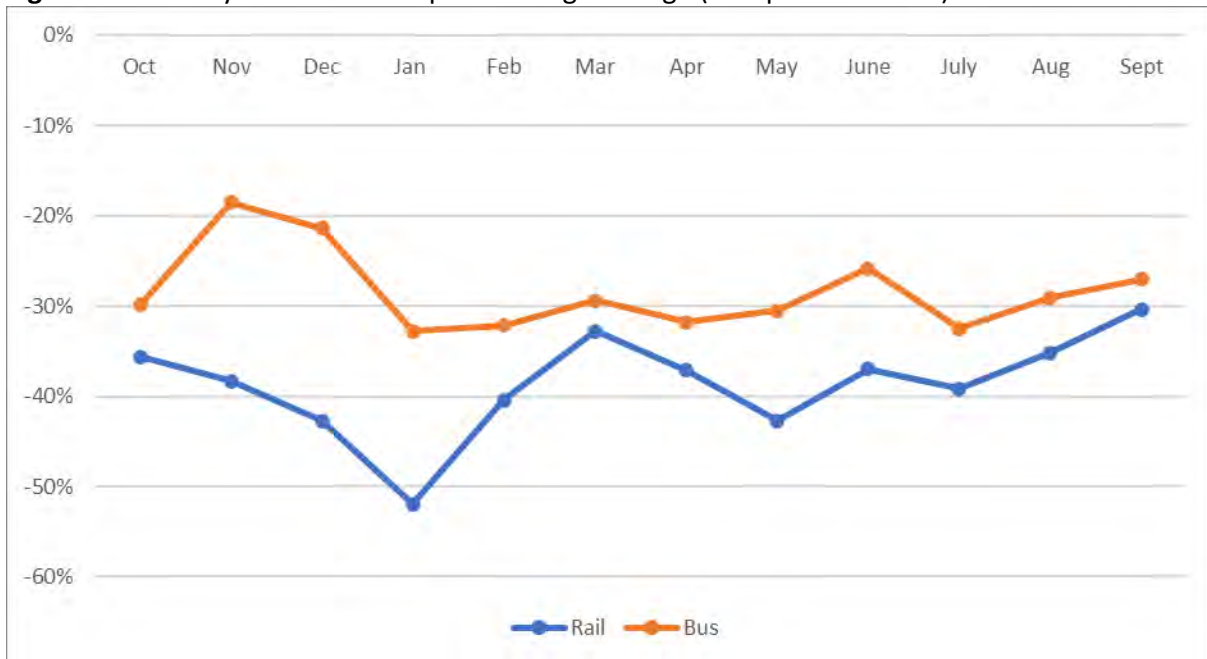
Data reported by Metro for its bus and rail systems through September 2022 are reflected in Figures 3 and 4 below. Metro bus ridership is up by only 1% in September 2022 compared to September 2021. Metro rail ridership is up by 8% for the same time period. Similar to other transit operators, Metro ridership 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 September 2020, they are still well below pre-pandemic levels. For example, when comparing September 2019 to September 2022, bus ridership was down 27% and rail ridership was down 30%.

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 September 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 September 2022.

Metrolink commuter rail ridership is up by nearly 38% in September 2022 compared to September 2021. Though this represents an improvement, ridership is still 60% lower than it was pre-pandemic at this time (September 2022 compared to September 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 continue to attract traditional commuters.¹

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 (currently June 2022). 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.

¹ Metrolink 2022 Customer Survey Staff Report: <https://d2kbkoa27fdvtw.cloudfront.net/metrolink/97954c01397b5cd4e13a0002dbcc1ef20.pdf>



Southern California Association of Governments
January 5, 2023

To: Transportation Committee (TC)
From: Priscilla Freduah-Agyemang, Senior Regional Planner
(213) 236-1973, agyemang@scag.ca.gov
Subject: Regional Dedicated Transit Lanes Study Final Report

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:

SCAG's Regional Dedicated Transit Lanes Study identifies best practices and key benefits of dedicated transit lanes and priority treatments and the primary factors for successful implementation, including where priority treatments may be most feasible and beneficial in the region. The Study also provides implementation guidance for local agencies. Advancing opportunities for more reliable, frequent, and accessible transit is aligned with Connect SoCal's Core Vision and goals of improving mobility, the environment, communities, and the economy. Last July SCAG staff shared an update on the Study, including the key findings from the existing conditions analysis, best practices research, and the corridor identification and initial screening corridor list. This report is to provide an update on the final report, including the corridor evaluation and key recommendations.

BACKGROUND:

Though transit ridership has improved over the course of the past few years, it is still significantly less than it was prior to the COVID-19 pandemic. As detailed in the Transportation Committee's Transit Ridership Update staff report, overall, the region's bus ridership levels are currently 27% below what they were pre-pandemic. For Metro, bus and rail ridership have now recovered at a similar level when comparing September 2019 to September 2022 (down by roughly 30%). The issue with rail ridership recovery extends to Metrolink whose ridership is currently 60% lower than it was pre-pandemic at this time. And though the COVID-19 pandemic impacted transit ridership, it only exacerbated an existing transit ridership decline that was occurring nationwide. Transit ridership had been declining in the SCAG region in part because a majority of the region's built

environment is designed to facilitate the movement of private vehicles. Taking public transit today is not convenient for most people. As SCAG's report on *Falling Transit Ridership: California and Southern California (2018)* succinctly put it, as long as driving in the SCAG region is the easiest way to get around, people will drive more (often at a considerable cost burden) and ride transit less.

In the face of these challenges, the region's transit agencies are continuing to work hard to restore services and recover ridership losses resulting from the pandemic and those from before. Efforts to attract riders include carefully responding to the pre-pandemic challenges they faced. Transit riders have consistently reported speed and reliability of services as key factors in decision-making in transit use, along with safety, security, convenience, and accessibility of the ride.

Supporting transit agencies as they work to improve transit offerings and the rider experience is critical to SCAG as it has ambitious goals to reduce greenhouse gas emissions (GHG) in transportation by reducing single-occupancy vehicle trips and increasing transit mode share. A key step toward meeting these goals, as well as local and county goals for mobility and equity, can come from improving the speed and reliability of transit services throughout the region.

The Regional Dedicated Transit Lanes Study (Study) explored the opportunities, needs, challenges, and best practices for developing a regional network of dedicated bus lanes and other transit priority treatments. Dedicated transit lanes and transit priority treatments are proven methods to address transit rider priorities. Examples of these improvements include dedicated bus lanes, peak-only bus lanes, bus service on Express Lanes, transit signal priority, bus bulb outs, level boarding platforms, all-door boarding, and a variety of others. Essentially, transit priority treatments adapt the built environment to provide a better user experience for transit riders, and in so doing increase the mobility of people through a given corridor. Transit priority treatments reduce common barriers that prevent people from using transit services. These include lack of confidence in when the bus will arrive, concern about being stuck in traffic, uncompetitive travel times compared to auto trips, and variable trip travel times that waste customer time by forcing them to arrive too early to their destination if they want to ensure they are on time.

The Study and the corresponding regional transit priority network are intended to enable enhanced transit services, improved mobility, accessibility and sustainability, and advance implementation of Connect SoCal. Furthermore, the Study is meant to inspire jurisdictions to explore transit priority treatments on regional corridors. While not a prescriptive list, the final network of corridors provides each county with a view of where priority treatments could improve mobility and access and a starting point for local communities as they embark on improving transit speed and reliability in their communities.

STAKEHOLDER ENGAGEMENT

Since the July update to the Transportation Committee, SCAG staff and the project team continued to engage with key stakeholders including the Regional Transit Technical Advisory Committee (RTTAC), which is comprised of dozens of transit operators from across the region, sharing project updates and the key research findings, and the screened and final evaluated corridor lists. Staff also shared the final evaluated corridor lists with various stakeholders, including Los Angeles Metro's Bus Operators Subcommittee (BOS) and Local Transit Systems Subcommittee (LTSS), the Ventura County Transportation Commission Transportation Technical Advisory Committee (VCTC TTAC), local jurisdictions and transit agencies, and the project Technical Advisory Committee (TAC). The project team asked stakeholders to provide feedback on the final evaluated corridor lists. Staff continued to engage with stakeholders throughout the region as the Study advanced.

Technical Advisory Committee (TAC)

Since the last update to the Transportation Committee, the project team convened a final meeting with the project TAC in August. At this meeting, the project team discussed the corridor evaluation results, implementation planning, and the outline of the final report. TAC members were asked to review the final corridor evaluation results, share with other staff, departments, and stakeholders within their organizations and provide feedback. Members were also given the opportunity to review and provide feedback on the draft final report. An office hour session was held on December 6 to seek feedback, address comments, and respond to the TAC's questions on the draft final report.

CORRIDOR EVALUATION

As shared previously with the Transportation Committee, a two-stage process was used to arrive at a set of corridors considered most promising for transit priority treatments in the region. The first stage, Corridor Identification and Screening, considered the universe of corridors within the SCAG region and from the over 15,000 miles of feasible roadways, narrowed down to just over 300 corridors that could be candidates for priority treatments. Around 100 of these corridors, as determined by potential performance and TAC feedback, were promoted to the second stage of the Corridor Evaluation process that simulated priority treatments on the corridors to assess likely performance.

Goals and Criteria for Priority Corridors

The TAC and the project team worked together to create a set of prioritized goals for transit priority corridors in the region. These goals (**Table 1**), shared with the Transportation Committee previously, were used to identify, screen, and evaluate roadways in the SCAG region to see where transit priority treatments would have the most impact. The TAC identified Goal Areas 1 and 2 as essential to why priority treatments are implemented; namely, to maximize mobility through speed and reliability improvements to the transit network. Goal Areas 3 through 6 were considered to be ideal outcomes of the most well-designed priority treatments. Within each of these six goal areas, the TAC identified key criteria that would be useful for determining whether that goal might be realized

in a given corridor. In the screening and evaluation stages, the project team then assigned quantifiable metrics that correlated to each criterion, and weighted each based on its relative contribution to a given goal.

Table 1: Criteria for Transit Priority Corridor Screening and Evaluation

Goal Area	Criteria
1. Improve transportation system performance	<ul style="list-style-type: none"> • Transit speed and reliability potential • Minimize traffic and safety impacts • Promotes regional connectivity
2. Increase people throughput and attract riders	<ul style="list-style-type: none"> • Population and employment density • Travel markets/trip intensity • Transit ridership
3. Improve access for equity-focused communities	<ul style="list-style-type: none"> • Equity populations (race (non-white)) • Equity populations (income) • Proximity to schools and civic institutions
4. Promote local plans and priorities	<ul style="list-style-type: none"> • Identified plans and studies • Financial feasibility • Jurisdictional feasibility
5. Integrate with the built environment	<ul style="list-style-type: none"> • Transit supportive land use and transit oriented development (TOD) • Supportive first/last mile and bike network • Technical feasibility
6. Improve climate and health outcomes	<ul style="list-style-type: none"> • GHG and other emissions impacts • Benefits to healthy places

Final Transit Priority Corridors Network

After each treatment corridor was simulated in SCAG’s transportation model and scored across all metrics, three tiers of performance were identified based on natural breaks in the scoring data. Tier 1 corridors scored the highest in the evaluation, followed by Tier 2 and Tier 3. It is important to note that any corridor that advanced to the evaluation stage represented an excellent opportunity to study transit priority treatments in more detail. The purpose of tiering the final scores was simply to prioritize focus and expected benefits in areas with limited resources for further study.

The final existing and proposed corridors span the SCAG region. Ultimately, 73 corridors were ranked using the evaluation process, and 58 corridors were included as either existing (30), planned (19), or added (9) by the TAC after analysis (see **Attachment 1**). The added corridors were included as planned/proposed on the map, but are not tiered as they did not go through the evaluation process. Of the new corridors that were fully evaluated as the strongest opportunities for development, 21 corridors were ranked Tier 1, 28 were ranked Tier 2, and 24 ranked Tier 3. If implemented in total, these corridors would expand SCAG’s regional transit priority network by 970 centerline miles.

The project team identified different treatment types for corridors based on the analysis. They included lane level treatments, which are bus lanes that provide a dedicated space for transit vehicles to operate, improving reliability and reducing travel times by keeping buses out of auto traffic. Examples include bus lanes, bus-on-shoulder, peak-only lanes, or bus service on Express Lanes. They also included intersection-level treatments, which are a mix of infrastructure and technology changes around the signalized intersections through which the transit vehicle must travel. Examples include transit signal priority, bus-only signals, queue jumps, or freeway queue jumps. And finally, stop-level treatments were also included, which focus on improving user experience, speed and reliability, and safety at the bus stop. Examples include level boarding, all-door boarding, or real-time information.

RECOMMENDATIONS

A final recommendation of the Study is to include the regional transit priority network into the development of Connect SoCal 2024 and related regional planning efforts. Improving the speed and reliability of public transit through transit priority treatments is a vital part of SCAG’s long-range strategy. As such, this Study—and the over 500 percent expansion to the regional transit priority network it imagines—helps inform Connect SoCal 2024 and SCAG’s long-range transportation planning efforts moving forward.

The Study also recommends promoting the corridors identified through this Study into local planning efforts, stakeholder discussions, and funding and grant opportunities. Planning and implementing transit priority treatments can be complex. It involves close collaboration between multiple governmental parties, especially public infrastructure owners and transit operators. Further, since transit priority treatments frequently consist of adapting the design and use of the existing built environment, corridor development must absolutely consider the voice and needs of local stakeholders, such as community groups, business owners, residential associations, and the general public.

NEXT STEPS

SCAG staff are currently working with the TAC to finalize the Study and anticipate the final Study will be posted online by February 2023.¹ Moving forward, the Study findings and recommendations will inform and be incorporated into Connect SoCal 2024 development. As noted within the recommendations above, the identified regional transit priority network will be taken into account in Connect SoCal 2024. SCAG staff anticipate continuous policy discussions with the Transportation Committee during the plan development and incorporating key recommendations from the Study in the transit/passenger component of the Connect SoCal Mobility Technical Report.

FISCAL IMPACT:

Funding for staff work on this issue is included in the FY22/23 OWP 140.0121.01.

ATTACHMENT(S):

1. Corridors for Transit Priority
2. PowerPoint Presentation - Regional Dedicated Transit Lanes Study

¹ Report will be posted online here: <https://scag.ca.gov/transit-presentations-reports-guidelines>

ATTACHMENT 1: REGIONAL DEDICATED TRANSIT LANES STUDY FINAL REPORT

CORRIDORS FOR TRANSIT PRIORITY

Tier 1 Corridors

County	Corridor	Extent	Direction	Type
Imperial (1)	SR 98—E Cole Blvd	City of Calexico	East West	TSP
Los Angeles (17)	Amar Rd	Baldwin Park Blvd—Valley Blvd	East West	TSP
	Azusa Ave	E Sierra Madre Ave—Valley Blvd	North South	TSP
	Beverly Blvd	N Crescent Heights Blvd— N Toluca St	East West	TSP
	Central Ave	SR 91 Express Lanes—E 1 st Street	North South	TSP
	E Gage Ave	S Central Ave to E Slauson Ave	East West	TSP
	E Imperial Hwy	S Broadway Ave to Carmenita Rd	East West	Bus Lane
	Firestone Blvd	Central Ave to Orange County Line	East West and South West/ North East	TSP
	Glendale Blvd— N Verdugo	Honolulu Ave/Verdugo Blvd— San Fernando Rd	North South	TSP
	I-405 HOV Seg 1 (SFVCOG)	I-5N to Orange County Line	North West/South East	Express Lane
	N Hollywood Way	Golden State Fwy—Ventura Fwy	North South	TSP
	Nordhoff St	Tampa Ave—Osborne St	East West	Bus Lane
	S Hoover St	Wilshire Blvd to W Jefferson Blvd	North South	TSP
	Slauson Ave	Sepulveda—Rosemead Blvd	East West	TSP
	Valley Blvd	N Mission Rd—SR 71	East West	TSP
	Victory Blvd	Valley Circle Blvd—N Victory Blvd	East West	Bus Lane
	W 3 rd St	La Cienega Blvd to S Flower St	East West	TSP
	W Pico Blvd	Gateway Blvd to S Figueroa St	East West	TSP
Orange (1)	Bristol Street	Memory Lane to Anton Blvd	North South	TSP
Riverside (0)				
San Bernardino (2)	Haven Ave	Chaffey College to Bellegrave Ave	North South	Bus Lane
	Highway 62	Kickapoo Trail to Wilshire Ave	East West	TSP
Ventura (0)				

