



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

#### REGIONAL COUNCIL OFFICERS

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Transportation Commission

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Human Development  
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Energy & Environment  
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Transportation  
Ray Marquez, Chino Hills

## HYBRID (IN-PERSON & REMOTE PARTICIPATION) \*

# TRANSPORTATION COMMITTEE

### *In-Person & Remote Participation\**

*Thursday, February 2, 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](mailto:aguilarm@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://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.



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## 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 17<sup>th</sup> 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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*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

#### OUR VISION

*Southern California’s Catalyst for a Brighter Future*

#### OUR CORE VALUES

*Be Open | Lead by Example | Make an Impact | Be Courageous*



## Instructions for Participating 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](mailto:TCPublicComment@scag.ca.gov) by 5pm on Wednesday, February 1, 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, February 1, 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 – February 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. Kathryn Barger**  
Los Angeles County
4. **Hon. Elizabeth Becerra**  
Victorville, RC District 65
5. **Hon. Russell Betts**  
Desert Hot Springs, CVAG
6. **Hon. Art Brown**  
Buena Park, RC District 21
7. **Hon. Ross Chun**  
Aliso Viejo, OCCOG
8. **Sup. Andrew Do**  
Orange County CoC
9. **Hon. Darrell Dorris**  
Lancaster, NCTC
10. **Hon. JJohn Dutrey**  
Montclair, SBCTA
11. **Hon. James Gazeley**  
Lomita, RC District 39
12. **Hon. Jason Gibbs**  
Santa Clarita, NCTC
13. **Hon. Brian Goodell**  
OCTA Representative
14. **Sup. Curt Hagman**  
San Bernardino County
15. **Hon. Ray Hamada**  
Bellflower, RC District 24

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- 16. Hon. Jan C. Harnik**  
RCTC
- 17. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 18. Hon. Heather Hutt**  
Los Angeles, RC District 57
- 19. Hon. Mike Judge**  
VCTC
- 20. Hon. Trish Kelley**  
Mission Viejo, OCCOG
- 21. Hon. Paul Krekorian**  
Los Angeles, RC District 49/Public Transit Rep.
- 22. Hon. Linda Krupa**  
Hemet, RC District 3
- 23. Hon. Richard Loa**  
Palmdale, NCTC
- 24. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 25. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 26. Mr. Paul Marquez**  
Caltrans, District 7, Ex-Officio Non-Voting Member
- 27. Hon. Larry McCallon**  
Highland, RC District 7/Air District Rep.
- 28. Hon. Marsha McLean**  
Santa Clarita, RC District 67
- 29. Hon. L.Dennis Michael**  
Rancho Cucamonga, RC District 9
- 30. Hon. Carol Moore**  
Laguna Woods, OCCOG
- 31. Hon. Ara Najarian**  
Glendale, SFVCOG

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## TRANSPORTATION COMMITTEE AGENDA

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- 32. Hon. Maria Nava-Froelich**  
ICTC
- 33. Hon. Frank Navarro**  
Colton, RC District 6
- 34. Hon. Jonathan Primuth**  
South Pasadena, AVCJPA
- 35. Hon. Gil Rebolgar**  
Brawley, RC District 1
- 36. Hon. Ed Reece**  
Claremont, SGVCOG
- 37. Hon. Crystal Ruiz**  
San Jacinto, WRCOG
- 38. Hon. Ali Saleh**  
Bell, RC District 27
- 39. Hon. Zak Schwank**  
Temecula, RC District 5
- 40. Hon. Marty Simonoff**  
Brea, RC District 22
- 41. Hon. Jeremy Smith**  
Canyon Lake, Pres. Appt. (Member at Large)
- 42. Hon. Ward Smith**  
Placentia, OCCOG
- 43. Hon. Jose Luis Solache**  
Lynwood, RC District 26
- 44. Sup. Hilda Solis**  
Los Angeles County
- 45. Hon. Wes Speake**  
Corona, WRCOG
- 46. Sup. Karen Spiegel**  
Riverside County
- 47. Hon. Cynthia Sternquist**  
Temple City, SGVCOG

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## TRANSPORTATION COMMITTEE AGENDA

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- 48. Hon. Steve Tye**  
Diamond Bar, RC District 37
  
- 49. Hon. Michael Vargas**  
Riverside County CoC
  
- 50. Hon. Scott Voigts**  
Lake Forest, OCCOG
  
- 51. Sup. Donald Wagner**  
Orange County
  
- 52. Hon. Colleen Wallace**  
Banning, WRCOG
  
- 53. Hon. Alan Wapner**  
SBCTA
  
- 54. Hon. Alicia Weintraub**  
Calabasas, LVMCOG

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## TRANSPORTATION COMMITTEE AGENDA

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Southern California Association of Governments  
Hybrid (In-Person and Remote Participation)  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
**Thursday, February 2, 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](mailto:TCPublicComment@scag.ca.gov) by 5pm on Wednesday, February 1, 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](mailto:aguilarm@scag.ca.gov). Written comments received after 5pm on Wednesday, February 1, 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

### CONSENT CALENDAR

#### Approval Items

1. Minutes of the Meeting – January 5, 2023 PPG. 9

#### Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items PPG. 20
3. STBG/CMAQ Compliance Action Plan PPG. 26
4. Status Update on Air Quality Planning and Transportation Conformity Challenges in SCAG Region PPG. 35
5. Connect SoCal 2024: Draft SCS Technical Methodology PPG. 50
6. Transportation Demand Management Data Standards and Clearinghouse PPG. 60

### ACTION ITEMS

7. Connect SoCal 2024: Draft Active Transportation Approach and Regional Complete Streets Policy PPG. 66  
**(Cory Wilkerson, Principal Regional Planner, SCAG)** 10 Mins.

#### RECOMMENDED ACTION:

Recommend that the Regional Council adopt the Regional Complete Streets Policy Resolution.

8. Goods Movement Supply Chain Resolution 10 Mins. PPG. 98  
**(Scott Strelecki, Planning Supervisor, SCAG)**

#### RECOMMENDED ACTION:

Recommend that the Regional Council adopt the Goods Movement Supply Chain Resolution.



## TRANSPORTATION COMMITTEE AGENDA

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### INFORMATION ITEMS

9. Federal Funding and Policy Direction for Transportation 30 Mins. PPG. 109  
*(Elissa Konove, Deputy Division Administrator for FHWA CA Division & Monica Gourdine, Associate Administrator for FHWA Southern CA Division)*

10. Connect SoCal 2024: Draft Core Revenues and Costs 30 Mins. PPG. 111  
*(Jaimee Lederman, Senior Regional Planner, SCAG)*

### CHAIR'S REPORT

*(The Honorable Ray Marquez, Chair)*

### METROLINK REPORT

*(The Honorable Art Brown, SCAG Representative)*

### STAFF REPORT

*(David Salgado, Regional Affairs Officer, SCAG Staff)*

### ANNOUNCEMENTS

### ADJOURNMENT



**MINUTES OF THE REGULAR MEETING  
TRANSPORTATION COMMITTEE (TC)  
THURSDAY, JANUARY 5, 2023**

THE FOLLOWING MINUTES ARE 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. Liz Becerra, SBCTA/SBCTA	District 65
Hon. Russel Betts, Desert Hot Springs	CVAG
Hon. Art Brown, OCTA	District 21
Hon. Ross Chun, Aliso Viejo	OCCOG
Hon. Andrew Do	Orange County
Hon. Darrell Dorris	North LA County
Hon. John Dutrey, Montclair	SBCTA/SBCCOG
Hon. James Gazeley, SBCCOG	District 39
Hon. Jason Gibbs, Santa Clarita	NCTC
Hon. Brian Goodell, Mission Viejo	OCTA
Hon. Curt Hagman	San Bernardino County
Hon. Ray Hamada, GCCOG	District 24
Hon. Laura Hernandez, VCOG	District 45
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, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills <b>(Chair)</b>	District 10
Hon. Larry McCallon, SBCTA	District 7



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Hon. Marsha McLean, NLAC	District 67
Hon. L. Dennis Michael	District 9
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Maria Nava-Froelich	ICTC
Hon. Frank Navarro, Colton	District 6
Hon. Ed Reece	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	District 27
Hon. Tim Sandoval, Pomona <b>(Vice Chair)</b>	District 38
Hon. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
Hon. Jeremy Smith, Canyon Lake	Canyon Lake
Hon. Ward Smith, Placentia	OCCOG
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Speake, Wes, Corona	WRCOG
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Michael Vargas	Riverside County
Hon. Don Wagner	Orange County
Hon. Wallace, Colleen, Banning	WRCOG
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

**Members Not Present:**

Hon. Kathryn Barger	Los Angeles County
Hon. Denise Diaz, GCCOG	District 25
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Heather Hutt, Los Angeles	District 45
Hon. Paul Krekorian	District 49
Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Hilda Solis	Los Angeles County
Hon. Steve Tye	District 37
Hon. Scott Voigts, Lake Forest	OCCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Chair Ray Marquez, SBCTA/SBCCOG, District 10, called the meeting to order at 9:30 a.m. Hon. Larry McCallon, SBCTA, District 7, led the Pledge of Allegiance. A quorum was present.

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### **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](mailto:TCPublicComment@scag.ca.gov). Ruben Duran, Board Counsel, acknowledged there were no public comments received by email before or after the deadline.

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

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize agenda items.