Tier 2 Corridors

County	Corridor	Extent	Direction	Type
Imperial (1)	SR 78/SR 86 (Brawley)	Highway 111—Main Street	East West	TSP
Los Angeles (16)	Atlantic Blvd N	Main Street—W Riggan St/ Avenida Cesar Chavez	North South	Bus Lane
	Hawthorne Blvd	Century Blvd to Rolling Hills Rd	North East	Bus Lane
	I 105 Express Lane	I-405 to I-605	East West	Express Lane
	I-605 Express Lanes	I-10 to I-405	North South	Express Lane
	La Brea Ave	Sunset Blvd—Coliseum St	North South	Peak Hour Bus Lane
	Long Beach Blvd	Slauson—SR 91	North South	TSP
	Roscoe Blvd	Tampa Ave—Lankershim Blvd	East West	Bus Lane

Notes: TSP = transit signal priority, BRT = bus rapid transit

ATTACHMENT 1: REGIONAL DEDICATED TRANSIT LANES STUDY FINAL REPORT

County	Corridor	Extent	Direction	Type
	Rosemead Blvd	I-5—Huntington Dr	North South	TSP
	S San Pedro St	E 1 st St to E Jefferson Blvd	North East/South West	Bus Lane
	S Western Ave	Beverly Blvd St to W 38 th Pl	North South	Bus Lane
	San Fernando Road	Glendale Fwy—Metrolink Burbank	North West/South East	TSP
	Sierra Hwy Lancaster-Palmdale	E Ave S—Ave A	North South	TSP
	Sierra Hwy Santa Clarita	I-5—Davenport Rd	North East/South West	TSP
	Telegraph Rd	S Downey Rd to Pioneer Blvd	North West/South East	Bus Lane
	U.S. 101 Express Lane	N Bronson Ave to U.S. 5	North West/South East	Express Lane
	Walnut Grove Ave	E La Tunas Dr—San Gabriel Blvd	North South	TSP
	Orange (2)	Katella Ave	From 55 freeway to 605 freeway	East West
I-605 Express Lanes		Orange County Section	North South	Express Lane
Riverside (3)	Alessandro Blvd	Victoria Ave—I-215	East West	TSP
	Gene Autry Trail/Palm Dr	Desert Hot Springs—Highway 111	North South	TSP
	Old RapidLink BRT Riverside to Corona	Metrolink—UC Riverside <i>not operating as of October 2022</i>	East West	TSP
San Bernardino (3)	Central Ave	SR 71—Foothill Blvd	North South	Bus Lane
	Euclid Ave	San Antonio Community College to Corona	North South	Bus Lane
	Foothill Blvd	Victoria Gardens to Highland	East West	TSP
Ventura (4)	Oxnard Blvd	City of Oxnard to S Pleasant Valley	North South + East West	TSP
	Rose Ave	Lei/Sanford St—U.S. 101	North South	Bus Lane
	Ventura Rd	101 to E Hueneme Rd	North South	TSP
	Victoria Ave	Channel Islands Beach—Foothill Rd	North South	TSP

Tier 3 Corridors

County	Corridor	Extent	Direction	Type
Imperial (5)	2 nd Street (Calexico)	SH 111—E Rivera Ave	East West	TSP
	I-8 (El Centro)	Between Highway 111 and Forester Road—connector for transit	North South	Bus on Freeway
	Imperial Ave (I-8)	W. Main Street—SR 114	East West	Limited Stop
	Kloke Rd	Grant St—the Canal	North South	TSP
	Rockwood Ave (Calexico)	2 nd Street—E Cole Blvd	North South	TSP
	Alameda Street	E 37 th St to E Slauson Ave	North South	Bus Lane

Notes: TSP = transit signal priority, BRT = bus rapid transit

ATTACHMENT 1: REGIONAL DEDICATED TRANSIT LANES STUDY FINAL REPORT

County	Corridor	Extent	Direction	Type
Los Angeles (10)	W Alameda Ave	Riverside Drive—Glendale Rd	East West	TSP
	Crenshaw Blvd	W 80 th St to Amsler St	North East	Bus Lane
	E Florence Ave	W Blvd to N La Brea Ave	North East/South West	Bus Lane
	Garfield Ave	SR 91 Express Lane—E Alhambra Rd	North South	Bus Lane
	I-405 HOV Seg 2 (Central LA)	I-5N to Orange County Line	North West/South East	Express Lane
	SR 110	I-5 Interchange to I-10 Interchange	North East/South West	TSP
	S La Cienega Blvd	Wilshire Blvd to E El Segundo Blvd	North South	TSP
	Sepulveda Blvd	Venice Blvd to W Centinela Ave	North West/South East	Bus Lane
	Ventura Blvd	LA County Line—Burbank	East West	Bus Lane
Orange (1)	I-405 HOV Seg 3 (OCCOG)	Los Angeles County Line to SR 73	East West	Express Lane
Riverside (2)	I-15 Express Lane (Riverside)	San Bernardino County Line to SR 74	North South	Express Lane
	Van Buren Blvd	Jurupa Rd—Wood Rd	East West	TSP
San Bernardino (7)	Barton Rd	S La Cadena Dr to S San Mateo St	East West	Bus Lane
	Big Bear Blvd	Through the City of Big Bear—Village/Pine to Stanfield Cutoff	East West	TSP
	Edison Ave	SR 71 to Haven Avenue	East West	Bus Lane
	I-15 Express Lane	SR 18 to Riverside County Line	All	Express Lane
	San Bernardino Ave	Milliken Ave to Sierra Ave	East West	Bus Lane
	Sierra Ave	Armstrong Rd to I-15	North South	Bus Lane
Ventura (3)	Valley Blvd	Kaiser Fontana to San Bernardino Transit	East West	Bus Lane
	Erringer Rd	118—Royal Ave	North South	TSP
	Telegraph Rd	Victoria to Mills	East West	Bus Lane
	Vineyard Ave	N Oxnard Blvd—Los Angeles Ave	North South	Bus Lane

Corridors Added by Stakeholders After Evaluation

County	Corridor	Extent	Direction
Los Angeles (1)	Jefferson Blvd	Sepulveda—La Cienega Blvd	North South
San Bernardino (7)	N Mt. Vernon Ave	Valley Blvd to Rialto	North South
	Rialto	Mt Vernon to E Street	East West
	Baseline	E Street to Boulder	East West
	Boulder Ave	Baseline to Highland Ave	North South
	Highland Ave	Boulder Ave to Victoria	East West
	SR 71	Euclid Ave to Metrolink West Corona Station	North South
	Riverside Ave	N Riverside to Riverside Metrolink Station	North South
Ventura (1)	Cochran Ave	N Madera Rd—Yosemite Ave	East West

Notes: TSP = transit signal priority, BRT = bus rapid transit

ATTACHMENT 1: REGIONAL DEDICATED TRANSIT LANES STUDY FINAL REPORT

Existing or Planned Corridors

County	Corridor	Extent	Type	Existing or Planned
Imperial	SH 111 (Imperial Ave)	Imperial County	Bus on Freeway	Planned
Los Angeles	5 th Street	Downtown LA	Peak Hour Bus Lane	Existing
	6 th Street	Downtown LA	Peak Hour Bus Lane	Existing
	98 th Street	S Sepulveda Blvd to Bellanca Ave	Bus Lane	Existing
	Aliso Street	Downtown LA	Peak Hour Bus Lane	Existing
	Alvarado Street	Downtown LA	Peak Hour Bus Lane	Existing
	Broadway BRT	Little Tokyo Gold Line to Imperial Hwy (5 th Street to Ocean Ave EB)	Bus Lane	Planned
	Culver Blvd	Venice Blvd—Dunquesne Ave	Bus Lane	Existing
	Figueroa Bus Lane	Downtown LA	Bus Lane	Existing
	Flower Street	Downtown LA	Peak Hour Bus Lane	Existing
	G (Orange) Line	Lassen—Lankershim (Chatsworth—North Hollywood)	BRT	Existing
	Grand Ave	Downtown LA	Bus Lane	Existing
	I-10 Express Lane	I-605 to San Bern County Line	Express Lane	Planned
	I-405 Expresslane (Los Angeles)	I-5N to Orange County Line	Express Lane	Planned
	I-605 ExpressLane (Los Angeles)	I-10 to I-405	Express Lane	Planned
	J Silver Line/I-10 and I-110 ExpressLanes	El Monte—Long Beach	Express Lane	Existing
	J Silver Line Seg 1/I-10	El Monte—Long Beach	BRT	Existing
	Lincoln Blvd	Dewey Ave to Venice Blvd	Bus Lane	Existing
	Metro Rapid 754 Vermont	W 122 nd St—Hollywood Blvd	Limited stop service	Existing
	Metro Rapid Van Nuys Blvd	Expo and Sepulveda—Vermont, then on Van Nuys to San Fernando Rd to Metrolink, Laurel Canyon Blvd—Victory Blvd	Limited stop service	Existing
	N Spring Street	Downtown LA	Bus Lane (EB)	Existing
Noho Pasadena BRT	Olive/Glenoaks/Broadway/Colorado	BRT	Planned	
Olive Street	Downtown LA	Bus Lane	Existing	
Santa Monica Blvd	Ocean Ave to 5 th Street WB	Bus Lane	Existing	
SR 91 Express Lanes	Orange County Line—Magnolia Ave	Express Lane	Planned	
Sunset/Chavez	Dodger Stadium to Union Station	Game Day Bus Lane	Existing	

ATTACHMENT 1: REGIONAL DEDICATED TRANSIT LANES STUDY FINAL REPORT

County	Corridor	Extent	Type	Existing or Planned
	Sunset-Glendale-Atlantic BRT	Atlantic Blvd via Vermont/ Los Feliz/Central to Broadway	BRT	Planned
	Venice Blvd	Santa Monica—Downtown LA	BRT	Planned
	Washington/Culver Blvd	La Cienega Ave— Duquesne Ave.	Bus Lane	Existing
	Wilshire Blvd	Centinela to Federal Ave; Crenshaw Blvd to Western Ave, Valencia to 5 th	Peak Hour Bus Lane	Existing
Orange	Beach Blvd Bravo	La Mirada Blvd—PCH	TSP	Existing
	Harbor Blvd Bravo	E Chapman Ave—Newport Blvd	TSP	Existing
	I-5 (Orange County)	Orange County Section	Express Lane	Planned
	SR 55 (Orange County)	Orange County Section	Express Lane	Planned
	Westminster/17 th Bravo	Beach, Harbor	Limited Stop	Existing
	I-405 Express Lane (Orange County)	Los Angeles County Line to SR 73	Express Lane	Planned
	SR 91 Express Lane (Orange County)	SR 55 to Riverside County	Express Lane	Existing
Riverside	I-215 Express Lane	I-15 to Van Buren Bl	Express Lane	Planned
	SH 111 TSP	Coachella to Palm Springs along Highway 111	TSP. Limited Stop Service	Planned
	SR 60 Express Lane	I-15 to Gilman Springs Rd	Express Lane	Planned
	I-15 Express Lane	San Bernardino County Line to SR 74	Express Lane	Planned
San Bernardino	I-10 Express Lane	LA County Line to Ford St	Express Lane	Planned
	SbX Green Line	California State University to Loma Linda University & Medical Center	BRT	Existing
	West Valley Connector	Pomona Transit Center to Rancho Cucamonga	Bus Rapid Transit	Planned
	I-15 Express Lane	SR 18 to Riverside County Line	Express Lane	Planned
Ventura	U.S. 101 Express Bus lanes	Ventura County	Express Lane	Planned

Notes: TSP = transit signal priority, BRT = bus rapid transit



Regional Dedicated Transit Lanes Study

Transportation Committee (TC)

Priscilla Freduah-Agyemang, Senior Regional Planner
Mobility Planning & Goods Movement
Thursday, January 5, 2023

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Background – Connect SoCal 2020



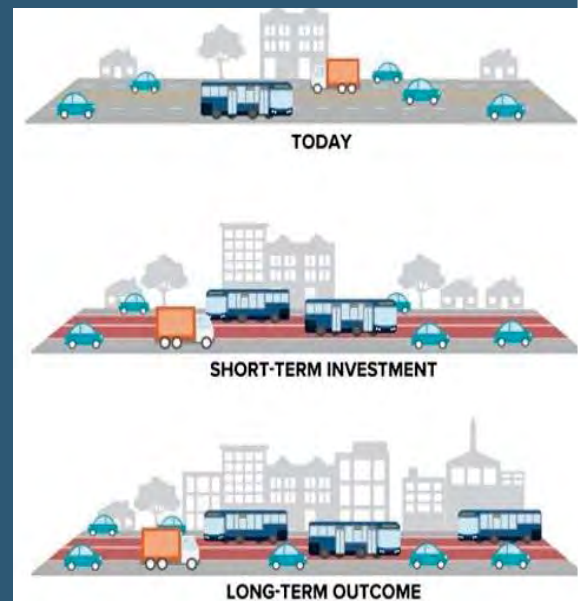
Study Background

- **Decline in transit ridership** (SCAG-UCLA 2018 study) and national trends
- **Rethinking mobility and improving efficiencies**
 - e.g., tactical transit lanes, transit signal priority
- **COVID-19 pandemic** and need for recovery



Why Transit Priority Treatments Matter

- Proven benefits in the short and long term
- Reinforces and informs land use investments over time
- Helps reduce the use of single-occupancy vehicles
- Achieves greenhouse gas emission goals



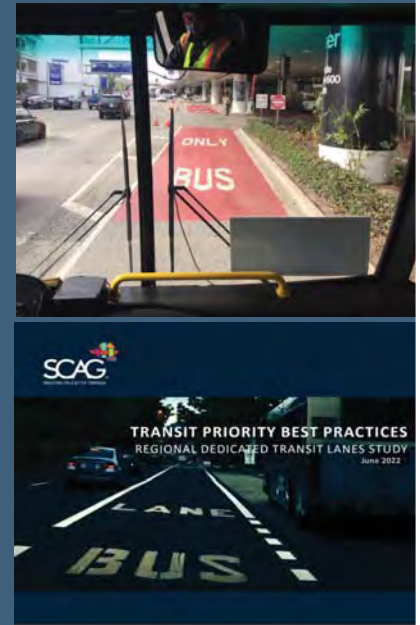
Regional Dedicated Transit Lanes Study

Purpose

- Support the development of a regional network of dedicated bus lanes and priority treatments

Summary

- Identify key benefits, challenges and opportunities for dedicated bus lanes and priority treatments
- Assess and recommend potential network of corridors for prioritization
- Provide best practices and implementation guidance for local jurisdictions



Stakeholder Engagement Efforts

- Transportation Agency stakeholders
- Conducted individual county meetings with **CTCs, COGs, transit operators & CBOs**
- Technical Advisory Committee (TAC)
 - Conducted **4 TAC** meetings



CORRIDOR EVALUATION

High Level Methodology

Step I. Identification & Screening

1. Developed goals (and relative importance) for priority treatments
2. Associated metrics and weights to each goal
3. GIS assessment of metrics for corridors throughout region
4. Alternative methods for goals or treatments that are less quantifiable
5. Developed a first list of corridors or areas that pass screening thresholds



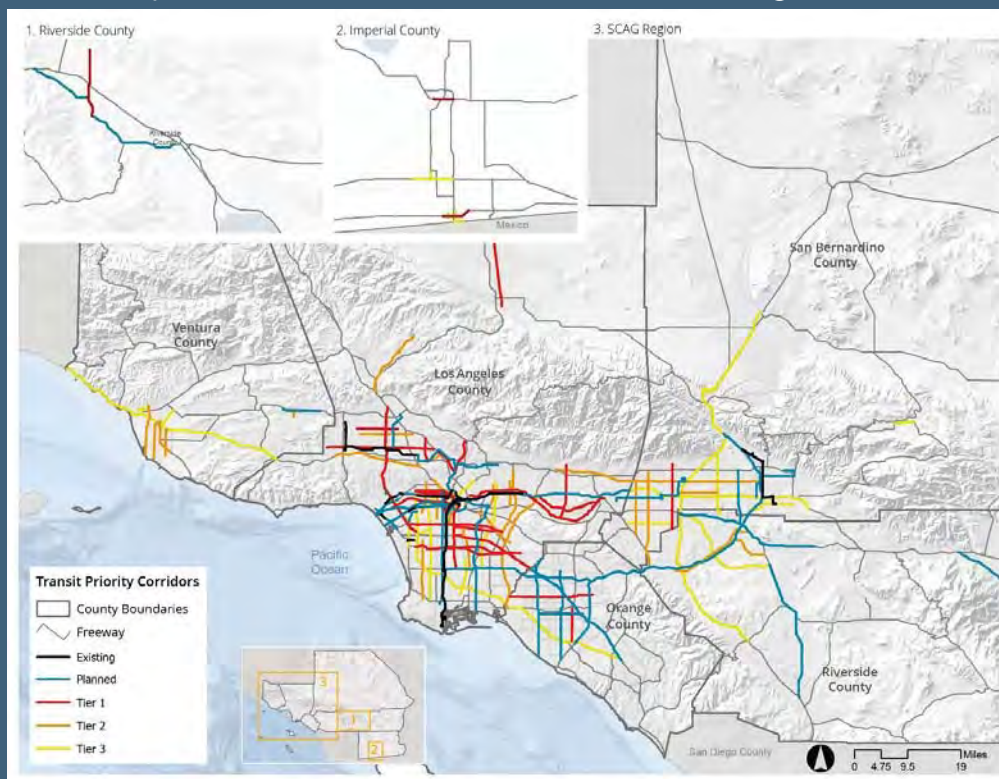
Step II. Evaluation & Prioritization

1. Applied treatment types to screened corridors based on feasibility/suitability criteria
2. Coded and run in SCAG model based on sensitivity test results
3. Calculated and weighted model-derived metrics
4. Off-model calculations and adjustments as needed (minimize)
5. Reviewed and prioritized based on goals and geographic considerations

Transit Priority Corridor Screening and Evaluation Goals

Goal Area	Criteria
1. Improve transportation system performance	<ul style="list-style-type: none"> Transit speed and reliability potential Minimize traffic and safety impacts
2. Increase people throughput and attract riders	<ul style="list-style-type: none"> Promotes regional connectivity Population and employment density Travel markets/trip intensity Transit RIDERSHIP
3. Improve access for equity-focused communities	<ul style="list-style-type: none"> Equity populations (race (non-white)) Equity populations (income) Proximity to schools and civic institutions
4. Promote local plans and priorities	<ul style="list-style-type: none"> Identified plans and studies Financial feasibility Jurisdictional feasibility
5. Integrate with the built environment	<ul style="list-style-type: none"> Transit supportive land use and TOD Supportive first/last mile and bike network Technical feasibility
6. Improve climate and health outcomes	<ul style="list-style-type: none"> GHG and other emissions impacts Benefits to healthy places

Network of Proposed Corridors for Priority Treatments



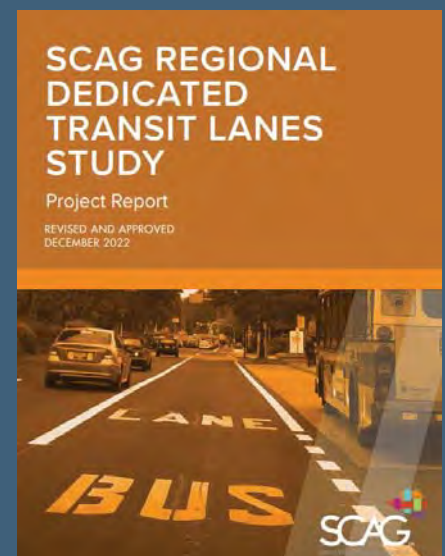
Recommendations

- Incorporate the regional transit priority network into the development of Connect SoCal 2024 and related regional planning efforts
- Promote the corridors identified through this study into local planning efforts, stakeholder discussions, and funding and grant opportunities



Next Steps

- Incorporate comments in the final report
- Share draft with Regional Transit Technical Advisory Committee (RTTAC) (Jan 2023)
- Publish Final Report by **March 2023**





THANK YOU

Contact info:

Priscilla Freduah-Agyemang, Senior Regional Planner, Mobility Planning & Goods Movement
agyemang@scag.ca.gov/213-236-1973



Southern California Association of Governments
January 5, 2023

To: Transportation Committee (TC)
Regional Council (RC)
From: Alina Borja, Community Engagement Specialist
(213) 630-1449, borja@scag.ca.gov
Subject: 2023 Go Human Community Hubs Program Guidelines

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council: 1) approve the 2023 *Go Human* Community Hubs Program Guidelines and authorize staff to release the Call for Applications; 2) authorize the SCAG Executive Director or his designee to enter into agreements with selected awardees under this program and execute all documents incident to the agreements, including issuance of conditional award letters; and 3) authorize the SCAG Executive Director or his designee to enter into MOUs with awardees and provide a list of awarded projects to the Regional Council as a Receive & File item for informational purposes.

RECOMMENDED ACTION FOR RC:

That the Regional Council: 1) approve the 2023 *Go Human* Community Hubs Program Guidelines and authorize staff to release the Call for Applications; 2) authorize the SCAG Executive Director or his designee to enter into agreements with selected awardees under this program and execute all documents incident to the agreements, including issuance of conditional award letters; and 3) authorize the SCAG Executive Director or his designee to enter into MOUs with awardees and provide a list of awarded projects to the Regional Council as a Receive & File item for informational purposes.

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 May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program (ATP). To extend campaign efforts, SCAG has secured Pedestrian/Bicycle Safety funds from the California Office of Traffic Safety (OTS) annually, to date. SCAG secured a grant in the amount of \$1,188,005 to conduct a seventh round of Go Human

safety programming and engagement across the region, approved by the Regional Council on October 6, 2022.

With this funding, SCAG plans to launch the 2023 Go Human Community Hubs Program (Community Hubs Program) to provide resources to local community-based organizations to implement traffic safety strategies by leveraging community gathering and resource sites. The Community Hubs Program seeks to award approximately \$400,000 to organizations in the region. SCAG, with input from community stakeholders, has prepared funding guidelines and anticipates opening the Call for Applications upon Regional Council approval, in early 2023. To provide awarded projects the maximum time within the grant period to successfully complete their projects, this report seeks authorization to enter into MOUs with awardees and provide a list of awarded projects to the Regional Council as a Receive & File item for informational purposes.

BACKGROUND:

The SCAG region, like California and the nation, experienced a period of annual declines in traffic related fatalities and serious injuries until 2012 when they began to steadily rise. Each year in Southern California, an average of 1,450 people are killed, 5,500 are seriously injured, and 124,000 are injured in traffic collisions. In the past decade, pedestrians and bicyclists constituted approximately 32 percent of all fatal victims, disproportionate to their mode share of just under three percent of the daily trips.

To address the safety of people walking and biking in the region's transportation network, SCAG created the *Go Human* campaign, an award-winning community engagement program with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. With support from the California Office of Traffic Safety (OTS), SCAG's *Go Human* program has implemented four rounds of grant funding opportunities since 2018 to local organizations to create and lead traffic safety projects. With more than \$893,000 distributed through grant funds in the SCAG region, *Go Human* funding has supported 106 traffic safety projects reaching more than 981,000 people.

SCAG seeks to offer a fifth round of funding to local communities through the 2023 *Go Human* Community Hubs Program (Community Hubs Program). The Community Hubs Program will provide grant funding to eligible applicants to implement traffic safety strategies through community gathering and resource sites. In alignment with and furtherance of SCAG's Racial Equity Early Action Plan, the Community Hubs Program supports projects that facilitate community resiliency, recovery, and resource delivery, prioritizing outcomes for low-income families and communities of color, especially those most harmed by traffic injuries and fatalities.

PROGRAM GOALS

The Community Hubs Program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and elders, particularly those walking and biking.

The Community Hubs Program provides eligible applicants with up to \$40,000 in grant funding to support projects that leverage new or existing community gathering and resource sites to implement traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment or resource distribution. Hubs may include a physical or digital form, providing accessible spaces to streamline community education and resources. A hub co-locates multiple resources, serving as a convener to respond to multiple community needs.

Rather than focusing on the behavior of people walking and biking, the Community Hubs Program targets structural issues that affect the safety of people walking and biking, such as dangerous driving behavior, high vehicle speeds, street design, and structural racism.

Applicants are encouraged to propose creative, strategic projects that center justice and respond to the program goal and communities' current needs.

The Community Hubs Program aims to:

- Improve traffic safety locally and across the Southern California region
- Leverage and build community leadership committed to traffic safety
- Leverage community venues, from parks to community centers and virtual networks as sites to address immediate and long-term community care and needs
- Support creative and critical placekeeping and placebuilding
- Prioritize projects that center historically excluded or disinvested communities, mobility justice, disability justice, and rural community investment, among others

POTENTIAL PROJECT TYPES

Funded strategies through the Community Hubs Program may include but not be limited to the following example projects:

- Co-location of traffic safety resources for distribution, such as helmets or lawn signs with traffic safety messaging for residents
- Community bicycle rides, walk audits, or open streets events
- Design and development of placekeeping/placebuilding features, such as public art or signage
- Community capacity building projects, such as a Virtual Traffic Safety Ambassador Leadership Development Programs

- Virtual information or media hubs, inclusive of traffic safety information, content or resource distribution
- Storytelling, oral history/oral futures projects or film development, including showcases and screening series
- Safety cohort, conveners or planning teams

APPLICANT ELIGIBILITY

Community-based organizations and 501(c)3 non-profits, and social enterprises are eligible to submit a Community Hubs Program proposal. If awarded, applicants must be able to submit the supporting documentation for eligibility (i.e. a copy of the business license, 501(c)(3) determination letter from the IRS). Entities with 501(c)4 status are not eligible for this program.

Funding is available to recipients across the SCAG region, inclusive of the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Funding will be distributed to prioritize equity, particularly within communities that have been historically disinvested or in disadvantaged communities.

APPLICATION & SELECTION CRITERIA

Project proposals will be evaluated based on the following Selection Criteria:

- Impact (30%)
- Engagement (30%)
- Feasibility (20%)
- Cost-effectiveness (20%)

Staff will also consider geographic representation when selecting awards.

TIMELINE

The schedule for the Community Hubs Call is provided below. Timeline subject to change.

Open Call for Applications	February 2023
Call for Applications Submission Deadline	March 2023
Proposal Review and Scoring	March 2023
Notice of Conditional Award	March 2023
Scope Refinement	April 2023
Project Implementation Period	April 2023 – August 30, 2023

FISCAL IMPACT:

All costs associated with this item are included in the FY 2022-23 Overall Work Program (OWP) under project number 225.3564E.18 and funded by a Pedestrian and Bicycle Safety Program Grant from the California Office of Traffic Safety.



ATTACHMENT(S):

1. Powerpoint Presentation - 2023 Go Human Community Hubs Program Guidelines Presentation
2. 2023 Go Human Community Hubs Program Guidelines

2023 *Go Human* Community Hubs Program Guidelines

January 5, 2023



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Contents

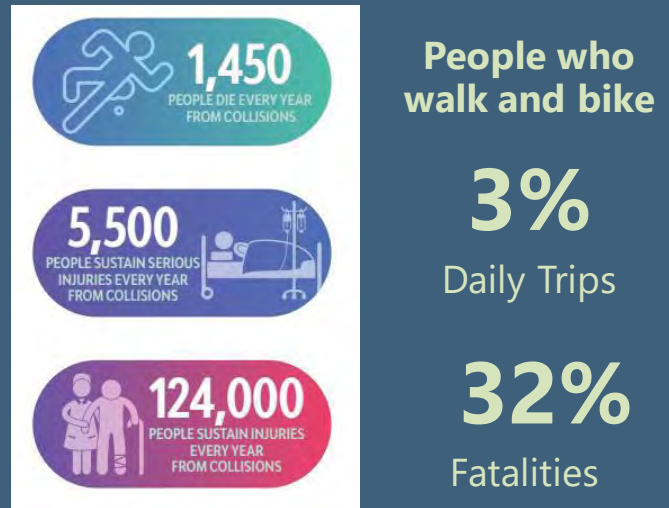
- 1 Program Background**
- 2 Program Goals**
- 3 Potential Project Types**
- 4 Application & Selection Criteria**
- 5 Timeline**



Program Background

- SCAG launched its community engagement and traffic safety program, *Go Human*, in 2015 to reduce traffic collisions and encourage people to walk and bike more.
- With support from the California Office of Traffic Safety (OTS), SCAG has implemented four (4) rounds of grant funding opportunities since 2018, distributing \$893,000+ to 106 projects.
- SCAG seeks to offer a fifth round of funding to local communities through the 2023 *Go Human* Community Hubs Program (Community Hubs Program).

Regional Traffic Safety Data Snapshot



*from SCAG's 2021 Transportation Safety Regional Existing Conditions Report

Program Goals

- 2023 *Go Human* Community Hubs Program is a funding opportunity for community organizations to implement traffic safety strategies through community gathering and resource sites.

Eligible Applicants	Community-based organizations, non-profits, social enterprises
Max. Funding Amount	\$40,000
No. of projects to be awarded	10



Program Goals

- Leverage new or existing community gathering and resource sites to implement traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment or resource distribution.
- Hubs may include a physical or digital space or format.
- A hub co-locates multiple resources accessed by community members.



5

Potential Project Types



Co-locating traffic safety resources for distribution



Community bicycle rides & walk audits



Design & development of public art or signage



Open streets events & safety demonstrations

6

Potential Project Types



Leadership & capacity building



Storytelling, oral history/futures, or film development



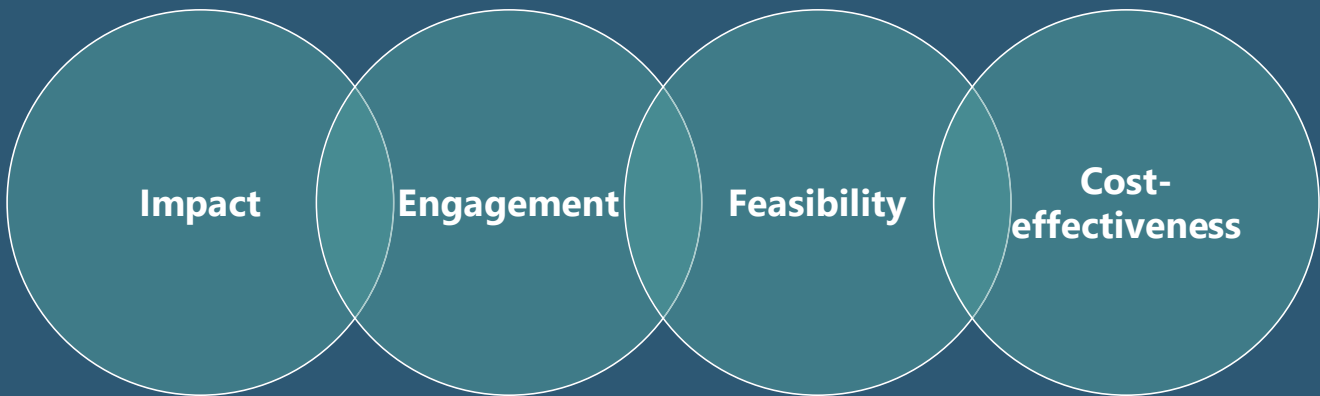
Virtual information or media hubs



Safety cohort or planning teams

Application & Selection Criteria

Project proposals will be evaluated based on the following Selection Criteria



Program Timeline



**Timeline pending approval and consultant NTP.*



THANK YOU!

For more information, please visit:

scag.ca.gov/go-human

Alina Borja, Community Engagement Specialist, SCAG
borja@scag.ca.gov

2023 GO HUMAN COMMUNITY HUBS GUIDELINES

Overview

The Southern California Association of Governments (SCAG) announces the Call for Projects for the *Go Human* Community Hubs Program (Community Hubs Program). With support from the California Office of Traffic Safety (OTS), the Community Hubs Program provides grant funding to eligible applicants to implement traffic safety strategies through community gathering and resource sites.

In alignment with and furtherance of SCAG's [Racial Equity Early Action Plan](#), the Community Hubs Program supports projects that facilitate community resiliency, recovery, and resource delivery, prioritizing outcomes for low-income families and communities of color, especially those most harmed by traffic injuries and fatalities.

Program Goal

The Community Hubs Program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and elders, particularly those walking and biking.

The Community Hubs Program provides a minimum of ten eligible applicants with up to \$40,000 in grant funding to support projects that leverage new or existing community gathering and resource sites to implement traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment or resource distribution. Hubs may include a physical or digital form, providing accessible spaces to streamline community education and resources. A hub co-locates multiple resources, serving as a convener to respond to multiple community needs.

Rather than focusing on the behavior of people walking and biking, the Community Hubs Program targets structural issues that affect the safety of people walking and biking, such as dangerous driving behavior, high vehicle speeds, street design, and structural racism.

Applicants are encouraged to propose creative, strategic projects that center justice and respond to the program goal and communities' current needs.