### **STAFF REPORT**

David Salgado, SCAG staff, reported that as part of the development of Connect SoCal 2024, three subcommittees were formed to explore critical policy directions. Those include Next Generation Infrastructure, Racial Equity and Regional Planning and Resilience and Conservation. A white paper and draft recommendations will be forthcoming from this effort. Additionally, he reported that staff was working to fill committee vacancies as a result of the November 2022 elections. Lastly, he reported that SCAG would sponsor regional events in the coming weeks including the South Coast Air Quality Management District Clean Air Awards and the State of the Port of Los Angeles.

Annie Nam, SCAG staff, reviewed the committee agenda outlook for 2023.

### **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 – November 3, 2022
  2. Draft Connect SoCal 2020 Amendment 3 & 2023 FTIP Consistency Amendment #23-03 - Release for Public Review
-

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### 3. Regional Safety Targets: 2023

#### Receive and File

4. Transportation Committee Outlook and Future Agenda Items
5. Draft Regional Advance Mitigation Planning (RAMP) Policy Framework
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
7. Final 2022 Air Quality Management Plan (AQMP)
8. CARB Final 2022 Scoping Plan
9. Transit Ridership Update
10. Regional Dedicated Transit Lanes Study Final Report

A MOTION was made (Dorris) to approve Consent Calendar Item 1 thru 3; and Receive and File Items 4 through 10. The motion was SECONDED (Wallace) and passed by the following roll call votes.

**AYES:** BECERRA, BETTS, BROWN A., CHUN, DO, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HAGMAN, HAMADA, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOORE, NAJARIAN, NAVA-FROELICH, NAVARRO, REECE, SALEH, SANDOVAL, SCHWANK, SIMONOFF, SMITH J., SMITH W., SOLACHE, SPEAKE, SPIEGEL, STERNQUIST, VARGAS, WAGNER, WALLACE, WAPNER (40)

**NOES:** NONE (0)

**ABSTAIN:** SPIEGEL on item 1 (1)

#### ACTION ITEMS

11. 2023 Go Human Community Hubs Program Guidelines

Chair Marquez opened the Public Comment Period.

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

Alina Borja, SCAG staff, reported on the 2023 Go Human Community Hubs Program. Ms. Borja noted in 2015 SCAG introduced the Go Human program to reduce traffic collisions and encourage walking and biking. As part of the Go Human Safety and Encouragement Campaign the Community Hubs Program was being launched to provide resources to local community-based organizations, non-profits and social enterprises to implement traffic safety strategies by leveraging community gathering and resource sites. It was noted the program seeks to award approximately \$400,000 to organizations in the region. The maximum amount of an award was \$40,000 and it was anticipated approximately 10 projects would be awarded. She noted potential project types included distributing bike helmets at a community gathering place such as a library as well as community bike rides and open streets and safety demonstrations. She stated funding guidelines had been prepared and it was anticipated a Call for Applications would occur early 2023 with Regional Council approval.

A MOTION was made (Hagman) to 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. The motion was SECONDED (Becerra) and passed by the following roll call votes.

**AYES:** BECERRA, BETTS, BROWN A., CHUN, DO, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HAGMAN, HAMADA, HERNANDEZ, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOORE, NAJARIAN, NAVA-FROELICH, NAVARRO, REECE, SANDOVAL, SCHWANK, SIMONOFF, SMITH J., SMITH W., SOLACHE, SPEAKE, SPIEGEL, STERNQUIST, VARGAS, WAGNER, WALLACE, WAPNER (40)

**NOES:** NONE (0)

**ABSTAIN:** NONE (0)

## 12. SCAG's Draft Digital Action Plan

Chair Marquez opened the Public Comment Period.

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

Roland Ok, SCAG staff, reported on the Draft Digital Action Plan. He noted access to broadband offers vital connections to education, economic development and public health particularly for those with limited mobility. He stated 10% of regional residents do not have access to broadband with low-income residents predominant in the group. In February 2021 SCAG adopted Resolution 21-629-2 which pledged to assist in bridging the digital divide in underserved and unserved communities. One aspect was the development of a Digital Action Plan. 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. The goals outlined included accessibility and affordability, adoption, consensus and planning. He also reported on the strategies, guiding principles and deliverables. Beyond bridging the digital divide, he noted broadband was vital for Smart Cities, Intelligent Transportation Systems, goods movement and safety. He requested that the Transportation Committee authorize the release of the Draft Digital Action Plan for a 30-day review and comment period.

Hon. Curt Hagman, San Bernardino County, commented that the plan lacks specific actionable policies or firm direction. Hon. Hagman noted that the agency ought to focus on policy actions which can bring about change such as engagement with local telecom providers that benefit local jurisdictions.

Hon. Steve Manos, Lake Elsinore, suggested the plan include strategies that benefit business members. He indicated that businesses may be in a better position to build out the necessary infrastructure which would promote development to the residential sector.

Hon. Ray Marquez, Chino Hills, District 10, asked if data can be broken down per county. Mr. Ok responded that the plan includes that detail.

A MOTION was made (Vargas) to recommend that the Regional Council approve and adopt the Digital Action Plan. The motion was SECONDED (Michael) and passed by the following roll call votes.

**AYES:** BECERRA, BETTS, BROWN A., CHUN, DO, DORRIS, DUTREY, GAZELEY, GIBBS, GOODELL, HAGMAN, HAMADA, HERNANDEZ, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOORE, NAJARIAN, NAVA-FROELICH, NAVARRO, REECE, RUIZ, SANDOVAL, SCHWANK, SMITH J., SMITH W., SOLACHE, SPEAKE, SPIEGEL, STERNQUIST, VARGAS, WAGNER, WALLACE, WAPNER (41)

**NOES:** NONE (0)

**ABSTAIN:** NONE (0)

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**INFORMATION ITEM****13. California Integrated Travel Project**

Chair Marquez opened the Public Comment Period.

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

Gillian Gillette, Program Manager, Cal-ITP, reported on the California Integrated Travel Project. Ms. Gillette stated her effort can be viewed as removing barriers between modes and within modes to make transportation choices easier. She noted that 25% or 10 million people in California were underbanked or unbanked and access to digital transit payments provider them a pathway to financial inclusion. Cal ITP is an initiative to increase transit ridership by bringing global standards for fare payment and real-time data to state transit agencies as well as seamless verification of eligibility for transit discounts. She stated areas of performance include open payments, real-time data standards, automated verification of eligibility for discounts and benefits and ubiquitous open payment products. Additionally, she noted that it seeks to extend usability between different transit agencies. She also outlined a pilot project with Monterey-Salinas Transit which enable fare payment by Tap cards or digital wallets. She explained that a device was placed in busses which accepts fare payment by Google pay, Apple pay or Tap card. Additionally, she stated that it provides older adults their discount in real time. She reported on a similar pilot project that links digital payments for fueling electric vehicles. Ms. Gillette stated future efforts include additional demonstration projects with a view toward linking payment for different modes including transit, electric vehicles and micro mobility.

Hon. Wes Speake, Corona, WRCOG, asked how many transit agencies currently have digital payment options. Ms. Gillette responded that this type of payment was common in Europe with larger cities in this country now following.

Hon Russell Betts, CVAG, asked about providing free transit. Ms. Gillette responded that free transit was not good service and has not proven to increase ridership.

**14. Connect SoCal 2024: Draft Transit/Rail Approach**

Chair Marquez opened the Public Comment Period.

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

Priscilla Freduah-Agyemang, SCAG staff, provided an update on the transit/rail element for Connect SoCal 2024. She stated the plan views transit as a backbone to achieve sustainability goals and an

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essential community lifeline particularly for those who do not own a vehicle. New transit and rail projects were reviewed including L.A. Metro's NextGen bus system redesign, the "K" line light rail service connecting Los Angeles Airport, Redlands Rail Arrow line, an increasing deployment of zero emission busses, Metrolink's Tier 4 locomotives and biodiesel use as well as its SCORE improvements. She reported that the region has vast transit network with greater than 100 operators, passenger rail operators Amtrak and Metrolink, 33,485 miles of bus routes and three bus rapid transit corridors and carries about 660 million passengers per year. Despite recent ridership declines, the transit/rail system remains a key component of the region's plans for improving air quality and reducing greenhouse gas emissions.

Steve Fox, SCAG staff, continued the report indicating that transit/rail guidelines are consistent with federal, state and local guidelines and goals. Further, transit/rail strategies embraces a multimodal approach including complete streets, mobility hubs, mobility as a service (MaaS) and shared mobility and first/last mile connections. He noted it also includes land use strategies including transit-oriented development, equity and resilience planning. He provided an update on the Dedicated Transit Lanes Study providing a map of the network of proposed transit priority treatments.

#### **CHAIR'S REPORT**

Hon. Ray Marquez, SBCTA/SBCCOG, District 10, reported that SCAG was now accepting nominations for the 2023 Sustainability Awards. Each year SCAG honors projects and plans that best exemplify the core principles of sustainability. Winners will be presented at the 2023 General Assembly in Palm Desert May 4<sup>th</sup> and 5<sup>th</sup>. He also reported that SCAG was working to fill policy committee vacancies working through subregional council of governments.