The Community Hubs Program aims to:

- Improve traffic safety locally and across the Southern California region
- Leverage and build community leadership committed to traffic safety
- Leverage community venues, from parks to community centers and virtual networks as sites to address immediate and long-term community care and needs
- Support creative and critical placekeeping and placebuilding
- Prioritize projects that center historically excluded or disinvested communities, mobility justice, disability justice, and rural community investment, among others

Potential Project Types

Funded strategies through the Community Hubs Program may include but not limited to the following example projects:

- Co-location of traffic safety resources for distribution, such as helmets or lawns signs with traffic safety messaging for residents
- Community bicycle rides, walk audits, or open streets events
- Design and development of placekeeping/placebuilding features, such as public art or signage
- Community capacity building projects, such as a Virtual Traffic Safety Ambassador Leadership Development Programs
- Virtual information or media hubs, inclusive of traffic safety information, content or resource distribution
- Storytelling, oral history/oral futures projects or film development, including showcases and screening series
- Safety cohort or planning teams

Eligible Applicants

Community-based organizations, non-profits, and social enterprises are eligible to submit a Community Hubs Program proposal. If awarded, applicants must be able to submit the supporting documentation for eligibility (i.e. a copy of the business license, 501(c)(3) determination letter from the IRS). Entities with 501(c)4 status are not eligible for this program.

Funding is available to recipients across the SCAG region, which encompasses the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Funding will be distributed to prioritize equity, particularly within communities that have been historically disinvested or in disadvantaged communities.

Grant Amount & Term

SCAG will award up to \$40,000 to selected projects. Applicants may propose any amount, up to \$40,000, and the proposed project must be deemed feasible to implement within the project period and budget. Applicants may be required to refine their scope of work as a condition of their award and may not be awarded the full amount requested.

All projects shall be implemented between April 2023 and August 31, 2023. The awardees will be responsible for securing any necessary permits or permissions in a timely manner.

Timeline

- Call for Projects Opens: February 2023
- Application Deadline: March 2023
- Notice of Conditional Award: March 2023
- Scope Refinement: April 2023
- Project Implementation: April 2023 to August 31, 2023

*Specific dates to be updated in February 2023.

Integrating *Go Human* Resources

Go Human has a variety of resources available to partners, at no cost, including:

- *Go Human* Kit of Parts Lending Library: The Kit of Parts includes a set of materials that can be borrowed to temporarily showcase, and collect community feedback on safety treatments and designs, such as artistic crosswalks, parklets, protected bike lanes, pedestrian refuge islands and bulb-outs.
- Co-Branded Safety Advertisements: Safety advertisements include message-tested artwork in multiple languages with driver-focused messaging, that can be revised to resonate with community needs. Advertisements may include digital ads, banners, lawn signs, bus wraps, and more.
- Available resources can be found on the *Go Human* website.

Applicants are encouraged to incorporate *Go Human* resources into their project proposals (if desired and applicable).

Please note, *Go Human* resources are available at no cost to partners regardless of Community Hubs Program award.

Application & Selection Criteria

All applicants must complete a *Go Human* Community Hubs Program Application, available at scag.ca.gov/apply-funding. Project proposals will be evaluated based on the following Selection Criteria:

- Impact (30%)
- Engagement (30%)
- Feasibility (20%)
- Cost-effectiveness (20%)

SCAG is the sole arbiter of any proposal. Staff will also consider geographic representation when selecting awards.

Requirements

SUBMISSION REQUIREMENTS

Electronic Application: Submit an electronic application by March 2023 at scag.ca.gov/apply-funding. Specific dates to be updated in February 2023.

Budget: Utilizing a template provided by SCAG, applicants will be required to submit a budget that identifies staff, labor rates, hours, and direct costs associated with the project.

Letter of Support:

- Applicants will be required to submit a Letter of Support from the local jurisdiction in which the project is being implemented.

- Applicants must provide an additional letter of support if proposing activities that utilize the facilities of another agency or organization.

Insurance: Projects must meet SCAG insurance requirements (see pages 6-7). SCAG’s insurance requirements manage the risk of performing work on behalf of SCAG, and they help mitigate any potential financial impact to awardees and to SCAG should an accident occur. Applicants that do not meet these requirements may be considered on a case-by-case basis. The applicant should indicate or affirm its ability to comply with SCAG insurance requirements or identify, specifically which requirements it is unable to comply with.

REPORTING AND INVOICING REQUIREMENTS

Community Hubs awardees shall provide two reports:

- Mid-Project Update: To be provided in June 2023, in the form of an email or phone call.
- Final Report: To include activities performed, project outcomes, and documentation of final deliverables, due on Friday, September 8, 2023. Awardees will be provided with a Final Report template to complete.

Awards are made on a reimbursement basis, based on actual allowable incurred costs. Grant costs will be reimbursed if incurred on or after the grant implementation start date. Payments will be made to Community Hubs Program awardees up to 60 days after successful completion of deliverables and submission of the final invoice. Final invoice shall be submitted by Friday, Sept. 8, 2023.

SOCIAL MEDIA & GRAPHICS REQUIREMENTS

Selected applicants shall work with SCAG staff to highlight projects on social media (either through the selected organization’s channels or *Go Human* channels) during or immediately following project implementation.

Use of *Go Human*, SCAG, and OTS logos is not required for any graphics produced for Community Hubs Program projects (such as flyers, posters, social media or digital graphics). If an awardee wishes to use the *Go Human*, SCAG, and OTS logos, all three logos must be used and in that order. Graphic material that uses these logos must be submitted to Alina Borja (borja@scag.ca.gov) for approval from OTS and SCAG. Please allow two (2) weeks for approval.

If producing any professional video components (not including “live” social media videos), SCAG may requests the opportunity to review an outline or story board. Content shall be submitted to Alina Borja (borja@scag.ca.gov) for prior approval from OTS and SCAG. Please allow two (2) weeks for approval.

All Work Products and Related Work Materials of Community Hubs Program awards shall become property of SCAG, and all publication rights are reserved to SCAG. Awardees shall not copyright Work Products and Related Work Materials. Work Products and Related Work Materials refer to any material produced using Community Hubs Program funding, such as deliverables.

ALLOWED EXPENSES

The Community Hubs Program funds expenses directly related to the proposed project. Eligible expenses include, but are not exclusive to:

- Labor costs, such as coordination, design, facilitation, set-up, training, etc.;
- Printing;
- Permits or fees related to the project;
- Bicycle helmets, if purchased to support bicycle education;
- Supply or equipment rental fees; and
- Virtual platform subscription fees.

Project budgets may include 10% de minimis indirect cost. The 10% de minimis indirect cost rate may be used by any non-federal entity that has never received a negotiated indirect cost rate. This rate would be charged against modified total direct costs (MTDC). See 2 CFR 200.414(f).

Applicants may procure services to design projects and increase the impact of the proposed activities. The third-party services may be compensated through the budget, included as an Other Direct Cost (ODC). Each ODC line item shall be limited to no more than \$10,000. In accordance with SCAG's procurement standards, all costs included in the project budget must be fair and reasonable.

Notwithstanding the list above, allowed expenses are subject to the discretion of SCAG and OTS.

UNALLOWED EXPENSES

Funding for *Go Human* is provided by a grant from OTS, through the National Highway Traffic Safety Administration. As a result, certain expenses are ineligible for funding. Ineligible expenses include, but are not limited to:

- Products or giveaways not tied to a safety educational component (only allowed if they are given away in direct correlation with a safety education component);
- T-shirts;
- Stickers (i.e., bumper stickers, stickers for mass distribution at events);
- Raffle prizes;
- Food or beverages;
- Plants;
- Office furniture, equipment and capital assets;
- Paint;
- Chalk;
- Event entertainment or music;
- Advertising not directly related to proposed project;
- Implementation of a study, plan, or program;
- Habitat conservation plans;
- General liabilities insurance cost;
- Lobbying efforts and/or political contributions; and
- Items that are not indicated in the original project budget.

INSURANCE REQUIREMENTS

All proposers should be aware of the Insurance Requirements for contract award. The Certificate of Insurance must be provided by the successful proposer prior to grant award. A grant may not be awarded if insurance requirements are not met.

Endorsements for the following are necessary as a part of meeting the insurance requirements:

- Commercial General Liability
- Business Auto Liability
- Workers' Compensation/Employer's Liability

Endorsements shall include:

- Additional Insured
- Primary, Non-Contributory
- Waiver of Subrogation
- Notice of Cancellation

The endorsement to all of the policies must be attached to the certificate of insurance.

1. Insurance

Awardees shall procure and maintain the minimum required insurance, as set forth below, against claims for injuries to persons, or damages to property, which may arise from or in connection with the performance of the work hereunder by Awardee, its subcontracts, agents, representatives, or employees.

A. Minimum Scope of Insurance – Coverage shall be at least as broad as:

- (1) Insurance Services Office Commercial General Liability coverage (Occurrence form CG0001), or its equivalent.
- (2) Insurance Services Office form number CA0001 (Ed. 1/87) covering Automobile Liability, code 1 (any auto) or its equivalent.
- (3) Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

B. Minimum Limits of Insurance – Awardee shall maintain limits no less than:

- (1) General Liability: \$1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
- (2) Automobile Liability: Including contractual liability insuring owned, non-owned, hired and all vehicles by awardee with a combined single limit of not less than \$1,000,000 applicable to bodily injury, or death, and loss of or damage to property in any one occurrence.
- (3) Workers' Compensation Liability: Including Occupational Diseases in accordance with California Law and Employers' Liability Insurance with a limit of not less than \$1,000,000 each accident.

C. Other Insurance Provisions – The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

- (1) SCAG, its subsidiaries, officials and employees are to be covered as additional insureds, as respects to liability arising out of the activities performed by or on behalf of Awardee, products and completed operations of Awardee; premises owned, occupied or used by Awardee; or automobiles owned leased, hired or borrowed by Awardee. The coverage shall contain no special limitations on the scope of protection afforded to SCAG, its members, subsidiaries, officials and employees.
 - (2) For any claims related to this project, Awardee's insurance coverage shall be primary insurance as respects SCAG, its members, subsidiaries, officials and employees. Any insurance or self-insurance maintained by SCAG shall be excess of Awardee's insurance and shall not contribute with it.
 - (3) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to SCAG, its members, subsidiaries, officials and employees.
 - (4) Awardee's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
 - (5) Awardee's Employer's Liability policies shall contain the inclusion of SCAG, its members, subsidiaries, officials, and employees. Awardee's Workers' Compensation policies shall submit a Waiver of Subrogation endorsement in favor of SCAG, its officers, agents, employees and volunteers.
- D. Deductibles and Self-Insured Retentions – Any deductibles or self-insured retentions in amounts over \$10,000 must be declared to and approved by SCAG.**
- E. Acceptability of Insurers – Insurance is to be placed with California admitted or approved insurers with a current A.M. Best's rating of no less than A, unless otherwise approved by SCAG.**
- F. Verification of Coverage – Awardee shall furnish SCAG with original endorsements and certificates of insurance evidencing coverage required by this clause. All documents are to be signed by a person authorized by that insurer to bind coverage on its behalf. All documents are to be received and approved by SCAG before work commences. Upon request of SCAG at any time, Awardee shall provide complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications.**



Southern California Association of Governments
January 5, 2023

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
From: Roland Ok, Planning Supervisor
(213) 236-1819, ok@scag.ca.gov
Subject: SCAG's Draft Digital Action Plan

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Direct staff to release the Draft Digital Action Plan for a 30-day review and comment period to the public, which would occur from January 5, 2023, to February 3, 2023.

RECOMMENDED ACTION FOR CEHD AND EEC:

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. 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’ 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, (4) incorporate broadband planning into SCAG’s programs, including the development of future Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS or Connect SoCal). SCAG’s Digital Action Plan 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 requests that the Transportation Committee authorize a

release of the Draft Digital Action Plan for a 30-day review and comment period. A copy of SCAG's Draft Digital Action is accessible 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).

Since the approval of the Resolution, Staff has completed a Draft Digital Action Plan which provides an overview of the digital divide, work efforts from SCAG, and a list of actions and deliverables. The A copy of SCAG's Draft Digital Action is accessible at: <https://scag.ca.gov/post/scag-digital-action-plan>.

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. Upon closer inspection:

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>

- 20% of Seniors aged 65 and over do not have access to broadband and 12% do not own a computer
- 13% of the Black population do not have access to broadband and 5% do not own a computer
- 11% of the Native American/Indigenous population do not have access to broadband and 4% do not own a computer
- 12% of the Latino/Hispanic population do not have access to broadband and 4% do not own to a computer
- 70% of those without internet are concentrated within low-income households

VISION, GOALS, STRATEGIES AND GUIDING PRINCIPLES:

The Draft 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 some of the 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

SCAG 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.

Transportation Broadband Strategies to Reduce Vehicle Miles Travelled and Green House Gas Emissions (Broadband/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 (also known as the Broadband/VMT Report). 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).

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, outreach exercises, the development of regional policies, mapping, and analysis.

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, reliance on

big data, and expanded use of technology which would support emergency services. ³ For a complete list of proposed actions and deliverables, please refer to the Draft Digital Action located at: <https://scag.ca.gov/post/scag-digital-action-plan>.

COMMENTS RECEIVED:

On November 3, 2022, SCAG staff provided a written 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 (including a copy of the Draft Digital Action Plan), and Equity Working Group 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

Staff received no comments from the Subregional Executive Directors and Equity Working Group and received two (2) comments from members of the Emerging Technology Committee (ETC).

Comments from ETC members:

1. *Councilmember Dan Kalmick, City of Huntington Beach* - Consider expanding the language regarding digital literacy to include technical literacy (networking, coding, repair, and troubleshooting).
2. *Supervisor Curt Hagman, San Bernardino County* - Consider expanding the language regarding legislative advocacy to include advocating for the SCAG regions fair share of funding.

Staff Response:

1. *Technical Literacy* – According to the American Library Association (ALA), digital literacy is defined as “the ability to use information and communication technologies to find, evaluate, create, and communicate information, requiring both cognitive and technical skills”, and technical literacy such networking, repair and coding skills are outside the realm of basic literacy skills.⁴ However, SCAG staff is currently considering the addition of a subsection

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.

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

titled “Technical Literacy” and/or incorporating language regarding technical literacy, when discussing the importance of digital skills required for future jobs.

2. *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).

REQUEST TO RELEASE THE DIGITAL ACTION PLAN FOR PUBLIC REVIEW

Staff requests that the Transportation Committee authorize a release of the Draft Digital Action Plan for a 30-day review and comment period to the public, which would occur from January 5, 2023, to February 3, 2023. Comments should be directed to:

Roland Ok, Planning Supervisor
Email: ok@scag.ca.gov
Phone: 213-236-1819

After the closing of comment period, Staff will add, revise, and refine the language stated in the Digital Action Plan, as needed and applicable.

NEXT STEPS:

The Final Digital Action Plan will be presented to the Transportation Committee and Regional Council on April 6, 2023, for approval and adoption. SCAG staff will take steps to formally implementing the Digital Action Plan and integrate work efforts into SCAG’s Overall Work Program. The Digital Action Plan is also 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. PowerPoint Presentation - SCAG's Digital Action Plan



SCAG's Digital Action Plan

Transportation Committee
January 5, 2023
Roland Ok, Planning Supervisor

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



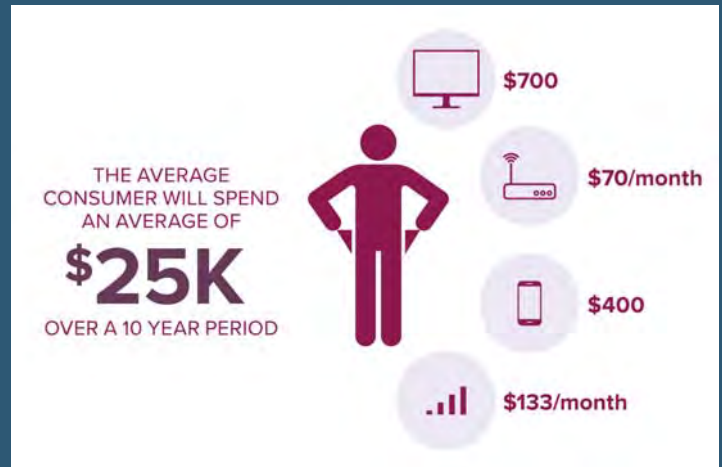
Multiple Divides



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



Snapshot of the Region

- **9 to 10%** of households do not have access to adequate internet speeds or a computer
- **13%** of the Black population do not have access to broadband and **5%** do not own a computer
- **11%** of the Native American/Indigenous population do not have access to broadband and **4%** do not own a computer
- **12%** of the Latino/Hispanic population do not have access to broadband and **4%** do not own to a computer
- **20%** of Seniors aged 65 and over do not have access to broadband and **12%** do not own a computer
- **70%** of those without internet are **concentrated** within **low-income households**

Examples of 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**

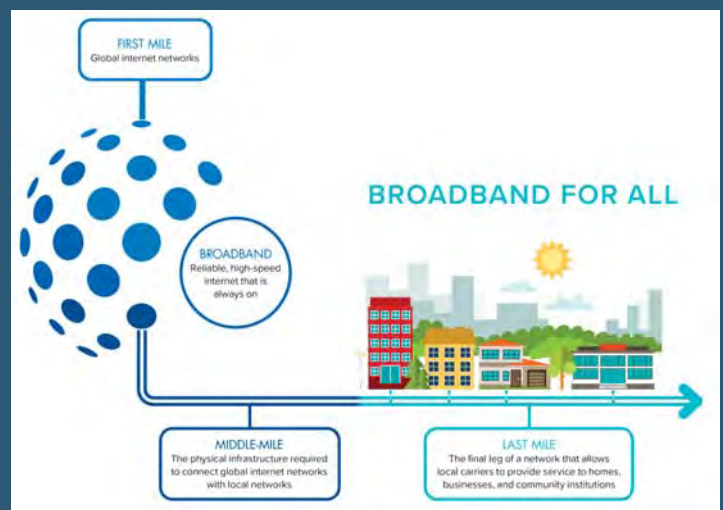




DIGITAL ACTION PLAN

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

- Data procurement, mapping, distribution and analysis
- Technical and Strategic Reports
- Formation of partnerships, working groups, committees and legislative support
- Best Management Practices and Digital Literacy guides for Local Jurisdictions
- Development of Regional Policy and integration into Connect SoCal
- **Funding for Local Jurisdiction for Infrastructure, Adoption and Literacy**



DELIVERABLES BEYOND THE DIGITAL DIVIDE

Broadband is important to Regional Planning

- Broadband and equity goes **beyond** “bridging the digital divide” and is a **“green strategy”**
- Broadband should be **evaluated** as a utility
- Our **reliance** in participating in the **digital landscape** will continue to grow
- The way we live continue to **change** and so will our communities
- We need to **plan** for changes to **land use development** and **regional** and **local transportation network**

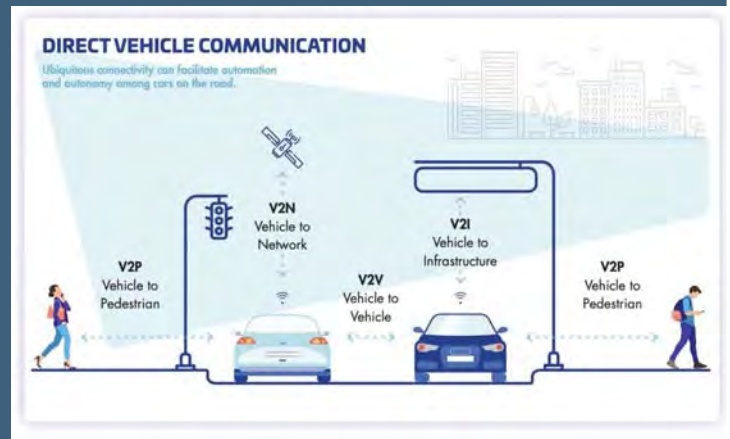
Example: Smart Cities

- Broadband infrastructure and adoption is a **necessary** step in making our cities **“smart”**
- **“Smart Cities”** uses technology to make its programs and systems more **responsive** and **communicate effectively** with related systems
- To **fully** realize the **potential** of Smart Cities programs and upgrades, **broadband planning** serves as the **foundation for smart planning**



Example: Transportation Safety and Goods Movement

- Automated Vehicles **require** a robust broadband network
- Vehicle to Everything (V2X) technology is **reliant** on wireless towers (5G+ speeds)
- Connectivity allows vehicles, infrastructure, and people to **communicate** with each other
- This could have profound impacts on the efficiency and safety of the **goods movement system**.



Example: Transportation Investments

- Tele-everything will **change travel behavioral patterns**
- Commuting to work may **decrease**, but travel trips to run chores may **increase**
- Can result in **less highway traffic** but **more local roadway traffic**
- Financial investments may need to be **better aligned**





REQUEST FOR PUBLIC RELEASE AND NEXT STEPS

Request for Release and Next Steps

- **Request for authorization** to release the Digital Action Plan for a **30-day review and comment period**
 - **January 5, 2023 – February 3, 2023**
- Final Digital Action Plan will be presented to the Transportation Committee and Regional Council on **April 6, 2023**, for **approval and adoption**

Comments can be submitted to:

Roland Ok, Planning Supervisor

Email: ok@scag.ca.gov

Phone: 213-236-1819



THANK YOU!

For more information, please visit:

Broadband Planning: scag.ca.gov/broadband



Southern California Association of Governments
January 5, 2023

To: Transportation Committee (TC)
From: Courtney Aguirre, Planning Supervisor
(213) 236-1990, aguirre@scag.ca.gov
Subject: California Integrated Travel Project

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:

The COVID-19 pandemic exacerbated an existing transit ridership decline that was occurring nationwide for more than the past decade. Though regional transit ridership has improved since the record lows recorded at the start of the COVID-19 pandemic, significant effort is needed to support transit ridership recovery. California Integrated Travel Project (Cal-ITP) is an initiative of the California State Transportation Agency (CalSTA) and California Department of Transportation (Caltrans) that is intended to motivate more transit ridership. The initiative works to bring global standards for fare payment and real-time data to California transit agencies, along with seamless verification of eligibility for transit discounts. More information can be found at <https://www.calitp.org>. Cal-ITP Program Manager, Gillian Gillett, will share highlights from the initiative.

BACKGROUND:

The COVID-19 pandemic exacerbated an existing transit ridership decline that was occurring nationwide for more than the past decade. Though regional transit ridership has improved since the record lows recorded at the start of the COVID-19 pandemic, levels are still significantly less than they previously were. For example, overall, the region’s bus ridership levels are currently 27% below what they were pre-pandemic, and Metrolink’s ridership is currently 60% 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, transit 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. In

fact, recent research suggests that sustained high levels of hybrid work have altered the landscape of travel behavior in significant ways, such as a smaller morning “peak” and a longer, earlier afternoon “peak” resulting in part from school pickup and other daily errands. This potentially represents a challenge for fixed route transit. Transit agencies and local jurisdictions will need to explore investment in transit priority treatments such as dedicated lanes and signal priority in congested corridors. This also presents an opportunity to leverage innovative, shared mobility options that best fit the context across the SCAG region.

The opportunity to change the way people move is vast. The faster transit agencies, cities, and municipal agencies act, including in partnership with private mobility providers, the better chance the region has to reverse fifteen years of falling transit ridership and usher in a new era where transit vehicles, and the people who rely on them, are a priority. In the past two years SCAG has initiated planning efforts to try to reshape the transit landscape. SCAG recently completed a study assessing the feasibility of implementing a Mobility as a Service (MaaS) system in the SCAG region, which would integrate transportation services into a single mobility platform that provides competitive alternatives over private vehicles, to promote universal basic mobility, encourage mode shift, and foster sustainable travel choices. SCAG is also planning for pilot MaaS demonstrations across the region. These recent efforts complement work at the state level through the California Integrated Travel Project (Cal-ITP).

Cal-ITP is an initiative of the California State Transportation Agency (CalSTA) and California Department of Transportation (Caltrans) to make riding public transportation simpler and more cost-effective for all. To do this, Cal-ITP aims to bring global standards for fare payment and real-time data to California transit agencies, along with seamless verification of eligibility for transit discounts. Cal-ITP is aiming to build and foster interoperable systems for payment and data sharing that give transit agencies control over their information and systems. Cal-ITP implementation is a key action identified in the state’s Climate Action Plan (CAPTI) under Strategy S2, Support a Robust Economic Recovery by Revitalizing Transit, Supporting Zero Emission Vehicle Deployment, and Expanding Active Transportation Investments. Cal-ITP Program Manager, Gillian Gillett, will share highlights from the initiative that will support transit ridership recovery.

FISCAL IMPACT:

None

ATTACHMENT(S):

1. PowerPoint Presentation - California Integrated Travel Project

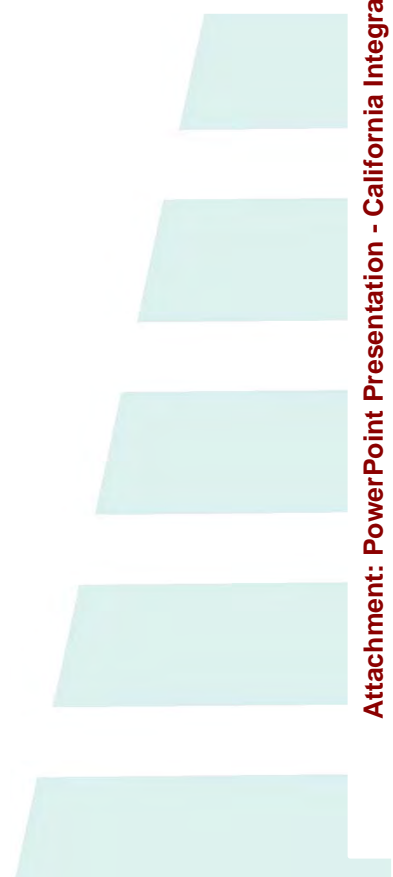
Cal-ITP

Financial inclusion through
mobility payments in
California



Attachment: PowerPoint Presentation - California Integrated Travel Project (Cal-ITP)

A day in the life of Jane



Meet Jane, an unbanked mother of 2

For every \$100 that Jane has, she spends ...

- \$1 – \$12 on check-cashing services
- \$1.65 – \$2.20 on **each** money order

In addition to these costs, Jane has to deal with:

- **Time-consuming processes** attached to using alternative financial services
- Risky credit products with high fees like **payday loans**



And it doesn't end here ...

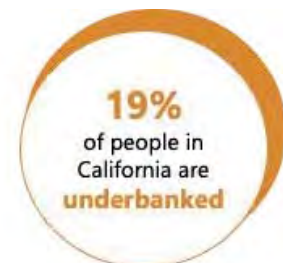
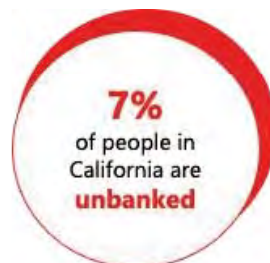


Source: [InCharge](#), [USPS](#)

Jane isn't alone. Millions of Americans live without access to a digital way to pay



Approximately **1 in 4 (10.3 million)** people in **California** are not fully banked:



unbanked: no bank account

underbanked: not regularly using checks or bank cards - close to minimum balance

Across the country, **63 million U.S. residents** are not fully banked:



This means they rely on alternative financial services to meet their basic banking needs.



[WorldBank](#) definition for under- and un-banked

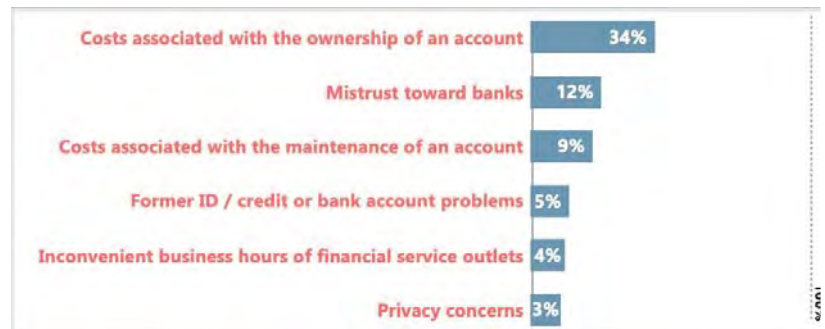
Why people like Jane don't participate in the global financial system

Costs associated with the ownership or maintenance of an account are key reasons why Americans are under- or unbanked.



Source: EconomicInclusion.Gov, US data. Note: % values represent the share of respondents choosing the answer as their main reason for being un-/underbanked

What is the main reason that you are unbanked or underbanked?



Most traditional banks:

- require \$25 – \$1,500 as [minimum opening deposit](#)
- require \$10 – \$16 as [monthly maintenance fees](#)

Financial inclusion is a way to address systemic racism and combat poverty

Research suggests that financial inclusion is a cornerstone of **reducing poverty rates and income inequality**. It also maximizes the society's overall [welfare](#).

- The World Bank Group considers financial inclusion a key enabler to reduce extreme poverty and boost shared prosperity.

[WorldBank](#)

FINANCIAL INCLUSION, KEY TO REDUCING POVERTY

Financial inclusion is one of the most important factors in ending global poverty

Sustainability for All

How 'financial inclusion' can help lift millions of people out of poverty - on Radio Davos

[World Economic Forum](#)



Financial inclusion is a foundation to wealth building and financial stability

Access to credit as an example.

The first barrier to credit access is thin credit files. Because low-income consumers and consumers of color are less likely to have traditional banking relationships, they are disproportionately likely to be credit invisible²⁴ or are “unscorable” by traditional credit models (see Figure 2),²⁵ despite sometimes having a long history of regular payments on bills like rent or utilities, which are not typically reported to the credit bureaus.

Federal Reserve Bank of San Francisco, [The Racialized Roots of Financial Exclusion](#)



Financial inclusion is equity

Digital payments allow people to meet basic needs

Financial inclusion means that individuals have access to **practical and affordable financial products** and services that meet their needs—transactions, payments, savings, credit, and insurance—delivered in a responsible and sustainable way.

Financial inclusion means improving credit scores, achieving financial literacy, and enabling digital payments. At its core, it allows people to:



afford basic needs in life



have easy access to the job & housing markets



be treated with dignity & respect



Image source: [Unsplash](#)

Why start with mobility?



Mobility can be a financial inclusion pathway

Transportation creates opportunities for millions of people to establish a footprint in the global financial ecosystem organized around debit and credit cards and mobile wallets—through the benefits they receive and the regular purchase of transit services.

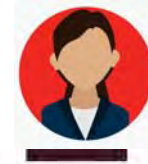


Many transit riders are un/underbanked

Over 2/3 of transit riders in the US have an average annual income of \$50,000 or less.



Average public transport user



Average under or unbanked user

Common user characteristics between transit riders & un/underbanked

	Average public transport user	Average under or unbanked user
<i>Race</i>	<ol style="list-style-type: none"> White (48% of public transit commuters in metropolitan areas & 53% in the remainder of U.S.) Hispanic (25% of public transit commuters in metropolitan areas & 17% in the remainder of U.S.) 	<ol style="list-style-type: none"> White (60% of underbanked & 59% of unbanked) Hispanic (22% of underbanked & 19% of unbanked)
<i>Income</i>	Low incomers: Below \$50,000 annual salary (44% of public transport commuters in metropolitan areas & 69% in the remainder of U.S.)	Low incomers: Below \$50,000 annual salary (56% of underbanked & 78% of unbanked)
<i>Age group</i>	Millennials (52% of public transit commuters in metropolitan areas & 45% in the remainder of US)	Millennials (52% of underbanked & 38% of unbanked)
<i>Sex</i>	Women for metropolitan areas (51%) & Men for the remainder of U.S. (52%)	Men for underbanked (55%) % Women for unbanked (60%)



Sources: [U.S. Census](#), [Morning Consult](#)