#### **METROLINK REPORT**

Hon. Art Brown, OCCOG, District 21 reported that in October 2022 improvements began on the Perris Valley Line including addition of a second passenger platform and lengthening the existing platform to accommodate the length of Metrolink's standard six-car trains. He noted that the project will upgrade 2.5 miles of track, part of a future nine-mile double-track corridor south of the station. He reported that work was expected to be completed in spring 2024. He further reported that work had started on the Burbank Junction Speed Improvement Project. The project was part of Phase 1 of the agency's Southern California Optimized Rail Expansion (SCORE) program and aims to reduce travel times by allowing for increased speeds. The project, located north of the Burbank-Downtown Station, will realign, reconfigure and lengthen track, improve and replace approximately one-half mile of existing track, and install new right-of-way safety fencing. Additionally, the Metrolink Board unanimously elected SBCTA representative and City of Highland Mayor, Larry McCallon as its next chair.



**ANNOUNCEMENTS**

Hon. Russell Betts, CVAG, announced that Sunline Transit along with the California Hydrogen Bus Council was holding a forum January 19 at the J.W. Marriott in Palm Desert to explore further development of hydrogen fuel. He noted that on January 18 at 10:00 a.m. there would be a tour of Sunline Transit's hydrogen generation station.

**ADJOURNMENT**

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

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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MEMBERS	CITY	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Barger, Kathryn		Los Angeles County	1			1	1	1				
Becerra, Liz	Victorville	District 65	1	1		1	1	1		1		
Betts, Russell	Desert Hot Springs	CVAG	1	1		1	1	1		1		
Brown, Art	Buena Park	District 21	1	1		1	1	1		1		
Chun, Ross	Aliso Viejo	OCTA		1		1	1	1		1		
Diaz, Denise	Southgate	District 25	1	1		1		1				
Do, Andrew		Orange County	1	1		1	1			1		
Dorris, Darrell	Lancaster	NCTC	1	1		1	1			1		
Dutrey, J. John	Montclair	SBCTA	1	1		1	1	1		1		
Gazeley, James	Lomita	District 39	1	1		1	1	1		1		
Gibbs, Jason	Santa Clarita	NCTC	1	1			1	1		1		
Goodell, Brian	Mission Viejo	OCTA	1	1		1	1			1		
Hagman, Curt		San Bernardino Cnty	1	1		1	1	1		1		
Hamada, Ray	Bellflower	Bellflower	1	1		1	1	1		1		
Harnik, Jan	Palm Desert	RCTC	1	1		1	1	1				
Hernandez, Laura	Prt Hueneme	District 45		1				1		1		
Hutt, Heather	Los Angeles	District 57										
Judge, Mike	Simi Valley	VCTC	1	1		1	1	1		1		
Kelley, Trish	Mission Viejo	OCCOG	1	1		1	1	1		1		
Krekorian, Paul	Public Transit Rep	District 49										
Krupa, Linda	Hemet	WRCOG	1	1		1	1	1		1		
Loa, Richard	Palmdale	NCTC		1		1	1	1		1		
Lorimore, Clint	Eastvale	District 4	1	1		1	1	1		1		
Manos, Steve	Lake Elsinore	District 63	1	1				1		1		
Marquez, Paul	Caltrans District 7	Ex-Officio	1			1	1	1				
Marquez, Ray	Chino Hills	District 10	1	1		1	1	1		1		
McCallon, Larry	SBCTA/SBCCOG	District 7	1	1		1	1	1		1		
McLean, Marsha	No. L.A. County	District 67	1	1		1	1	1		1		
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1		1	1	1		1		
Moore, Carol	Laguna Woods	OCCOG	1	1		1		1		1		
Najarian, Ara	Glendale	AVCJPA	1			1				1		
Nava-Froelich, Maria		ICTC	1	1		1	1	1		1		
Navarro, Frank	Colton	District 6	1	1		1	1	1		1		
Primuth, Jon	S. Pasadena	AVCJPA	1	1				1				
Reece, Ed	Claremont	SGVCOG	1	1		1	1	1		1		
Ruiz, Crystal	San Jacinto	WRCOG	1	1			1	1		1		
Saleh, Ali	City of Bell	GCCOG	1	1		1	1	1		1		
Sandoval, Tim	Pomona	District 38	1	1			1	1		1		
Schwank, Zak	Temecula	District 5		1						1		
Simonoff, Marty	Brea	District 22	1	1		1	1	1		1		
Smith, Jeremy	Canyon Lake	Canyon Lake		1		1	1	1		1		
Smith, Ward	Placentia	OCCOG		1		1	1			1		
Solache, Jose Luis	Lynwood	District 26	1	1		1	1	1		1		
Solis, Hilda		Los Angeles County						1				
Speake, Wes	Corona	WRCOG								1		
Spiegel, Karen		Riverside County		1		1	1			1		
Sternquist, Cynthia	Temple City	SGVCOG	1	1			1	1		1		
Tye, Steve	Diamond Bar	District 37		1			1	1				
Vargas, Michael		Riverside County	1	1		1	1	1		1		
Voigts, Scott	Lake Forest	Orange County		1		1	1					
Wagner, Don	Orange County	Orange County	1	1			1	1		1		

Wallace, Colleen	Banning	WRCOG								1		
Wapner, Alan		SBCTA	1	1		1	1	1		1		
Weintraub, Alicia	Calabasas	LVMCOG	1			1	1	1				



AGENDA ITEM 2  
REPORT

Southern California Association of Governments  
February 2, 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.

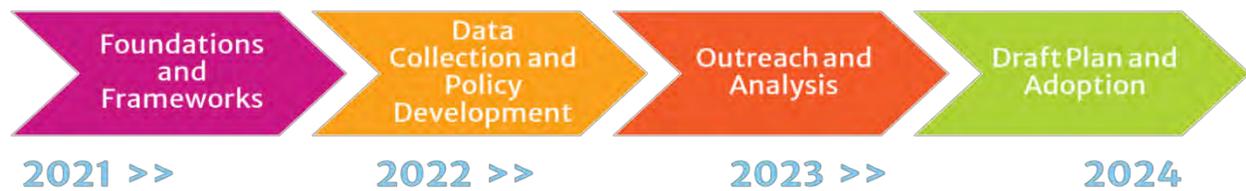
SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data as well as enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of Connect SoCal—the *Core Vision* and *Key Connections*—are 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 02\_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"> <li>ü Draft Goals and Performance Measures</li> <li>ü Draft 2023 FTIP/Proposed Final Draft Amendment No. 2 to Connect SoCal 2020</li> <li>ü Connect SoCal 2024 Project List Solicitation Process</li> <li>ü NHS Infrastructure/System Performance Report</li> <li>• <del>Regional Dedicated Transit Lanes Final Report</del></li> <li>• <del>CHSRA Status Update on Los Angeles-Anaheim Corridor</del></li> <li>ü Southern California Goods Movement Communities Opportunity Assessment: Findings and Tools</li> <li>ü Curb Space Management Study Final Report</li> </ul>	<ul style="list-style-type: none"> <li>ü Go Human Mini-Grants Award Announcement</li> <li>ü REAP 2.0 CTC Partnership Program Final Guidelines and Call for Projects</li> <li>ü Future Communities Pilot Program Update: Pilot Progress and Completed Pilot Findings</li> </ul>	<ul style="list-style-type: none"> <li>ü TC 12-month lookahead</li> </ul>
Oct to Dec	<ul style="list-style-type: none"> <li>ü Proposed Final 2023 FTIP and Proposed Final Draft Amendment No. 2 to Connect SoCal 2020</li> <li>• <del>TDM Data Standards Final Report</del></li> <li>ü Draft Connect SoCal 2024 Core (Baseline) Revenues</li> <li>• <del>Draft Connect SoCal 2024 Core (Baseline) Costs</del></li> <li>• <del>Moving toward Universal Basic Mobility (UBM)</del></li> <li>• <del>Final Performance Measures and Monitoring</del></li> <li>• <del>Core Strategies: System Preservation/Management</del></li> <li>• <del>Exploring Transportation Pricing &amp; Incentives Via Mobility Wallet: MPO/Caltrans Study Overview</del></li> <li>ü Replacing California's Gas Tax: Road Charge Research</li> <li>• <del>Local Data Exchange (LDX) Process Update</del></li> </ul>	<ul style="list-style-type: none"> <li>ü Office of Traffic Safety Acceptance of Funds (upon award)</li> <li>ü Go Human Program Overview</li> <li>ü Go Human Mini-Grants Outcomes and Program Recap and New Strategies</li> </ul>	<ul style="list-style-type: none"> <li>ü 2022 Trade Corridor Enhancement Program (TCEP) Project Nominations for SCAG Region for Submittal to the California Transportation Commission</li> </ul>