Mobility can be a ride out of poverty

Given the socio-demographic overlap between un-/underbanked individuals and transit riders, increasing the availability of contactless EMV fare payment options on transit has the potential to increase financial inclusion. With low-income customers spending a bulk of their [income](#) on public transportation, mobility can be a catalyst for changing their lives, giving them:



access to the community



daily travel, which presents a basic **need**

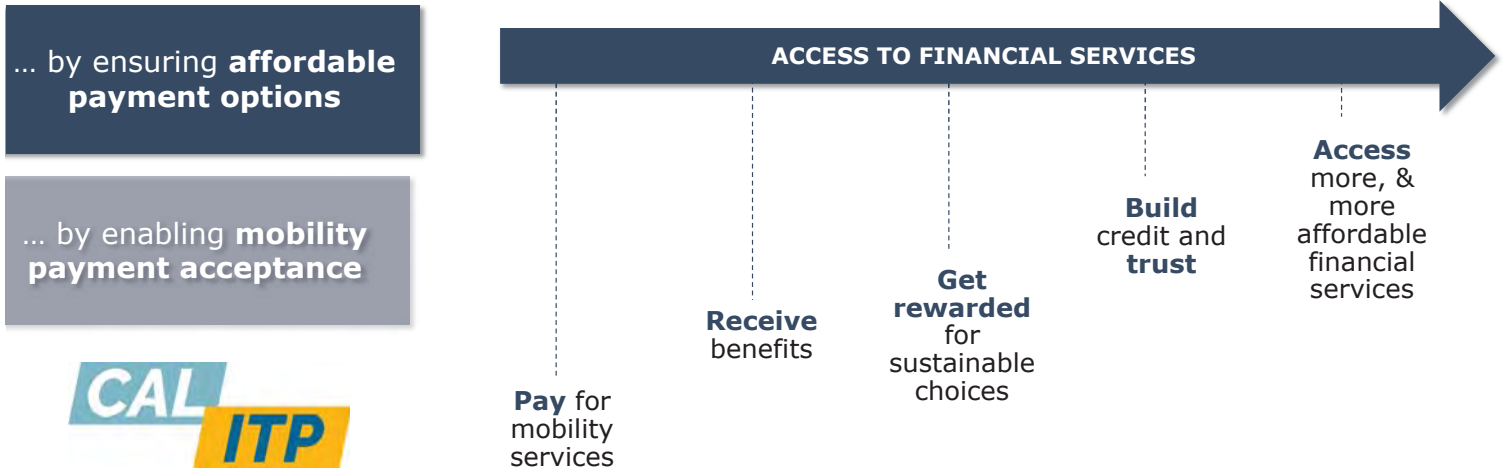


many **options** to build credit



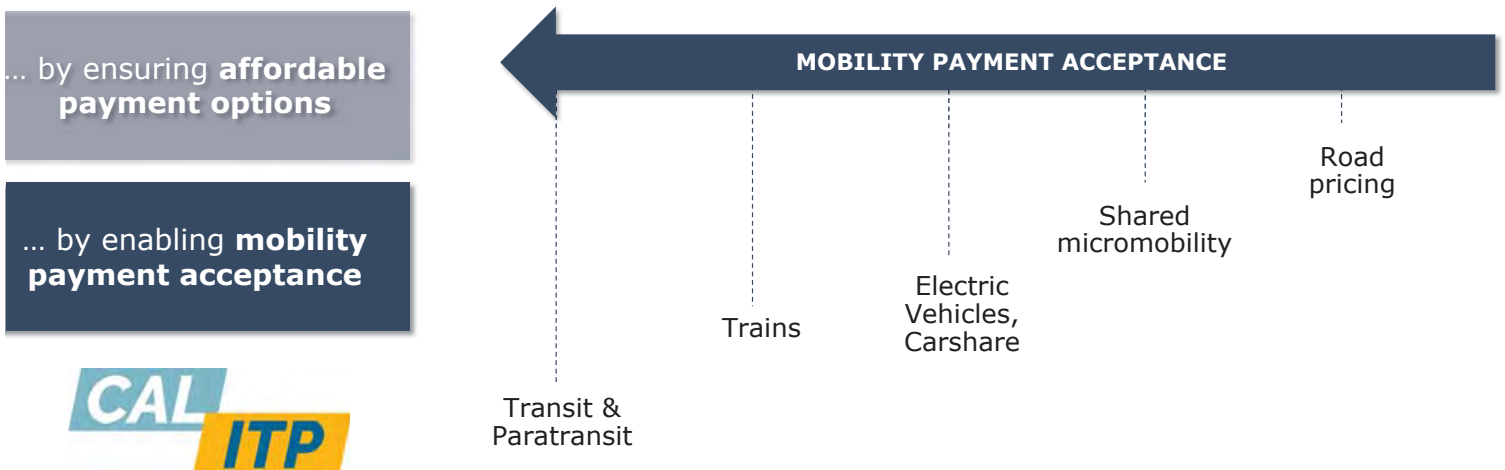
A pathway to financial inclusion through mobility payments

Transportation is a daily habit that can become a pathway to financial inclusion by helping people become more comfortable with digital payments.



Mobility payments through financial inclusion

For cash-paying customers, financial inclusion doesn't only mean having a digital payment option, but also being **able to use it** across modes of transportation.



Cal-ITP & Financial Inclusion

2023 Program Plan



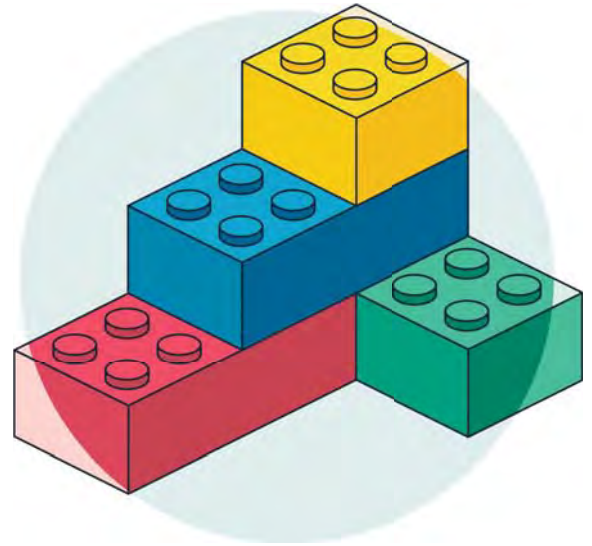
What is Cal-ITP?

Managed by Caltrans, the California Integrated Travel Project (**Cal-ITP**) is a statewide initiative designed to unify travel in California using open payments, real-time data standards, and digital verification of eligibility for discounts and benefits.



Focus on an interoperable ecosystem

In a state as large and diverse as California, **payment systems and mobility data technologies need to be interoperable** across systems large and small.



Cal-ITP Program Areas

Making travel simpler and more cost-effective by...

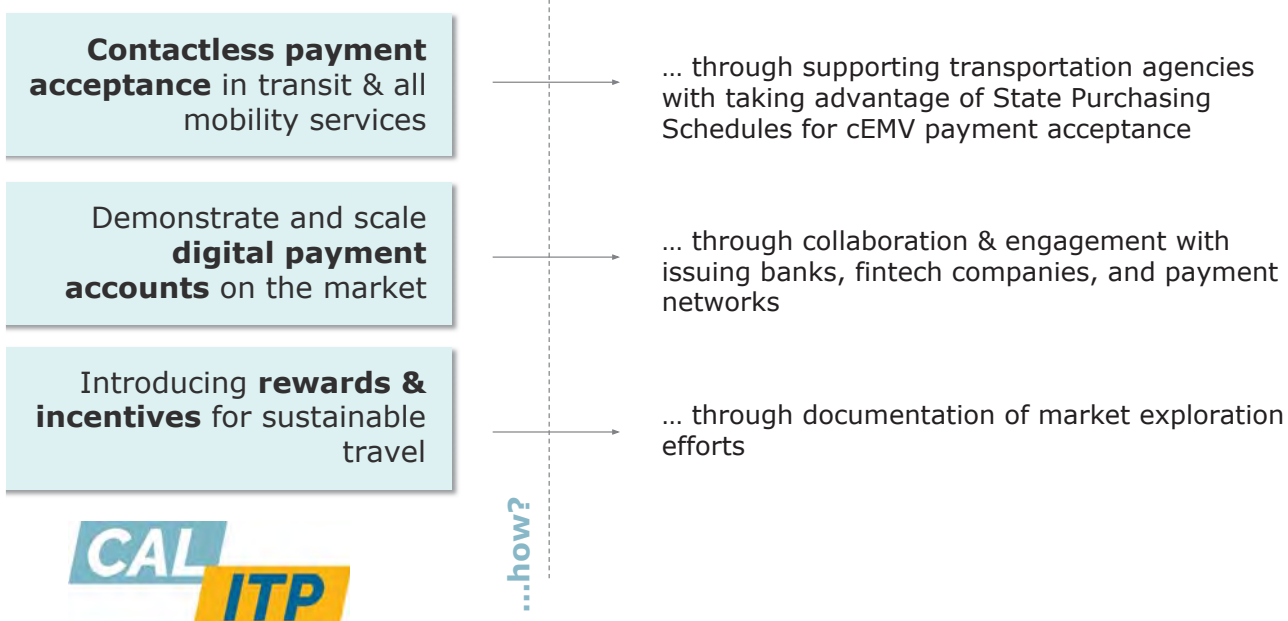
- 1 Providing accurate and complete information for trip planning in real time
- 2 Enabling contactless payments
- 3 Automating discounts



The Cal-ITP agile approach



Cal-ITP activities for 2023



Cal-ITP Demonstration Projects

How can you get involved?



Payment acceptance demonstration project

Monterey-Salinas Transit fare collection system

First open-loop contactless fare collection demo in California

- Lets riders tap contactless bank cards or digital wallets to pay; riders without can sign up for the Cash App Card and receive Boosts (money back)
- Older adults can use [Cal-ITP Benefits](#) to receive their discount when they tap to pay
- Complete GTFS data accessed through trip planners (Google Maps, Apple Maps, Transit App)



Attachment: PowerPoint Presentation - California Integrated Travel Project (Cal-ITP)

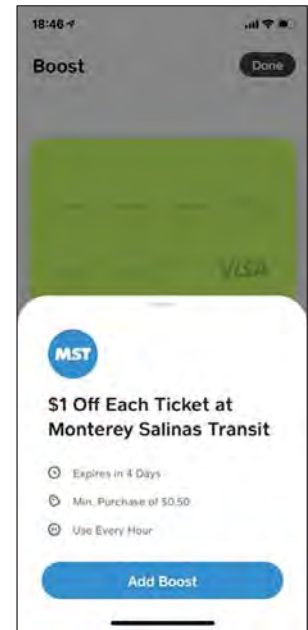
Payment issuance demonstration project

CashApp for digital transit payments

Shortly after the launch of **contactless debit/credit card fare payments** on Monterey-Salinas Transit buses and Sacramento Regional Transit District's light rail fleet, Block (formerly Square) marketed their **Cash App Card** in those regions as an option for riders who did not already have a contactless bank card.

In conjunction with the adoption of contactless fare payments by transit agencies, Cash App piloted **Paper Money Deposits**. This key feature for the unbanked and underbanked communities enables customers to load cash onto their Cash App Card at participating retailers, such as CVS, Walgreens, and 7-Eleven. This feature is available to customers for a \$1 fee per load of up to \$500—a fee that's approximately 1/4 the cost of most other retail cash-load options offered today.

- **Outcome:** 30% of Cash App Cards that have tapped at MST are **new Cash App users**, demonstrating that providing a low-cost financial product supports access to transit services.



Rewards demonstration project

Valley CAN EV-Charging

- Valley CAN project supported by GoBiz grant funding with in-kind contributions by Cal-ITP:
 - Design and development of an **open-loop preloaded and reloadable contactless debit card** to pay for charging at any public charging station
 - Initial cohort of 200 participants recruited/pre-screened by Valley CAN who qualify for the Clean Cars 4 All \$1,000 EV public charging credit
- Validate that contactless bank cards are:
 - **Customer-friendly** for all population segments, in particular for low-income and previously under and unbanked customers
 - **Effective for government** and non-profit entities to administer and fund public benefit programs
 - **Interoperable** across public EV charging providers and can be expanded across modes



Want to learn more?

Check out our websites:

- [California Mobility Marketplace](#)
- [CalITP.org](#)

[Contact us](#) through the Mobility Marketplace, or email:

hello@calitp.org





Southern California Association of Governments
January 5, 2023

To: Transportation Committee (TC)
From: Priscilla Freduah-Agyemang, Senior Regional Planner
(213) 236-1973, agyemang@scag.ca.gov
Subject: Connect SoCal 2024: Draft Transit/Rail Approach

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:

The transit and passenger rail system in the six-county SCAG region comprises an extensive network of services. Prior to the COVID-19 pandemic, they collectively carried about 660 million passengers per year. In spite of ridership declines, the transit/rail system remains a key component of the region’s plans for improving air quality and reducing greenhouse gas emissions. A key step towards reversing ridership declines and achieving the region’s mobility, communities, environment, and economic goals can come from improving the speed, reliability, and accessibility of transit/rail services and encouraging partnerships across agencies and sectors to build a more seamless and supportive multimodal system across the region. Investing in transit/rail is also a strategy for advancing equity and resilience. This report shares highlights from the combined transit/rail approach for Connect SoCal 2024.

BACKGROUND:

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the plan takes into account all modes of transportation, including transit/rail, and is accomplished by a “continuing, cooperative and comprehensive” (the 3 C’s) planning approach, which is also performance-driven and outcome based. In addition, because the SCAG region is designated as

nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the plan must conform to applicable air quality standards. The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). Achieving these GHG reductions will require a substantial reduction in single-occupancy vehicle trips and increasing transit/rail mode share.

Taken together, the RTP/SCS or Connect SoCal, represents a vision for integrating land use and transportation for increased mobility and more sustainable development. Concepts introduced in the most recently adopted plan, Connect SoCal 2020, will endure in Connect SoCal 2024, including the Core Vision and Key Connections. The Core Vision centers on maintaining and better managing the transportation network we have for moving people and goods. It does so while expanding mobility choices by locating housing, jobs, and transit/rail closer together and increasing investment in transit/rail and complete streets. A transit/rail backbone is assumed. The Key Connections augment the Core Vision to address trends and emerging challenges while closing the gap between what can be accomplished through the intensification of core planning strategies alone, and what must be done to meet increasingly aggressive greenhouse gas reduction goals. These Key Connections lie at the intersection of land use, transportation and innovation, and advance promising strategies for leveraging new technologies and partnerships. An example of a Key Connection is Shared Mobility & Mobility as a Service (MaaS), for which the transit/rail system plays an integral role.

Connect SoCal's overarching vision is to create a healthy, accessible, and connected region for a more resilient and equitable future. Supporting this vision are multiple goals, including one for mobility that is focused on building and maintaining a robust transportation network. More specifically, this means:

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

SCAG staff is currently developing the updated transit/rail approach for Connect SoCal 2024, one that is in alignment with this vision and goals. The highlights of the approach are detailed in this report.

Existing Conditions

The SCAG region has a complex transit/rail network which includes over 100 transit operators with 33,485 miles of bus routes, including local bus, express and bus rapid transit (BRT), Amtrak intercity and long-distance services, and Metrolink commuter rail service, which operates on seven lines in five of six counties. Though transit/rail ridership levels have improved in recent months, they are still significantly less than they were prior to the COVID-19 pandemic. As detailed in the Transportation Committee's Transit Ridership Update staff report, overall, the region's bus ridership levels are currently 27% below what they were pre-pandemic. For Metro, bus and rail ridership have now recovered at a similar level when comparing September 2019 to September 2022 (down by roughly 30%). The issue with rail ridership recovery extends to Metrolink whose ridership is currently 60% lower than it was pre-pandemic at this time.

These transit/rail ridership declines have resulted in reduced farebox recovery and impacts to operations budgets. There is concern that transit/rail operators are fast approaching a fiscal cliff when federal pandemic operational support will be fully expended and unrenewed and financial shortfalls hit.¹ Though some transit/rail operators are optimistic that higher gas and vehicle prices and worsening traffic congestion may motivate more ridership, driver shortages present an immediate challenge, and most remain uncertain of what the longer term future normal may look like, particularly if hybrid work remains a norm for discretionary riders who tend to take rail. Recent research from UCLA and UC Davis that was presented at the Next Generation Infrastructure Committee² suggests that sustained high levels of hybrid work have altered the landscape of travel behavior in significant ways, such as a smaller morning "peak" and a longer, earlier afternoon "peak" resulting in part from school pickup and other daily errands. This potentially represents a considerable challenge for fixed route transit and an opportunity to reconsider, adapt, and expand transit and shared mobility offerings to address changing travel needs.

Continuing to plan for transit/rail in the face of these challenges is especially important because transit/rail is a lifeline service. During the most severe period of the COVID-19 pandemic, LA Metro Bus and Rail carried at least 310,000 lifeline trips each day, and though Metrolink ridership dropped by 90% in March 2020, the 10% remaining were mainly essential workers. SCAG's past research has found that heavy transit use in the region is concentrated among low-income, foreign-born households with no access to automobiles.³ Essentially, supporting transit/rail helps to advance the region's equity goals. As noted in SCAG's most recent Racial Equity Baseline Conditions Report,

¹ Blumgart, Jake. (2022, June 24). For Mass Transit Agencies, a Fiscal Cliff Looms. *Governing*.
<https://www.governing.com/now/for-mass-transit-agencies-a-fiscal-cliff-looms>

<https://www.governing.com/now/for-mass-transit-agencies-a-fiscal-cliff-looms-part-ii>

² SCAG's Next Generation Infrastructure Subcommittee: <https://scag.ca.gov/next-generation-infrastructure-subcommittee>

³ Manville, Michael, Taylor, Brian D., Blumenberg, Evelyn (2018, January). Falling Transit Ridership: California and Southern California. https://scag.ca.gov/sites/main/files/file-attachments/its_scag_transit_ridership.pdf

accessibility to various destinations, specifically employment opportunities, is foundational for maintaining the social and economic interactions required to meet basic needs.⁴

Though the COVID-19 pandemic negatively impacted transit/rail ridership, it only exacerbated an existing transit ridership decline that was occurring nationwide. Transit/rail ridership had been declining in the SCAG region in part because a majority of the region's built environment is designed to facilitate, and favor, the movement of private vehicles. Taking transit/rail today is not convenient for most people. As SCAG's report with UCLA on Falling Transit Ridership: California and Southern California⁵ succinctly put it, as long as driving in the SCAG region is the easiest way to get around, people will drive more (often at a considerable cost burden) and ride transit/rail less. Transit/rail ridership recovery is contingent on more than the actions of transit/rail operators, but on the larger transportation and land use environment that subsidizes driving via unpriced roads, unpriced or underpriced parking, high minimum parking requirements, etc.

Confronted with these challenges, the region's transit/rail operators are continuing to work hard to restore services and recover ridership losses. Many of the prior approaches to attracting and retaining transit/rail riders remain relevant. Transit/rail riders have consistently reported speed and reliability of services as key factors in decision-making in transit use, along with safety, security, convenience, and accessibility of the ride. The quality of service needs to increase to retain existing riders and attract discretionary riders. There remains a need to attract more discretionary riders to expand the target audience for transit/rail. Supporting transit/rail agencies as they work to improve transit/rail offerings and the rider experience is critical.

Connect SoCal 2020 Implementation

Since the Regional Council adopted Connect SoCal 2020, SCAG has supported efforts to improve transit/rail across the region through a variety of planning research and studies, many of which have been highlighted at past Transportation Committee meetings. The key recommendations from the research and studies are instrumental in informing and guiding local jurisdictions on projects to focus on to improve the transit/rail network. They have and continue to guide policy discussions to inform the transit/rail Core Vision for the region and provide the foundation for the transit/rail approach for Connect SoCal 2024. The research and studies include:

- **Americans with Disabilities Act (ADA) Paratransit Demand Forecast Study:** In 2020, SCAG published the [ADA Paratransit Demand Forecast Tool](#) to assist SCAG and transit operators with developing long term forecasts of demand for ADA paratransit services.

⁴ Racial Equity Baseline Conditions Report (2022): https://scag.ca.gov/sites/main/files/file-attachments/2022racialequitybaselineconditionsreport_final.pdf

⁵ Manville, Michael, Taylor, Brian D., Blumenberg, Evelyn (2018, January). Falling Transit Ridership: California and Southern California. https://scag.ca.gov/sites/main/files/file-attachments/its_scag_transit_ridership.pdf

- **Last-Mile Freight Delivery Study:** In 2020, SCAG completed the Last-Mile Freight Delivery Study, which detailed a series of strategies to address challenges caused by the growing role freight shipments and e-commerce play in our lives. The Last-Mile Freight Study provided solutions to the logistical challenges and community impacts resulting from the rapidly increasing demand for commercial and home deliveries.
- **Curb Space Management Study:** In 2022, and building on the Last-Mile Freight Delivery Study, SCAG completed the Curb Space Management Study (CSMS), which took a comprehensive and multimodal review of some of the most congested and complicated curb space locations within the region. A key objective of the work was to promote a balanced transportation system by better understanding first/last mile trips and connections between transit and active transportation (multimodal connections).
- **Mobility as a Service (MaaS) Feasibility White Paper:** In 2022, SCAG completed the MaaS Feasibility White Paper, to study the key building blocks for successfully implementing a MaaS system in the SCAG region, which would integrate transportation services into a single mobility platform to provide competitive alternatives over private vehicles, promote universal basic mobility⁶, encourage mode shift, and foster sustainable travel choices.
- **SwissCal Conference:** In 2022, as a companion effort to the MaaS study, twenty representatives from SCAG, including sixteen members of the SCAG Regional Council, participated in the SwissCal Conference on the Swiss Public Transportation Ecosystem. The goal of the virtual conference, which connected senior leaders and professionals from across California with senior Swiss transit experts, was to learn about Swiss best practices associated with transit coordination that could be applied in Southern California. The conference resulted in the identification of actions to advance in the near term, such as fare integration and ticketing and schedule coordination.
- **Regional Transit Dedicated Lanes Study:** SCAG is currently wrapping up work on its Regional Dedicated Lanes Transit Study, which plans for a regional network of dedicated bus lanes and other transit priority treatments to support enhanced transit services, improve mobility, accessibility and sustainability, and support implementation of Connect SoCal. Please see the Transportation Committee's Regional Transit Dedicated Lanes Study Final Report for more information.
- **SCAG Integrated Freight and Passenger Rail Study:** In 2022, SCAG, working in partnership with Metrolink and other stakeholders, completed a study that combined both future freight and passenger train volumes out to 2050 to determine additional rail infrastructure needed over and above currently planned improvements.
- **Metrolink Transit Oriented Development (TOD) Study:** In 2022, SCAG, working in partnership with Metrolink, kicked off a Metrolink stations area planning effort to identify and recommend stations with potential for transit oriented development. SCAG is planning

⁶ Universal basic mobility is the concept that everyone should have a decent range of affordable transportation options, regardless of socioeconomic status or ability. See Shared-Use Mobility Center, <https://sumcmic.org/universal-basic-mobility-and-mobility-wallets-pilots/>.

to partner with station area cities who express a desire for TOD planning efforts in their jurisdictions.

- **First/Last Mile Plans:** Through SCAG’s Sustainable Communities Program, SCAG offers technical support to local jurisdictions for plans, including First/Last Mile Plans. In 2020, SCAG partnered with Omnitrans to develop the Bus Stop Safety Improvement Plan, and in 2022, SCAG is partnering with the City of Montebello to develop a First/Last Mile Plan. These plans include project concepts that can be repackaged into grant applications so that the plans may be implemented expeditiously.

Beyond SCAG’s efforts to support more planning research and studies, transit/rail agencies across the region have been implementing projects. Connect SoCal 2020 included a large investment in transit and rail capital improvement projects and new services. Many of the projects included in the plan have recently been implemented and/or opened up for passenger service. Examples include:

- **Redlands Rail Arrow Service in San Bernardino County.** Arrow service extends Metrolink’s San Bernardino Line by nine miles and includes four new stations. New Arrow trains will run between a new station at the University of Redlands and Metrolink’s existing San Bernardino-Downtown Station, with daily connections to and from Metrolink’s San Bernardino and Inland Empire-Orange County lines.
- **Crenshaw “K Line” light rail line in Los Angeles County.** The K Line connects to the Metro E Line (Expo), which travels between downtown LA and Santa Monica. By 2024, the K Line will also connect to the new LAX/Metro Transit Center Station, the new Aviation/Century Station and the Metro C Line (Green).
- **Los Angeles County Metropolitan Transportation Authority’s (LA Metro) NextGen Bus Plan:** The NextGen Bus Plan was approved in 2020 and is currently being implemented. The plan was developed to implement a new competitive bus system in Los Angeles County that is fast, frequent, reliable and accessible. The proposed improvements will: double the number of frequent Metro bus lines; provide more than 80% of current bus riders with 10 minute or better frequency; improve and expand midday, evening and weekend service, creating an all-day, 7-day-a-week service; ensure a ¼-mile walk to a bus stop for 99% of current riders; and create a more comfortable and safer waiting environment.
- **Metrolink’s Southern California Optimized Rail Expansion (SCORE) Program:** Metrolink’s SCORE Program is currently being implemented. It includes new grade crossings, station and signal improvements as well as track additions that will allow much greater bi-directional train frequency and accelerate progress towards its zero-emissions future. Examples of projects include Simi Valley Double Track, Chatsworth Station Improvements, El Monte Siding Extension Project, and Rancho Cucamonga Siding Extension Project. In addition, the state of California will deliver high-speed rail service to some of these rail stations from San Francisco in the future and Brightline West will operate high-speed rail service between Las Vegas and Rancho Cucamonga and Palmdale before that.

Many transit/rail operators have also purchased clean fuel technology buses or locomotives. In addition, many additional capital improvement projects and new transit and rail services are moving closer to implementation, such as the OC Streetcar in Orange County and the LA Metro Gold Line extension to Pomona.

Connect SoCal 2024 Development

The adoption of the last plan, Connect SoCal 2020, illustrated the complexity of long-range planning with rapidly evolving developments ranging from broader resilience, sustainability, and air quality issues to the future of mobility and associated implications for public policy. The need for more comprehensive understanding of these developments and consensus building on key regional strategies and policies is even more evident today in preparation for Connect SoCal 2024 as we continue to grapple with the COVID-19 pandemic, more challenging transportation and land use environments, a changing economy, and increasing uncertainties through the planning horizon (2050). The emerging landscape will be complex, likely exacerbating many of our existing challenges.

Connect SoCal 2024's transit/rail component will include foundational planning guidance for transit/rail, including requirements that need to be addressed at the federal level (e.g., the Metropolitan Planning Final Rule and the Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) Final Rules), and at the state level. To the extent practicable, SCAG staff will incorporate recently adopted state and local plans. SCAG staff are conducting continual, cooperative, and comprehensive outreach to stakeholders to shape the transit/rail approach.

Outreach & Engagement

Having a grasp of where the region is at as it implements projects and plans for future projects is critical in shaping the plan for the region. A significant effort is made to conduct meaningful outreach and engagement throughout Connect SoCal 2024's development, to the Transportation Committee as well as to other critical stakeholders.

SCAG staff are seeking to better understand transit/rail existing conditions, challenges and opportunities, and potential strategies and actions that can be taken to advance transit/rail. In summer 2021, SCAG met with transit/rail operators to discuss their plans for restoring pre-pandemic service levels and potential service level growth. In the summer/fall, SCAG staff solicited planned transit/rail projects from the County Transportation Commissions. These transit/rail projects largely originate from local sales tax commitments and county plans and will form the basis for the future transit/rail network for Connect SoCal 2024. SCAG staff also solicited High Quality Transit Corridors (HQTCS), that is corridors with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. SCAG's technical methodology for identifying

HQTCs and major transit stops is based on input from the Regional Transit Technical Advisory Committee, as well as consultation with local agencies, other large MPOs in California, and the Governor's Office of Planning and Research. SCAG staff is also currently conducting outreach to transit/rail operators regarding transit safety and asset management targets in accordance with federal requirements. This information will also help support SCAG's Connect SoCal 2024 financial assumptions and forecasts.

SCAG staff continues to convene regular meetings of its Regional Transit Technical Advisory Committee, which is comprised of dozens of transit/rail operators. SCAG staff convenes meetings to share updates on planning research and studies and transit target setting, highlight best practices, and solicit feedback on Connect SoCal 2024.

This fall, SCAG staff began convening the Next Generation Infrastructure Subcommittee, which is comprised of a dozen policymakers from across the region. The Subcommittee is intended to provide guidance on the priorities and strategies for Connect SoCal 2024, reflecting the rapidly evolving developments specific to the future of mobility and associated implications for public policy. The Subcommittee's November 16 meeting was focused on exploring how the region can ensure transit recovery and included perspectives from Culver City, Metrolink, Via, and the Shared Use Mobility Center. Key findings included:

- Centering solutions on people and their evolving travel needs, for example supporting more school-related trips and more local short trips versus long commutes;
- Focusing on understanding and meeting the needs of existing transit riders because this will also help attract new riders;
- Leveraging technology and data to better understand people's needs, communicate information and invite feedback, attract riders that might otherwise never consider transit, and facilitate unified planning and payment for multimodal trips;
- Partnering across agencies and sectors to develop projects and in doing so, minimize risk, build trust, and recognize/leverage unique strengths that each party brings; and
- Encouraging the shift of the mobility paradigm by enhancing and supporting services across all modes including transit, micromobility, and automobiles at the city level.

The feedback from the outreach and engagement to-date has been taken into account in shaping the following draft Connect SoCal 2024 transit/rail strategies.

Draft Transit/Rail Strategies

The opportunity to change the way people travel across the region is significant, particularly when considering technological advancements and the potential for greater partnership across sectors. The faster transit/rail agencies, cities, and municipal agencies act, including in partnership with private mobility providers, the better chance the region has to reverse fifteen years of falling

transit/rail ridership and usher in a new era where transit/rail vehicles and the people who depend on them, are a priority. The proposed vision for transit/rail is one in which transit/rail functions as a backbone within a larger multimodal ecosystem. Key strategies that support this future include:

Multimodal Integration Strategies

- **Complete Streets:** Complete Streets are streets that are planned, designed, built, operated, and maintained to support safety, comfort, and mobility for all road users instead of the speed of cars and the flow of traffic. These streets provide for people of all ages and abilities, regardless of whether they are driving, walking, bicycling, rolling, or riding transit, while also considering freight deliveries and shipments. They may accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit, and curbside management strategies (including accommodations for freight). Nearly half of all jurisdictions in the region have an adopted Complete Streets policy. SCAG is developing a Complete Streets policy and is evaluating how it can better support local implementation of Complete Streets, including planning for transit/rail.
- **Mobility Hubs:** Mobility hubs as locations where there are a range of transportation options (but typically at least two) that connect and interact with each other. They are intended to serve as the nucleus of the physical infrastructure in a Mobility as a Service (MaaS) system, and may include public transit, active transportation, and shared vehicles. They are the infrastructure foundation for multimodal trip planning and promoting mode shift, and are considered essential for a safe and convenient transfer between transportation modes. The concept of a mobility hub has been developing in the SCAG region over the last decade and SCAG plans to evaluate existing and potential mobility hubs.
- **Mobility as a Service (MaaS):** MaaS integrates transportation services into a single mobility platform that provides competitive alternatives over private vehicles, to promote universal basic mobility, encourage mode shift, and foster sustainable travel choices. SCAG's MaaS Study included several strategies including developing mobility hubs throughout the region; develop associated payment and digital infrastructure; and several others that will be detailed within the plan.
- **First/Last Mile Connections:** This strategy involves providing better access to transit/rail for multiple transportation modes (e.g., biking, walking, etc.), rather than focusing on one specific mode, such as car parking, and introducing new incentives and travel options to access transit. As noted earlier, SCAG has partnered with locals to develop First/Last Mile Plans.
- **Shared Mobility:** Shared mobility is transportation services and resources that are shared among users, either concurrently or one after another. This includes public transit/rail; micromobility (bikesharing, scooter sharing); automobile-based modes (carsharing, rides on demand); microtransit; and commute-based modes or ridesharing (carpooling and vanpooling).

Transit/Rail Operations and Prioritization Strategies

- **Dedicated Lanes/Transit Priority Treatments:** Dedicated bus lanes provide space for transit vehicles to operate, improving reliability and reducing travel times by keeping buses out of traffic. Transit priority treatments (e.g. transit signal priority (TSP) and queue jump lanes) allow buses or trains to bypass traffic. These treatments can reduce the transit travel time delay caused by traffic congestion and improve the reliability of transit schedules. As noted earlier, SCAG is finalizing the Regional Transit Dedicated Lanes Study, which identifies a regional network of dedicated bus lanes and other transit priority treatments.
- **High Quality Transit Corridors:** As noted earlier, these are corridors with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.
- **Safety & Security:** Transit/rail riders tend to feel more vulnerable when fewer people are around, and during the pandemic, stations and bus stops and rail stations have been emptier. Concerns regarding safety can make it difficult to encourage riders to return. Transit/rail agencies should implement programs to address rider safety and security. LA Metro recently initiated a Transit Ambassadors Program to address these issues.

Land Use Integration Strategies

- **Transit Oriented Development (TOD):** Transit-oriented development (TOD) creates dense, walkable, and mixed-use spaces near transit that support vibrant, sustainable, and equitable communities. TOD projects include a mix of commercial, residential, office, and entertainment land uses.

Equity Strategies

- **Universal Basic Mobility/Mobility Wallets:** Mobility wallets are a relatively new approach that can be used to addressing financial barriers to travel among the transport-disadvantaged. Individuals are provided with funds to pay for a range of mobility options, including transit and shared modes, at their discretion. The City of Los Angeles recently launched a Universal Basic Mobility Pilot Program, with at least 5,000 participants from the social justice community of South Los Angeles and monthly stipends loaded onto the local transit TAP card. LA Metro has recruited local electric carshare, ride-hail, bikeshare, and scooter share services programs to accept the TAP card as payment.

Resilience Strategies

- **System Preservation:** Transit/Rail system preservation is important for ensuring the reliability and resilience of the transportation system. SCAG staff have previously shared updates with the Transportation Committee on the Federal Transit Administration's (FTA's) Final Rule that requires the establishment of Transit Asset Management targets. The FTA identified four asset categories of performance measures (equipment, rolling stock, infrastructure, and facilities) with one measure for each asset class within each category.

These targets must be integrated into Connect SoCal and inform the plan's financial analysis and forecast.