# 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"> <li>• <del>Draft Connect SoCal 2024 Plan Costs</del></li> <li>• Draft Connect SoCal 2020 Amendment No. 3 and Draft FTIP Consistency Amendment 23-03</li> <li>• Regional Dedicated Transit Lanes Final Report</li> <li>• Core Strategies: Transit</li> <li>• <del>Focus on Transit &amp; Emerging Shared Mobility Ecosystems (merged with transit item above)</del></li> <li>• California Integrated Travel Project (Cal-ITP) Overview</li> </ul>	<ul style="list-style-type: none"> <li>• <del>REAP 2.0 CTC Partnership Program- Project Selection</del></li> <li>• SCAG's Draft Digital Action Plan (Release for Public Comment)</li> </ul>	
Feb	<ul style="list-style-type: none"> <li>• Federal Funding &amp; Policy Direction for Transportation</li> <li>• Draft Connect SoCal 2024 Core Revenues &amp; Costs</li> <li>• <del>Exploring Transportation Pricing and Incentives Via Mobility Wallet (moved to April)</del></li> <li>• Core Strategies: Complete Streets/AT; Complete Streets Policy</li> <li>• TDM Data Standards Final Report</li> <li>• Connect SoCal 2024 DRAFT SCS Technical Methodology</li> </ul>	<ul style="list-style-type: none"> <li>• STBG/CMAQ Compliance Action Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Status Update: Air Quality Planning &amp; Transportation Conformity Challenges in the Region</li> </ul>
March	<ul style="list-style-type: none"> <li>• <u>Joint Policy Committee (No Regular Committees):</u> Connect SoCal 2024 Subcommittee Recommendations</li> </ul>		
April	<ul style="list-style-type: none"> <li>• Draft Connect SoCal 2024 New Funding Strategies</li> <li>• Exploring Transportation Pricing &amp; Incentives via Mobility Wallet</li> <li>• Core Strategies: Goods Movement</li> <li>• Proposed Final Connect SoCal 2020 Amendment No. 3 and Draft FTIP Consistency Amendment 23-03</li> </ul>	<ul style="list-style-type: none"> <li>• REAP 2.0 CTC Program Project Selection &amp; RPI Program Framework</li> <li>• STBG/CMAQ Program Guidelines</li> <li>• SCAG's Digital Action Plan</li> </ul>	<ul style="list-style-type: none"> <li>• ATP Cycle 6 Regional Program Adoption</li> </ul>
June	<ul style="list-style-type: none"> <li>• Draft Connect SoCal 2024 Policy Framework</li> <li>• Draft Connect SoCal 2024 Financial Plan</li> </ul>		



Southern California Association of Governments  
February 2, 2023

**To:** Executive/Administration Committee (EAC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Warren Whiteaker, Department Manager  
(213) 236-1810, whiteakerw@scag.ca.gov  
**Subject:** STBG/CMAQ Compliance Action Plan

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EAC:**

Recommend that the Regional Council approve the STBG/CMAQ Compliance Action Plan for submittal to Caltrans and FHWA/FTA.

**RECOMMENDED ACTION FOR RC:**

Approve the STBG/CMAQ Compliance Action Plan for submittal to Caltrans and FHWA/FTA.

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

**EXECUTIVE SUMMARY:**

*Federal regulations require the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly review and evaluate the metropolitan transportation planning process of all urbanized areas that have populations totaling 200,000 or greater every four (4) years. During 2022, FHWA and FTA reviewed and evaluated the Southern California Association of Governments' (SCAG's) transportation planning process. The review found one corrective action pertaining to the prioritization and selection of projects funded with Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funds, including SCAG's role. SCAG staff, in collaboration with the California Department of Transportation (Caltrans) and the County Transportation Commissions (CTCs), have developed the region's STBG/CMAQ Compliance Action Plan. Following approval by the SCAG Regional Council, the Compliance Action Plan will be submitted to Caltrans and FHWA/FTA.*

**BACKGROUND:**

During the 2022 certification review, FHWA and FTA found that the metropolitan planning process conducted in the SCAG region meets federal requirements with one corrective action, which directed SCAG to review Caltrans' CMAQ and STBG administrative policies, update SCAG policies and procedures if warranted, and develop a process to ensure administration of CMAQ and STBG programs in compliance with Federal program guidelines and regulations. SCAG staff subsequently initiated actions to ensure compliance with Federal program guidelines and regulation. The attached STBG/CMAQ Compliance Action Plan outlines the regional approach for addressing the corrective action. The specific issues the SCAG compliance plan addresses are:

- Replacing the current federal transportation funding suballocations by population or mode to cities and counties with a performance-based approach.
- Modifying the eligibility screening conducted for compliance with Federal program guidance and regulations.
- Modifying the project selection process so federally funded transportation projects are selected by SCAG as the designated Metropolitan Planning Organization (MPO).

SCAG staff is currently developing the STBG/CMAQ Program Guidelines for SCAG Regional Council adoption by June 30, 2023. The guidelines will detail the selection of STBG and CMAQ projects consistent with the corrective action. The new project selection process will be fully implemented for the 2025 Federal Transportation Improvement Program (FTIP). Any amendments after June 30, 2023, for all new and currently programmed CMAQ and STBG projects programmed in the 2023 FTIP will require SCAG review, selection, and/or approval, consistent with the corrective action.

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2021-2022 and 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).

**ATTACHMENT(S):**

1. PowerPoint Presentation - STBG/CMAQ Compliance Action Plan for SCAG Region
2. STBG-CMAQ Compliance Action Plan for SCAG Region



# SCAG Region STBG/CMAQ Compliance Action Plan

Executive Administration Committee  
February 1, 2023

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

Compliance Action Plan

## Key Compliance Issues Raised by FHWA/FTA

- STBG funds cannot be suballocated through a percentage or formula
  - *Suballocations by population or mode to cities and counties cannot occur*
- CMAQ and STBG project selection cannot be delegated
  - *SCAG as the MPO must conduct the project selection process*
- Projects funded with federal funds must be approved by the MPO

## What is the Compliance Action Plan?

- High-level framework for how the region plans to address the federal corrective action
  - SCAG will develop and adopt program guidelines for the selection of STBG and CMAQ projects
  - New project selection process will be fully implemented for the 2025 FTIP
  - Any amendments after June 30, 2023, for all new and currently programmed CMAQ and STBG projects programmed in the 2023 FTIP will require SCAG review, selection, and/or approval

## Compliance Approach

### SCAG and County Transportation Commission (CTC) Roles

- SCAG initiates regionwide call for nominations
- CTCs assist with local outreach and initial nomination screening process, using processes reviewed by SCAG for consistency with guidelines
- County nomination targets guide CTCs in amount of funding requests that they submit to SCAG for project selection
- SCAG selects projects based on initial screening & prioritization by CTCs and additional regional project evaluations

### Outreach Requirements and Guidance

- Engage potential sponsors and interested stakeholders throughout the local engagement process
- If applicable, CTCs are encouraged to leverage recent, relevant engagement efforts to supplement any existing dedicated call for projects outreach

## Nomination Targets

- STBG performance-based targets using key data
  - County share of Connect SoCal 2020 modeled benefits in 2045
    - Reduction in daily vehicle miles traveled (VMT)
    - Reduction in vehicle hours traveled (VHT)
    - Reduction in daily delay
  - County share of non-Interstate National Highway System pavement in good and fair condition
- CMAQ retains weighting by ozone and CO severity attainment status approach for target setting
- Nomination targets guide CTC submittals, but are not guaranteed funding levels nor nomination ceilings

### Nomination Targets

County	STBG Target %	CMAQ Target %
Imperial	1.2%	0.6%
Los Angeles	53.3%	54.8%
Orange	17.1%	17.3%
Riverside	11.8%	12.7%
San Bernardino	12.2%	11.3%
Ventura	4.3%	3.3%

## What's Next?

- Following RC approval, CAP will be officially submitted to Caltrans and FHWA/FTA to demonstrate that our region is making progress in address the corrective action
- Continue to develop more detailed STBG/CMAQ program guidelines with partner agencies (CTCs, Caltrans, etc.)
- Seek RC approval of program guidelines



**THANK YOU!**

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**Southern California Association of Governments  
STBG/CMAQ Compliance Action Plan**

**Background**

In April 2021, the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) issued a corrective action to the California Department of Transportation (Caltrans) on the administration of the Surface Transportation Block Grant (STBG) and Congestions Mitigation and Air Quality (CMAQ) Improvement Programs. The findings require Caltrans to ensure sub-recipients of STBG and CMAQ funds throughout the state are administering these programs in compliance with federal program guidance and regulations. Subsequently in August 2022, FHWA and FTA jointly issued a corrective action to the Southern California Association of Governments (SCAG), requiring review of Caltrans’ CMAQ and STBG administrative policies and development of a process that ensures compliance with federal program guidelines and regulations for the administration of the STBG and CMAQ programs.

**SCAG Compliance Plan**

SCAG will develop and adopt program guidelines for the selection of STBG and CMAQ projects consistent with the corrective action. This new project selection process will be fully implemented for the 2025 Federal Transportation Improvement Program (FTIP). Any amendments after June 30, 2023, for all new and currently programmed<sup>1</sup> CMAQ and STBG projects programmed in the 2023 FTIP will require SCAG review, selection, and/or approval. The specific issues the SCAG compliance plan addresses are:

- Replacing the current federal transportation funding suballocations by population or mode to cities and counties with a performance-based approach.
- Modifying the eligibility screening conducted for compliance with Federal program guidance and regulations.
- Modifying the project selection process so federally funded transportation projects are selected by SCAG as the MPO.

**Performance Based Targets**

SCAG is developing a project selection process for federally (e.g., STBG, CMAQ) funded projects that builds and improves on our performance-based planning and programming processes. SCAG staff aims to improve connectivity to our Regional Transportation Plan/Sustainable Community Strategy (Connect SoCal) and clarify how STBG/CMAQ projects in our region help to meet performance target goals.

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<sup>1</sup> The Compliance Action Plan will be effective as of June 30, 2023. Projects phases (ENG, ROW, CON) programmed in the first four years of the 2023 FTIP prior to June 30, 2023, will be carried over to the 2025 FTIP. New projects or new phases to be programmed with STBG/CMAQ after June 30, 2023, will be subject to the SCAG selection process. Any increases in STBG/CMAQ funding to an existing programmed phase after June 30, 2023, will need to be reviewed by SCAG to ensure funding is available. These changes will be reflected in the 2025 FTIP and 2025 FTIP Guidelines.

For STBG, our approach is to use the performance output from the uniformly weighted combination of regional travel demand model output and pavement conditions for developing performance-based targets. Specifically, the performance-based target for STBG funds is based on:

- County share of Connect SoCal 2020 modeled benefits in 2045:
  - Reduction in daily vehicle miles traveled (VMT),
  - Reduction in vehicle hours traveled (VHT), and
  - Reduction in daily delay.
- County share of non-Interstate National Highway System pavement in good and fair condition.

For CMAQ, targets will be based on ozone (O3) and carbon monoxide (CO) weighted attainment status.

**Nomination Targets**

<b>County</b>	<b>CMAQ Target Percentage</b>	<b>STBG Target Percentage</b>
Imperial	0.6%	1.2%
Los Angeles	54.8%	53.3%
Orange	17.3%	17.1%
Riverside	12.7%	11.8%
San Bernardino	11.3%	12.2%
Ventura	3.3%	4.3%

These performance-based nomination targets will only guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, nor a nomination ceiling.

**Project Evaluation and Selection**

SCAG’s programming framework for STBG/CMAQ funds will be modified to address the project evaluation and selection process. This includes the specific project selection criteria. For CMAQ, the project evaluation procedures will comply with the latest federal guidance, including emission reduction benefits and cost effectiveness.

SCAG will initiate a regional call for nominations. The six County Transportation Commissions (CTCs) in the SCAG region will assist in the process by providing initial project screening against the SCAG developed selection criteria. SCAG staff will evaluate all nominations against program criteria and recommend a list of projects for final SCAG Regional Council approval of the selected projects.

**Tentative Schedule**

The tentative schedule for implementation of the Compliance Action Plan is below.

<b>TENTATIVE DATE</b>	<b>ACTIVITY</b>
<b>November 2022 – January 2023</b>	Submit draft Compliance Action Plan to Caltrans for review Finalize Compliance Action Plan and initiate STBG/CMAQ Program Guidelines
<b>January 2023</b>	SCAG initiates 2025 FTIP Guidelines update CTCs, in coordination with SCAG, develop local nomination engagement process
<b>February 2023</b>	SCAG Regional Council (RC) approval of Compliance Action Plan Submit Compliance Action Plan to Caltrans/FHWA/FTA for approval
<b>February 2023 – April 2023</b>	Develop and approve MOUs with CTCs
<b>March 2023</b>	SCAG completes draft STBG/CMAQ Program Guidelines Caltrans reviews STBG/CMAQ Program Guidelines
<b>April 2023</b>	SCAG RC approval of STBG/CMAQ Program Guidelines
<b>May 2023 – January 2024</b>	CTCs conduct countywide outreach and engagement to develop county-level prioritized nomination lists
<b>June 2023</b>	CTCs review draft 2025 FTIP Guidelines
<b>July 2023</b>	Compliance Action Plan effective SCAG releases Regional Call
<b>October 2023</b>	SCAG RC approval of 2025 FTIP Guidelines
<b>October 2023 – January 2024</b>	Programming of projects into 2025 FTIP
<b>January 2024</b>	County-level TIP submittals due from CTCs CTCs submit prioritized nomination lists for inclusion into the 2025 FTIP and 2023 FTIP Amendments
<b>January – June 2024</b>	SCAG analysis of 2025 FTIP projects and develop Draft 2025 FTIP
<b>February 2024 – April 2024</b>	SCAG staff conducts regional evaluation and prioritization SCAG staff complete emissions benefits calculations, evaluate nominations SCAG STBG/CMAQ project selection
<b>May 2024</b>	SCAG RC approval of STBG/CMAQ Project Selection
<b>July – August 2024</b>	Draft 2025 FTIP Public Review Period AB 1246 Consultation Process Meeting(s)
<b>September 2024</b>	SCAG RC approval of 2025 FTIP
<b>October – December 2024</b>	Caltrans and Federal approval of 2025 FTIP



Southern California Association of Governments  
February 2, 2023

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Lijin Sun, Principal Planner  
213-236-1804, sunl@scag.ca.gov  
**Subject:** Status Update on Air Quality Planning and Transportation Conformity  
Challenges in SCAG Region

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR CEHD, EEC, TC, AND RC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*At the July 2022 Energy and Environment Committee (EEC) meeting, SCAG staff provided a comprehensive update on the causes and implications of the region-wide transportation conformity lockdown, multi-agency efforts to resolve it, and staff's proactive amendments to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) to reduce impacts of the conformity lockdown. This staff report will provide a status update on major activities and significant progress made since the July 2022 EEC staff report including the next steps. The transportation conformity lockdown is expected to be lifted after the U.S. Environmental Protection Agency (EPA) approves updated Coachella Valley ozone conformity budgets anticipated around April 2023.*

*As a separate issue and at the November 2022 EEC meeting, SCAG staff provided a comprehensive update on federal Clean Air Act (CAA) highway sanction clocks in the SCAG region due to EPA's disapprovals of air quality state implementation plans (SIPs) prepared by local air districts and the California Air Resources Board (ARB). This staff report will provide a status update on additional active and anticipated highway sanction clocks in the SCAG region, major activities by impacted air districts to address their respective SIP disapprovals, and SCAG staff's proactive efforts to tackle the highway sanction clocks. Staff will continue to closely monitor the progress of local SIP issues, take any necessary actions including interagency consultation to turn off these highway*

*sanction clocks, and report back to the EEC, the Transportation Committee (TC), and/or the Regional Council (RC) as appropriate.*

**BACKGROUND:**

I. Transportation Conformity Lockdown

1. *Causes of Transportation Conformity Lockdown*

SCAG develops RTP/SCS every four years, FTIP every two years, and their amendments from time to time. Pursuant to the federal CAA, RTP/SCS, FTIP, and their amendments are required to demonstrate transportation conformity. Specifically, transportation conformity means that the regional transportation plans, programs, and projects will not cause new violations of the national air quality standards, worsen the existing violations, or delay the timely attainment of the standards.

Under the EPA's Transportation Conformity Regulations, RTP/SCS, FTIP, and their amendments must pass five required 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.

As part of the conformity determination, SCAG is required to use the state emission model (EMFAC) developed by ARB and approved by EPA to calculate regional emissions from SCAG's RTP/SCS or FTIP; In addition, regional emissions from RTP/SCS or FTIP are required to not exceed the applicable motor vehicle emissions budgets established by ARB and found adequate or approved by EPA.

ARB updates EMFAC model about every three years to reflect the latest planning assumptions and adopted air quality regulations. Due to significant technical changes in the EPA's then-recently approved EMFAC2017, regional emissions increased significantly in many nonattainment areas within the SCAG region even though the underlying travel activity projections remain the same. As a result, the entire SCAG region is currently under the transportation conformity lockdown. The conformity lockdown is impacting over \$26 billion worth of transportation projects, including critical transit projects because SCAG cannot add new projects or amend current projects under the lockdown.

2. *Major Activities and Progress to Fully Resolve Transportation Conformity Lockdown*

Since the July 2022 EEC meeting, significant progress has been made in two critical areas that are needed to fully resolve the conformity lockdown. On a separate and parallel track and in collaboration with the six County Transportation Commissions (CTCs), SCAG staff proactively

initiated two rounds of amendments to RTP and FTIP to reduce impacts of the conformity lockdown. Consequential progress has been made in SCAG's RTP and FTIP amendments.

*a. EMFAC2021*

Pursuant to EPA's Transportation Conformity Regulations, conformity determination for SCAG's RTP/SCS, FTIP, and their amendments must be based on the latest emission model developed by ARB and approved by EPA. At SCAG's request, ARB and EPA had accelerated the development, submittal, and approval of the new emission model, EMFAC2021. On November 15, 2022, EPA approved EMFAC2021 and EPA's approval was effective immediately. As a result, EMFAC2021 can be used for regional transportation conformity analysis in California starting November 15, 2022. However, as previously reported, EMFAC2021 can significantly, but not fully, resolve the conformity lockdown.

*b. Coachella Valley Air Plan with Updated Transportation Conformity Budgets*

On the other essential action to fully resolve the conformity lockdown, the management, legal, and planning staff of the South Coast Air Quality Management District (South Coast AQMD), ARB, EPA, and SCAG have been working closely to identify and evaluate several approaches. Since the July 2022 update, the four agencies have identified that a Coachella Valley air plan with updated conformity budgets would most expeditiously resolve the conformity lockdown.

Critical efforts and multiple public processes are required of the South Coast AQMD, ARB, and EPA. In August 2022, the South Coast AQMD staff initiated its public process and development of the Coachella Valley air plan with updated transportation conformity budgets, published it for 30-day public review, and held a public consultation meeting before the South Coast AQMD Governing Board adopted it on November 4, 2022. Although the South Coast AQMD still needs to develop and submit to EPA other elements of the Coachella Valley air plan, in terms of the updated transportation conformity budgets, the South Coast AQMD has completed their process in November 2022.

On a separate and parallel track, ARB staff initiated their public process in August 2022, published their staff report on the Coachella Valley air plan in October 2022 for 30-day public review, and accelerated their review of the air plan submitted by the South Coast AQMD. On November 17, 2022, the Coachella Valley air plan with updated transportation conformity budgets was approved by ARB Board and subsequently submitted to EPA for final review and approval. ARB completed their public process in December 2022.

Significant process has been made in EPA's concurrent process. In October 2022, EPA initiated their process for the required consultation with tribes in Coachella Valley. In anticipation of the submittal

from ARB, EPA staff has been conducting advance review to expedite the required EPA public process as appropriate. On December 21, 2022, EPA accelerated release of the updated transportation conformity budgets for the Coachella Valley air plan for 30-day public review.

Multiple actions are required of EPA to complete their public process. Upon completion of the public comment periods, EPA staff will respond to any comments received, complete their adequacy review process, inform ARB in writing of EPA's adequacy finding of the updated Coachella Valley transportation conformity budgets, and publish a Federal Register notice to inform the public of EPA's finding. Due to the multiple actions in EPA's public process, the effective date of the updated transportation conformity budgets, which is required to fully resolve the conformity lockdown, is currently anticipated in mid-April 2023 as reported at the respective EEC, TC, and RC meetings on January 5, 2023. However, it is possible and even likely that the mid-April 2023 timeframe could be bumped up in time for the RC adoption of Connect SoCal Amendment No. 3 and the 2023 FTIP Consistency Amendment #23-03 at its meeting on April 6, 2023, as a result of EPA's accelerated release of the updated conformity budgets for public review.

*c. SCAG Staff's Proactive Efforts to Reduce Impacts of the Transportation Conformity Lockdown*

In addition to the efforts to resolve the conformity lockdown, SCAG staff has been taking proactive actions to minimize its impacts. In collaboration with the six CTCs in SCAG region, SCAG staff proactively initiated in June 2021 a concurrent Connect SoCal 2020 (2020 RTP/SCS) Amendment #2 and the 2023 FTIP to allow urgent new transportation projects and changes to existing transportation projects to avoid conformity lockdown.

On October 6, 2022, the RC approved the Connect SoCal 2020 Amendment #2 and the 2023 FTIP including the associated transportation conformity determinations as recommended by the EEC. On December 16, 2022, SCAG received federal approval of the conformity determinations for the Connect SoCal 2020 Amendment #2 and the 2023 FTIP. The accelerated development and approval of the 2023 FTIP and the Connect SoCal Consistency Amendment #2 allow nearly \$36 billion worth of important transportation projects to avoid the impact of the transportation conformity lockdown.

To further reduce impacts of the conformity lockdown and in collaboration with the six CTCs in the SCAG region, SCAG staff proactively initiated in March 2022 the development of one additional round of amendments to Connect SoCal 2020 and 2023 FTIP. Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 are to process additional urgent new transportation projects and changes to existing transportation projects, totaling over \$26 billion, that could not be included in the accelerated Connect SoCal 2020 Consistency Amendment #2 and the 2023 FTIP.

At their respective meetings on January 5, 2023, the TC recommended and then the RC approved the release of the draft Connect SoCal Amendment No. 3 and the 2023 FTIP Consistency Amendment for a 30-day public review and comment period. On the same day, the EEC recommended and then the RC approved the release of the associated transportation conformity analysis as part of the draft amendments for the same 30-day public review and comment period.

Upon completion of the required public review, SCAG staff will respond to any public comments and finalize draft amendments in time for the TC and the EEC to recommend RC adoption in the April/May 2023 timeframe as soon as the conformity lockdown is lifted. It is important to note that the RC may not adopt RTP and FTIP amendments before EPA's final approval of updated conformity budgets.

Staff will continue to work closely with EPA staff and proactively identify and take any necessary actions to ensure EPA's timely approval of the updated Coachella conformity budgets. Staff also plans to request expedited federal review and approval around May 2023 to allow important transportation projects to move forward with implementation as soon as possible.

## II. Federal Clean Air Act Highway Sanction Clocks in the SCAG Region

### 1. *Background*

Pursuant to federal CAA, local air districts and the ARB are responsible for preparing air quality SIPs in California to fulfill air quality planning requirements to attain applicable national ambient air quality standards established by EPA. A SIP deficiency (e.g., SIP disapproval or finding of failure to submit a required SIP) and, if finalized by EPA, will trigger a CAA mandated 24-month highway sanction clock automatically upon effectiveness of the EPA action. Further, if the SIP deficiency is not corrected within the 24 months, the CAA mandated highway sanction would be imposed in the impacted area.

A highway sanction is prohibition on federal approval highway projects or award of any grants in the sanctioned area unless projects or grants are for improvement in safety. It is also important to note that a highway sanction could be imposed even the underlying SIP disapproval is not transportation related. For example, the 2012 Imperial County Highway Sanctions in the SCAG region were triggered by EPA's disapproval of a rule of the Imperial County Air Pollution Control District that is not directly related to any transportation plan, program, or project.

A highway sanction clock will be turned off and a highway sanction will not be imposed if the EPA determines that a subsequent SIP submission corrects the identified deficiencies before the highway sanction imposition deadline.

At the November 2022 EEC meeting, SCAG staff provided a summary of then six active highway sanction clocks that were triggered in October 2022 after the EPA finalized disapprovals of air quality SIPs concerning local rules of four local air districts in the SCAG region, and staff’s efforts to prevent imposition of highway sanctions.

2. Status Update of Highway Sanction Clocks in the SCAG Region and Progress to Date

Since the November 2022 EEC update, additional information about anticipated and active highway sanction clocks has become available. Efforts have been made by impacted local air districts to correct underlying deficiencies identified in the respective SIP disapprovals. In addition, EPA has proposed an additional SIP disapproval concerning various local rules of one local air district that is already impacted by three active highway sanction clocks.

As of mid-January 2023, there are seven active and two anticipated highway sanction clocks impacting four out of five air districts within the SCAG region. Table 1 is an update on active highway sanction clocks and progress to date to turn off the clocks and prevent imposition of highway sanctions. Table 2 is an update on anticipated highway sanction clocks.

**Table 1: Update on Active Highway Sanction Clocks within the SCAG Region**

Highway Sanction Clocks	Impacted Area	Start Date of Highway Sanction Clock	Impacted Air District	Cause of Highway Sanction Clock and Link to Federal Register Notice	State Date of Highway Sanction if Imposed	Progress to Date
1	Western Mojave Desert Ozone Nonattainment Area (Mojave Desert AQMD portion)	10/12/2021	MDAQMD	Limited disapproval of District Rule 1160 <a href="https://www.govinfo.gov/content/pkg/FR-2021-09-10/pdf/2021-19435.pdf">https://www.govinfo.gov/content/pkg/FR-2021-09-10/pdf/2021-19435.pdf</a>	10/12/2023	Amended Rule 1160 is scheduled for MDAQMD Board adoption in Jan 2023, is expected to fully address deficiencies, and will be submitted for EPA approval upon MDAQMD adoption.
2	South Coast Air Quality Management District (SCAQMD) Jurisdiction	10/24/2022	SCAQMD	Limited disapproval of District Rule 1118 <a href="https://www.govinfo.gov/content/pkg/FR-2022-09-22/pdf/2022-20137.pdf">https://www.govinfo.gov/content/pkg/FR-2022-09-22/pdf/2022-20137.pdf</a>	10/24/2024	Amended Rule 1118 was adopted by SCAQMD Board on 1/6/2023, is expected to fully address deficiencies, and would be submitted for EPA approval.
3	Western Mojave Desert Ozone Nonattainment Area	10/31/2022	Antelope Valley AQMD (AVAQMD); MDAQMD	Disapproval District Rules 315 <a href="https://www.govinfo.gov/content/pkg/FR-2022-09-29/pdf/2022-20858.pdf">https://www.govinfo.gov/content/pkg/FR-2022-09-29/pdf/2022-20858.pdf</a>	10/31/2024	Districts staff has been working closely with EPA to develop draft amendments to fully address deficiencies since Oct 2022. Amended Rules will need to be adopted by respective Board before submittals for EPA approvals.
4	SCAQMD	10/31/2022	SCAQMD	Disapproval of Reasonably	10/31/2024	SCAQMD staff has initiated



Highway Sanction Clocks	Impacted Area	Start Date of Highway Sanction Clock	Impacted Air District	Cause of Highway Sanction Clock and Link to Federal Register Notice	State Date of Highway Sanction if Imposed	Progress to Date
	Jurisdiction			Available Control Technology (RACT) demonstration for District Rules 463 and 1178 <a href="https://www.govinfo.gov/content/pkg/FR-2022-09-30/pdf/2022-20870.pdf">https://www.govinfo.gov/content/pkg/FR-2022-09-30/pdf/2022-20870.pdf</a>		separate public processes to amend Rules 436 and 1178. Amended Rules will need to be adopted by SCAQMD Board anticipated in fall 2023 before submittals for EPA approvals.
5	Ventura County Ozone Nonattainment Area	10/31/2022	Ventura County Air Pollution Control District (VCAPCD)	Disapproval of Reasonably Available Control Technology (RACT) demonstration for District Rules 71.1 and 71.2 <a href="https://www.govinfo.gov/content/pkg/FR-2022-09-30/pdf/2022-20870.pdf">https://www.govinfo.gov/content/pkg/FR-2022-09-30/pdf/2022-20870.pdf</a>	10/31/2024	VCAPCD staff has been working closely with EPA to develop draft amendments to fully address deficiencies since Oct 2022. Amended Rules will need to be adopted by VCAPCD Board before submittal for EPA approval.
6	Western Mojave Desert Ozone Nonattainment Area	10/31/2022	AVAQMD; MDAQMD	Failure to submit required 2008 8-hour ozone standard contingency measures SIP <a href="https://www.govinfo.gov/content/pkg/FR-2022-09-29/pdf/2022-20874.pdf">https://www.govinfo.gov/content/pkg/FR-2022-09-29/pdf/2022-20874.pdf</a>	10/31/2024	EPA staff is developing guidance. Once available, Districts staff will develop revised contingency measures based on EPA guidance, in conjunction with ARB.
7	Coachella Valley Ozone Nonattainment Area	10/31/2022	SCAQMD	Failure to submit required 2008 8-hour ozone standard contingency measures SIP <a href="https://www.govinfo.gov/content/pkg/FR-2022-09-29/pdf/2022-20874.pdf">https://www.govinfo.gov/content/pkg/FR-2022-09-29/pdf/2022-20874.pdf</a>	10/31/2024	EPA staff is developing guidance. Once available, SCAQMD staff will develop revised contingency measures based on EPA guidance, in conjunction with ARB.

**Table 2: Update on Anticipated Highway Sanction Clocks within the SCAG Region**

Highway Sanction Clocks	Impacted Area	Start Date of Highway Sanction Clock	Impacted Air District	Cause of Highway Sanction Clock and Link to Federal Register Notice	State Date of Highway Sanction if Imposed	Progress to Date
1	SCAQMD Jurisdiction	Effective date of final partial disapproval of District Rules 1106, 1106.1, and 1107	SCAQMD	Proposed Partial disapproval of District Rules 1106, 1106.1, and 1107 <a href="https://www.govinfo.gov/content/pkg/FR-2022-08-22/pdf/2022-17935.pdf">https://www.govinfo.gov/content/pkg/FR-2022-08-22/pdf/2022-17935.pdf</a>	24 months from start date of highway sanction clock	Amended Rules 1106, 1106.1 and 1107 were adopted by SCAQMD Board on 1/6/2023, are expected to fully address deficiencies, and would be submitted for EPA approval.
2	Western Mojave Desert	Effective date of final	MDAQMD	Proposed Limited disapproval of District	24 months from start	MDAQMD staff has been working closely with EPA to



Highway Sanction Clocks	Impacted Area	Start Date of Highway Sanction Clock	Impacted Air District	Cause of Highway Sanction Clock and Link to Federal Register Notice	State Date of Highway Sanction if Imposed	Progress to Date
	Ozone Nonattainment Area	limited disapproval of District Rules 1301, 1302, 1303, 1304, and 1305		Rules 1301, 1302, 1303, 1304, and 1305 concerning the District's New Source Review program <a href="https://www.govinfo.gov/content/pkg/FR-2022-11-25/pdf/2022-25382.pdf">https://www.govinfo.gov/content/pkg/FR-2022-11-25/pdf/2022-25382.pdf</a>	date of highway sanction clock	address underlying deficiencies and has also indicated a potential intent to sue EPA if disapproval is finalized as proposed.

*3. Staff's Efforts to Address Highway Sanction Clocks to Prevent Imposition of Highway Sanctions in the SCAG Region*

Highway sanction has serious consequences. It could impact many important transportation projects including critical transit projects. A highway sanction was imposed in Imperial County ten years ago in 2012 due to similar reasons. SCAG staff at all levels takes these EPA actions and the highway sanction clocks very seriously and will engage as needed with management, legal, and planning staff of the impacted air districts and EPA to identify paths forward to turn off highway sanction clocks to prevent imposition of highway sanctions.

Because these highway sanction clocks are concerning SIPs developed by local air districts, corrective actions by impacted air districts and subsequent approvals by EPA are required to turn off these highway sanction clocks. SCAG staff has been meeting and will continue to meet as necessary with staff of impacted air districts to discuss and track progress of their efforts and timelines to correct SIP deficiencies.

In addition, at SCAG staff's request, staff representatives of the impacted air districts have been reporting and will continue to report on their efforts to address the underlying issues at SCAG's monthly Transportation Conformity Working Group meetings.

Finally, SCAG conformity and FTIP staff has been performing internal evaluation and informal interagency consultation on impacts of highway sanction and will provide periodic updates to the EEC, the TC, and/or the RC as appropriate.

**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).



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**ATTACHMENT(S):**

1. PowerPoint Presentation - Status Update on Air Quality Planning and Transportation Conformity Challenges in the SCAG Region



# Status Update on Air Quality Planning and Regional Transportation Conformity Challenges in the SCAG Region

Energy and Environment Committee

February 2, 2023

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)



## TRANSPORTATION CONFORMITY LOCKDOWN

# Background - Transportation Conformity



## Federal Clean Air Act



**DRAFT AMENDMENT #3**  
 INCLUDING THE  
 2023 FEDERAL TRANSPORTATION  
 IMPROVEMENT PROGRAM  
 CONSISTENCY AMENDMENT #23-03  
 JANUARY 5, 2023



# Background - Transportation Conformity Lockdown

- Due to significant technical change in ARB's previous emission model (EMFAC2017)
- In effect region-wide since August 2021
- Serious impacts on regional transportation plan, program, and projects
- Multi-agency efforts at all levels to resolve the conformity lockdown



# Significant Progress & Next Step in Two Critical Areas to Resolve Conformity Lockdown



Area 1: US EPA approved ARB's new emission model (EMFAC2021)



Area 2-1: SCAQMD developed, adopted, and submitted to ARB Coachella Valley Air Plan with updated conformity budgets



Area 2-2: ARB approved and submitted to US EPA Coachella Valley Air Plan with updated conformity budgets



Area 2-3: US EPA accelerated release of updated conformity budgets for public review



Next Step: US EPA approval of updated conformity budgets

# Significant Progress & Next Steps in SCAG's Proactive Efforts to Reduce Impacts of Conformity Lockdown



Accelerated development, adoption by RC, and federal final approval of 2023 FTIP & Connect SoCal 2020 Amendment #2 to avoid impact of conformity lockdown on \$36 billion worth of transportation projects



Proactive development and RC authorized release of Connect SoCal 2020 Amendment #3 & 2023 FTIP Consistency Amendment #23-03 to allow \$26 billion worth of additional transportation projects to move toward implementation as soon as lockdown is lifted



Next Steps: (1) RC adoption of the Connect SoCal and FTIP Amendments pending US EPA approval of updated Coachella conformity budgets; (2) Federal approval of the Connect SoCal 2020 and FTIP Amendments



## HIGHWAY SANCTION CLOCKS IN THE SCAG REGION

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### Background - Highway Sanction Clocks and Highway Sanctions

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- Mandated by federal Clean Air Act upon US EPA's disapproval of or finding of failure to submit a required air quality state implementation plan (SIP) prepared by local air districts and ARB
- 24-month highway sanction clock automatically triggered upon effective date of US EPA final action
- Impacted local air district or ARB must correct deficiencies in a subsequent SIP submission and receive US EPA approval to turn off highway sanction clock or lift sanction
- Highway sanction will be imposed if highway sanction clock not turned off within 24 months
- Highway sanction impacts highway capacity projects, and thus economy and jobs

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# Major Efforts to Address Highway Sanction Clocks

SCAG staff has been meeting with staff of impacted local air districts

Staff of impacted local air districts have been providing ongoing status updates at monthly SCAG Transportation Conformity Working Group (TCWG) meetings

Some impacted local air districts have been amending involved local rules to address identified deficiencies

SCAG staff has been providing status updates and performing internal evaluation and informal interagency consultation on potential impacts of highway sanctions

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# THANK YOU!

For more information, please visit:

<https://scag.ca.gov/air-quality-planning-program>

<https://scag.ca.gov/transportation-conformity>

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Camille Guiriba, Senior Regional Planner  
(213) 236-1809, guiriba@scag.ca.gov

**Subject:** Connect SoCal 2024: Draft SCS Technical Methodology

**RECOMMENDED ACTION FOR EEC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR CEHD, TC AND RC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*As part of Connect SoCal 2024 development and prior to starting the formal public participation process, SCAG is required to submit to the California Air Resources Board (CARB) a draft Sustainable Communities Strategy (SCS) Technical Methodology which explains how SCAG will estimate greenhouse gas (GHG) emission reductions from strategies in the plan. SCAG is submitting an initial draft SCS Technical Methodology to CARB in February 2023 and will work with them to refine the document as needed in advance of the final submission with the Sustainable Communities Strategy after the adoption of Connect SoCal 2024 in April 2024.*

**BACKGROUND:**

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020.

Pursuant to California Government Code Section § 65080(b)(2)(J)(i), prior to starting the formal public participation process required by Senate Bill (SB) 375, a Metropolitan Planning Organization (MPO) must develop and submit to the California Air Resources Board (CARB) the technical methodology it intends to use to estimate the greenhouse gas (GHG) emissions from its Sustainable Communities Strategy (SCS). Upon receipt of the technical methodology, CARB is required to respond to the MPO with timely written comments, including a specific description of any aspect of the technical methodology that it concludes will not yield accurate estimates of the GHG emissions and remedies. The MPO is encouraged to work with CARB until the state board concludes that the technical methodology operates accurately.

**SUSTAINABLE COMMUNITIES STRATEGY DRAFT TECHNICAL METHODOLOGY:**

Fulfilling the state requirement, SCAG is submitting a draft of its SCS Technical Methodology to CARB in February 2023 before initiating the SB 375 required formal public participation process in March 2023.

CARB requires a specific structure to the Technical Methodology that describes the following:

- How SCAG is addressing CARB’s recommendations from the last SCS
- Existing Conditions
  - Notable Changes in Planning Context
  - Key Regional Issues Influencing RTP/SCS Policy Framework
- Population, Household, and Employment Growth Forecasts
- Modeling Background and Assumptions
- Approaches for quantifying GHG emission reductions for potential Connect SoCal strategies

The strategies from Connect SoCal 2020 are carrying forward into the new plan. As part of updating the SCS Technical Methodology, SCAG staff has been reviewing how we define the strategies and improving the approaches to quantify GHG reductions. GHG reductions for strategies are either calculated through one of two ways:

- 1) SCAG’s activity-based model
- 2) off-model methodologies that are based on guidance from CARB or literature review of academic research.

The table below shows all strategies by the type of GHG reduction quantification approaches.

Modeled	Off-Model
<ul style="list-style-type: none"> <li>• Congestion Pricing</li> <li>• Express Lane Pricing</li> <li>• Improved Bike Infrastructure</li> <li>• Infill development and increased density near transit infrastructure</li> <li>• Mileage-Based User Fee</li> </ul>	<ul style="list-style-type: none"> <li>• Improved Pedestrian Infrastructure</li> <li>• Mobility Hubs:               <ul style="list-style-type: none"> <li>○ Car Share</li> <li>○ Bike Share/Micromobility</li> <li>○ Microtransit</li> </ul> </li> <li>• Safe Routes to School</li> </ul>

<ul style="list-style-type: none"> <li>• New Transit Capital Projects</li> <li>• Shorter trips through land use strategies such as job/housing balance</li> <li>• Transportation Demand Management</li> <li>• Job Center Parking Strategy</li> <li>• Multimodal Dedicated Lanes*</li> </ul>	<ul style="list-style-type: none"> <li>• Parking Deregulation</li> <li>• Electric Vehicle Charging Infrastructure</li> <li>• Electric Vehicle Incentives</li> <li>• Co-working at strategic locations</li> <li>• Average Vehicle Ridership (AVR) for Job Centers</li> </ul>
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\*previously off-model

As staff has been able to obtain more data and make the model more sophisticated, we have been able to bring the Multimodal Dedicated Lanes strategy, which was previously quantified off-model, into modeled analysis for this cycle.

Other changes of note to the Technical Methodology since the last cycle:

- The Mobility Hubs strategy merges three strategies (Car Share, Bike Share/Micromobility, and Microtransit) that were previously separate
- The Pedestrian Infrastructure now incorporates urban greening as a factor in reducing vehicle emissions.
- The Safe Routes to School strategy focuses on encouragement programs and no longer includes the engineering component of the program. This was done to prevent double counting of emission reductions by the Improved Bike and Pedestrian Infrastructure strategies.
- A new geography for Parking Deregulation strategy: The geography of this strategy has expanded from the previous RTP/SCS which focused on deregulation in TPAs. With the passage of Assembly Bill 2097 eliminating parking minimums within a half mile of public transit, SCAG has updated the geography of this strategy for it to reach other transit accessible areas in the region beyond the new law.
- New locations for co-working sites: staff is re-evaluating the potential locations of co-working sites beyond traditional job centers as previously identified.

**PROCESS AND NEXT STEPS:**

Staff presented and shared a draft of the Technical Methodology at the Technical Working Group and Regional Transit Technical Advisory Committee meetings in November.



SCAG is submitting the draft of the Technical Methodology to CARB this month (February 2023) in advance of the start of the formal public participation process. With public workshops planned to begin in March 2023, this marks the transition to the Outreach and Analysis phase of Connect SoCal plan development.

Following receipt of initial feedback from CARB on the SCS Technical Methodology, SCAG staff will continue to work with them to refine the document as needed and the GHG quantification methodologies. The final SCS Technical Methodology will be submitted with the SCS following adoption of Connect SoCal 2024 in April 2024.

The draft of the Technical Methodology is available on SCAG’s Connect SoCal “Drafts & Documents” webpage at <https://scag.ca.gov/drafts-documents>.

**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. PowerPoint Presentation - Draft Technical Methodology



**Camille Guiriba, Senior Regional Planner**  
Draft Technical Methodology  
February 2, 2023

## What is the Technical Methodology?



- Methods for calculating passenger greenhouse gas (GHG) emissions
  - Explains how SCAG will estimate GHG reductions from Connect SoCal using the activity-based model or off-model methods
- Required by California Air Resources Board (CARB)
  - Every MPO must submit a draft to CARB prior to starting their formal public participation process
  - Connect SoCal 2024 public workshops to start in March 2023

SCAG's 2035 GHG  
Reduction Target:  
**19% from  
2005 levels**

# What is in the Technical Methodology?



- Addressing CARB’s Previous Recommendations on Connect SoCal 2020
- Existing Conditions
  - Changes in Planning Context
  - Key Regional Issues
- Population, Household, and Employment Growth Forecasts
- Modeling Background and Assumptions
- Approaches for quantifying GHG emission reductions for potential Connect SoCal strategies

3

# GHG Emission Reduction Strategies

How did SCAG reduce GHGs in Connect SoCal 2020?



## Modeled Analysis

Land Use	-1.30%
Transportation Infrastructure	
Highway Projects	0.20%
Transit Projects	-0.50%
Bike Lane	-0.04%
Pricing	-1.41%
TDM/Telecommute/Work from Home	-0.46%

## Baseline

Tele-Medicine	-0.15%
E-Commerce	-0.20%
Exogenous Factors (Growth, XX Trips)	-11.32%

## Off-Model Analysis

Electric Vehicle Strategies	-1.76%
Emerging Technology (e.g. carshare and bikeshare)	-0.78%
Job Center and Commute Strategies (e.g. co-working)	-0.30%
Multimodal Strategies (e.g. Safe Routes to School)	-0.70%
Induced Demand	0.56%

19.1% Total GHG Emissions Reduction

4

Attachment: PowerPoint Presentation - Draft Technical Methodology (Connect SoCal 2024: Draft SCS Technical Methodology)

# GHG Emission Reduction Strategies

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5

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19.1% Total GHG Emissions Reduction

6

## What has changed since last cycle?

### Connect SoCal 2024 is carrying forward the strategies from 2020

Some strategies are being refined to reflect updated research, regulation and implementation context:

- **Mobility Hubs:** Merging 3 previously separate strategies
- **Pedestrian Infrastructure:** Incorporating urban greening
- **Safe Routes to School:** Focusing on encouragement
- **Parking Deregulation:** Updating geography
- **Co-working:** Identifying new locations

7

## Which strategies are modeled?

- Pricing
  - Congestion Pricing
  - Express Lanes
  - Mileage-Based User Fees
- Capital Improvements
  - Improved Bike Infrastructure
  - New Transit Projects
- Land Use
  - Infill Development
  - Density Near Transit
- Policies and Programs
  - Transportation Demand Management
  - Job Center Parking
- Multimodal Dedicated Lanes\*

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## What strategies are quantified off-model?



- Improved Pedestrian Infrastructure
- Mobility Hubs
  - Car Share, Bike Share/Micromobility, and Microtransit
- Safe Routes to Schools
- Parking Deregulation
- Electric Vehicle Incentives and Infrastructure
- Co-working
- Average Vehicle Ridership (AVR) for Job Centers

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## What's Next?



**February 2023**

Submit draft  
Technical  
Methodology  
to CARB

**Ongoing**

Continued SCAG staff refinement of strategies;  
review and feedback by CARB staff

**April 2024**

Submit final  
Technical  
Methodology  
with SCS  
submission to  
CARB

10

# Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT  
[SCAG.CA.GOV/CONNECT-SOCAL](http://SCAG.CA.GOV/CONNECT-SOCAL)





Southern California Association of Governments  
February 2, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Stephen Fox, Senior Regional Planner  
(213) 236-1855, fox@scag.ca.gov

Subject: Transportation Demand Management Data Standards and Clearinghouse

**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:**

*In 2019, SCAG completed the Transportation Demand Management (TDM) Strategic Plan, which was incorporated into and adopted as part of Connect SoCal 2020, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The TDM Strategic Plan was intended to function as a guiding document for both SCAG staff and local agencies and stakeholders, and inform the development and implementation of TDM to support regional goals for improved mobility and sustainability. To begin implementing the TDM Strategic Plan, in 2021 SCAG staff initiated work on two of the recommended strategies, TDM Trainings and TDM Data Standards and Clearinghouse and provided TC with regular updates on progress. In July 2022, SCAG staff briefed the Transportation Committee on the success of the completed TDM Trainings effort. This staff report is an update on the TDM Data Standards and Clearinghouse effort.*

**BACKGROUND:**

Transportation Demand Management (TDM) is a set of strategies and policies to manage demand for existing road infrastructure, particularly single occupancy vehicles (SOVs), and results in more transportation choices that improve sustainability, public health, and quality of life by reducing congestion, air pollution, and greenhouse gases. Through the implementation of TDM approaches such as behavior change, marketing, and incentives, agencies are able to encourage individuals to change their commuter behavior from driving alone to using more sustainable transportation options such as ridesharing, teleworking, riding public transit, bicycling, and walking. Applying marketing principles to develop engaging marketing materials and messages that speak to the SOV traveler is another key component to affecting the desired outcome of fewer SOV trips. Incentives,

particularly through the recent advent of gamification, are a critical component in TDM program development to drive participation and encourage SOV travelers to try a different mode of transportation. TDM policies such as instituting parking cash out programs and redesigning fare structures to make public transit more affordable, are extremely effective at shifting SOV trips. Furthermore, TDM investments can reduce congestion and shift trips from SOVs to other modes through projects that often cost significantly less than roadway or transit capital expansion projects.

In 2019, SCAG completed the TDM