- **Clean Technologies:** Clean technologies support Connect SoCal's air quality and GHG goals. The Innovative Clean Transit Rule (ICT) is a regulation promulgated by the California Air Resources Board which requires public transit agencies in the state of California to shift their bus fleets to zero emissions buses (ZEB), either electric buses or fuel cell buses. Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040.

Future Regionally Significant Programs and Projects

As reported to the Transportation Committee at its September 1, 2022 meeting, staff requested that the County Transportation Commissions submit their lists of transportation projects to SCAG by November 1, 2022. SCAG relies on the Commissions' long-range transportation plans, transit plans, and local option sales tax measure implementation plans to serve as the foundation of projects for Connect SoCal. Regionally significant projects include, but are not limited to:

- Metro's expansion of its current heavy and light rail network over the coming decades including many new rail corridors,
- Metro NextGen, a complete redesign of its countywide bus network with greater frequencies during peak and non-peak periods,
- Other regional transit operator service addition and expansions including new express bus services, increased frequencies and BRT services,
- Metrolink's SCORE program, resulting in at least \$10 billion of rail infrastructure improvements such as new double tracking, sidings, signal improvements, etc. to greatly increase capacity and service levels,
- Brightline West, a privately funded high-speed rail service between Southern California and Las Vegas, with station stops in Apple Valley/Victorville, Hesperia, Rancho Cucamonga and Palmdale, and
- California High-Speed Rail connecting Southern California with San Francisco.

SCAG also incorporates transit agency plans such as the federally required Coordinated Public Transit-Human Services Transportation Plans, Transit Asset Management (TAM) Plans and Public Transportation Agency Safety Plans (PTASP).

Performance Evaluation

Connect SoCal transit/rail investments and strategies are evaluated using a combination of modeling tools. The modeling results provide the basis for interpreting the anticipated outcomes of the plan's investments and strategies. SCAG staff use performance measures in the forecasting process to anticipate what the future could look like. Among the performance measures, those that correspond to transit/rail include trip distance, mode share, average travel time, travel time by mode, and major destination accessibility. Once SCAG staff have collected and confirmed the

accuracy of information and data from local partners, it will share performance results with the Transportation Committee and other stakeholders this summer. In the long term, SCAG staff plan to monitor performance utilizing the following measures: average travel time, commute mode share, transit fatalities, transit system reliability and equipment condition, and transit boardings.

NEXT STEPS:

The transit/rail approach is being presented in draft form in this report, and staff are seeking the input, feedback, and counsel of the Transportation Committee on this critical element of the plan. In the ensuing months, staff will continue to seek input from external stakeholders to ensure the draft transit/rail approach reflects the region's priorities, and staff will continue to return to the Committee to provide updates should any of these pieces evolve, particularly prior to the anticipated release of the Draft Connect SoCal 2024 in fall 2023.

FISCAL IMPACT:

Staff work related to this project is included in the current OWP FY22/23 140.0121.01 and 140.0121.02.

ATTACHMENT(S):

1. PowerPoint Presentation - Connect SoCal 2024 – Transit/Rail Approach

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



Priscilla Freduah-Agyemang, Steve Fox
Transit/Rail Approach
Transportation Committee
January 5, 2023

Background

Attachment: PowerPoint Presentation - Connect SoCal 2024 - Transit/Rail Approach (Connect SoCal 2024: Draft Transit/Rail Approach)

Draft Vision Statement

What kind of region do we want to be by 2050?

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

Simplified Goals

- Mobility, Communities, Environment, and Economy
- Further defined through sub-goals



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Draft Goal

Mobility

Build and maintain a robust transportation network.

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



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Why Transit is Essential

- Transit backbone is key to meeting sustainability goals
- Transit is a lifeline service



Space required to transport 48 people:



Connect SoCal 2020 Plan Implementation

New Transit/Rail Services & Improvements



- L.A. Metro NextGen
- Crenshaw "K" Line
- Redlands Rail Arrow Service
- Zero emission buses delivered (multiple operators)
- Metrolink Tier 4 locomotives & biodiesel
- Metrolink SCORE Improvements



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Connect SoCal 2020 – Transit/Rail Implementation



- Research, Studies, & Projects
 - ADA Paratransit Demand Forecast Study
 - SCAG Integrated Freight and Passenger Rail Study
 - Mobility as a Service (MaaS) Feasibility White Paper & Swiss Cal Conference
 - Regional Dedicated Transit Lanes Study
 - Curb Space Management Study
 - Metrolink Transit Oriented Development (TOD) Study
 - First/Last Mile Plans (e.g., Omnitrans, Montebello)



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Attachment: PowerPoint Presentation - Connect SoCal 2024 – Transit/Rail Approach (Connect SoCal 2024: Draft Transit/Rail Approach)

Current Conditions

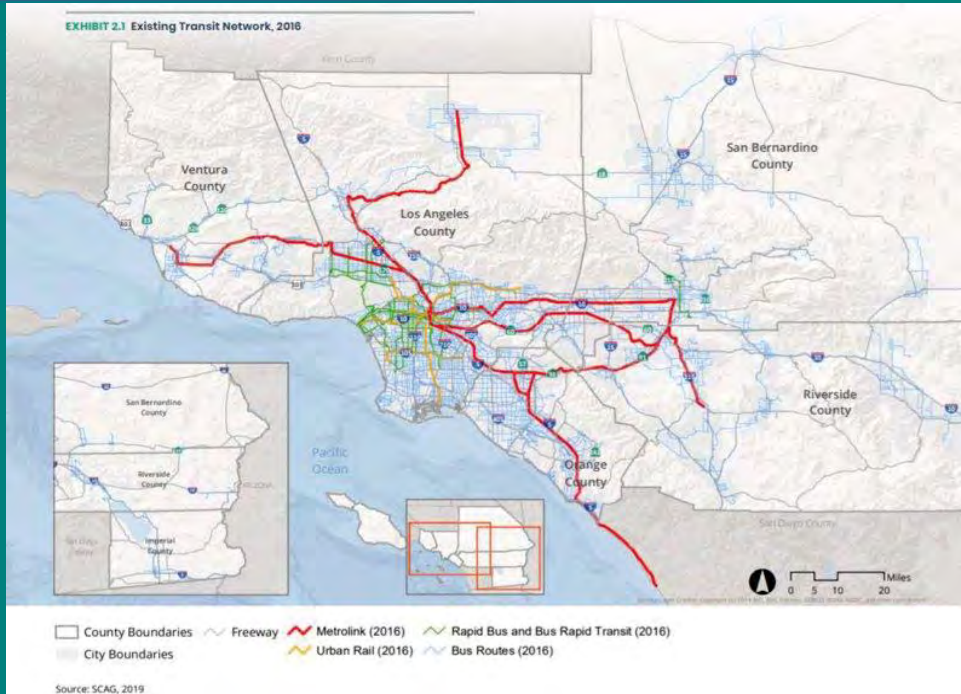
Current Conditions



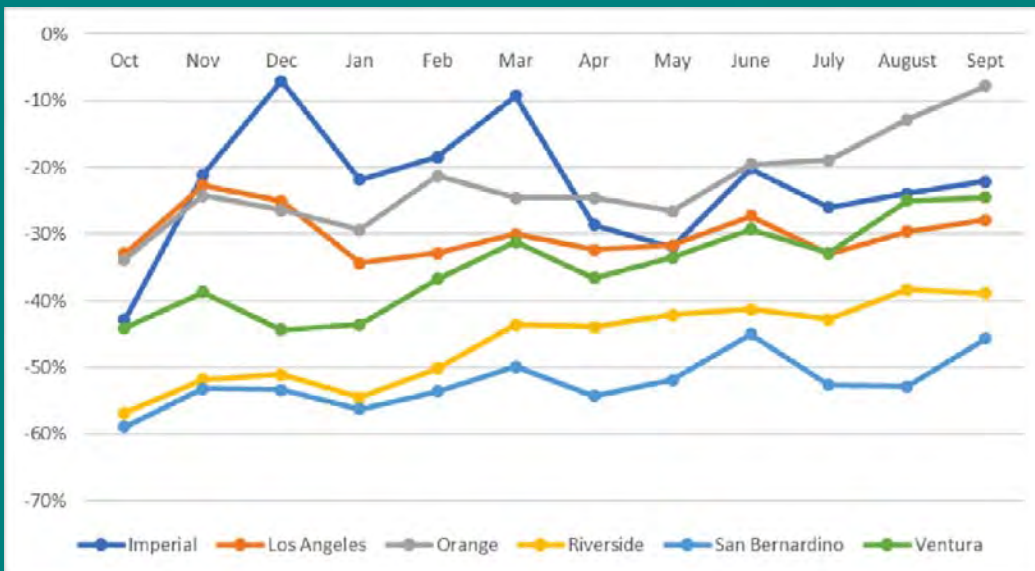
- 100+ transit operators
- 2 passenger rail operators
 - Amtrak Pacific Surfliner
 - Metrolink Commuter Rail services
- 33,485 miles of bus routes
- 65% of bus routes are contained entirely inside of Los Angeles County
- 3 Bus Rapid Transit (BRT) corridors
 - Los Angeles Metro's G-line (Orange) and J-line (Silver)
 - Omnitrans sbX Green Line



Connect SoCal 2020 Transit/Rail Network



Current Conditions – Regional Ridership (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 September 2022

Current Challenges



November 3, 2022



May 18, 2022



September 11, 2022



January 27, 2022



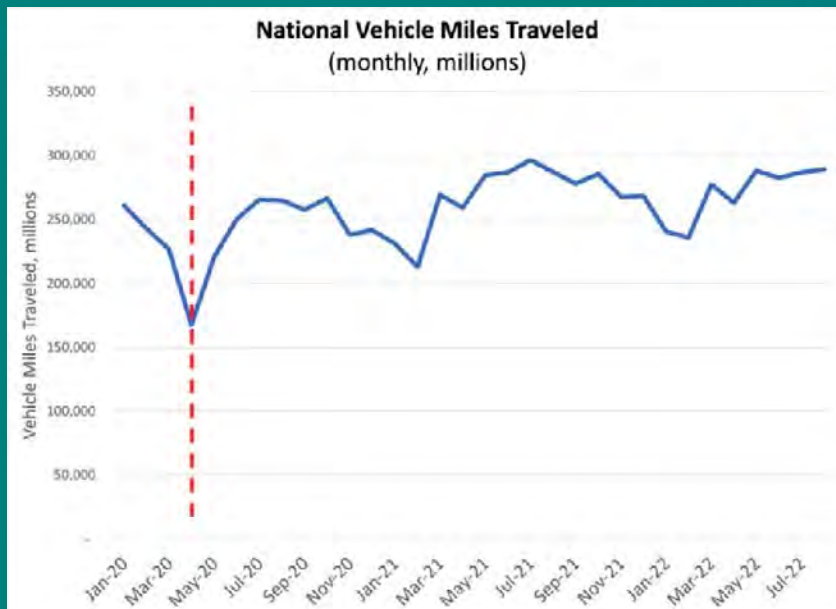
June 4, 2022



July 1, 2022

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Current Conditions - Vehicle Miles Traveled (VMT)



Source: U.S. Bureau of Transportation Statistics, via <https://fred.stlouisfed.org>

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Connect SoCal 2024 Transit/Passenger Rail Approach

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Transit/Rail – Planning Guidance



- Federal Requirements
 - MPO Final Rule – Coordination with transit operators
 - Transit Asset Management Final Rule
 - Public Transportation Agency Safety Plan (PTASP) Final Rule
- State Requirements
 - RTP Guidelines
 - Innovative Clean Transit (ICT)
- Adopted State/Local Plans
 - County and transit agency long and short range plans
 - State rail plan
 - Statewide transit strategic plan

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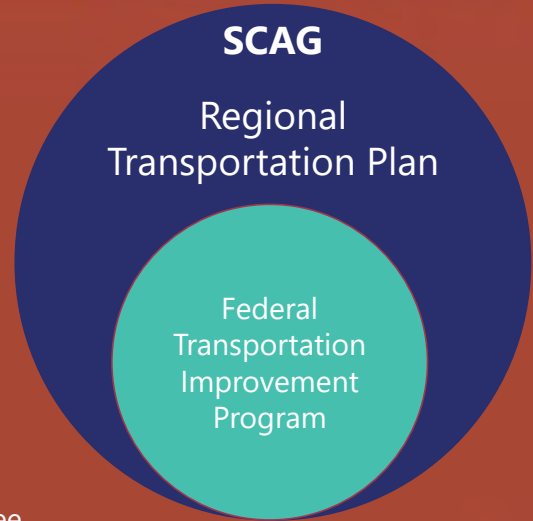
Metropolitan Planning Framework



Transit Operators
Local Transit Plans, Programs, Projects



County Transportation Commissions
Countywide Planning/Programming



Regional Transit Technical Advisory Committee
forum for regional coordination

Transit/Rail Vision & Strategies



Vision

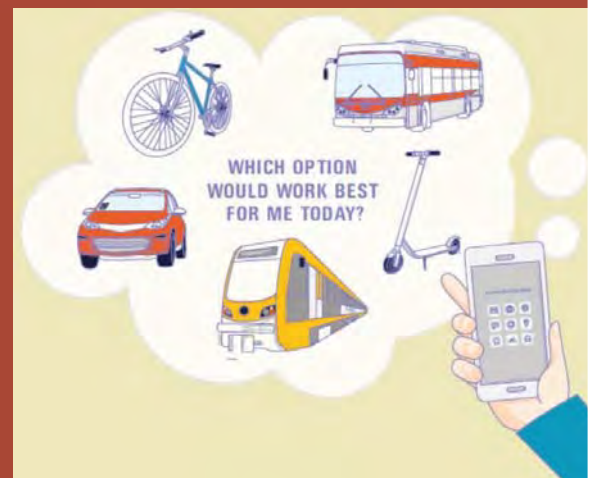
- Multimodal Ecosystem & Transit/Rail Backbone

Multimodal Strategies

- Complete Streets
- Mobility Hubs
- Mobility as a Service (MaaS) & Shared Mobility
- First/Last Mile Connections

Transit/Rail Operations & Prioritization Strategies

- Dedicated Lanes/Transit Enhancements
- High Quality Transit Corridors (HQTCs)
- Safety & Security



Transit/Rail Vision & Strategies



Land Use Integration Strategies

- Transit Oriented Development (TOD)

Equity Strategies

- Universal Basic Mobility/Mobility Wallets

Resilience Strategies

- System Preservation
- Clean Technologies



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Regional Dedicated Transit Lanes Study



Recommendations

- Incorporate the regional transit priority network into the development of Connect SoCal 2024 and related regional planning efforts
- Promote the corridors identified through this study into local planning efforts, stakeholder discussions, and funding and grant opportunities



Regional Dedicated Transit Lanes Study



- Network of proposed corridors for transit priority treatments



Plan Performance Measures



Mobility

- Trip distance
- Mode share
- Person hours of delay by facility type
- Person-delay per capita
- Truck delay by facility type
- Average travel time
- Travel time by mode
- Major destination accessibility

Communities

- Share of trips less than 3 miles
- Share of regional households located in PDAs
- Physical activity & air pollution-related public health incidences & costs

Environment

- VMT per capita
- GHG per capita
- Total square miles of greenfield & rural lands converted to urban use
- Criteria air pollutants
- Energy & water consumption per capita
- Park/open space accessibility

Economy

- New jobs added due to transportation system investments & improved regional economic competitiveness
- Share of employment growth in PDAs
- Transportation system investment benefit/cost ratio

On-Going Monitoring Measures



Mobility

- Average travel time
- Commute mode share
- % reliable person-miles traveled on NHS
- Peak hour excessive delay
- NHS bridge, NHS road, & local roads condition
- Fatalities/serious injuries (incl. transit)
- Transit system reliability, equip. condition
- Transit boardings

Communities

- Housing cost burden
- Asthma incidence & exacerbation
- % of residents within 1/2 mile walk to open space
- ADU development
- Housing vulnerable to environmental impacts

Environment

- VMT per capita
- Air quality by basin
- Number of acres of parks for every 1,000 residents
- % of households near high-volume roadways
- % of population in climate risk areas
- Nature adaptation investments
- Urban heat island reduction strategies
- Williamson Act contract acreage impacted

Economy

- Percent of Interstate system mileage providing reliable truck travel time
- Unemployment rate
- Employment

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Development Update

Connect SoCal 2024



COMPLETED MILESTONES

- ✓ 2024 RTP/SCS Framework
- ✓ Subregional SCS Framework & Guidelines
- ✓ Relaunched Working Groups
- ✓ Internal Organization, Consultant Support, Technical Infrastructure

MILESTONES FOR 2022

- ✓ Draft Goals & Vision
- ✓ Draft Performance Measures
- Local Data Exchange
- Project List

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Questions? Comments?

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

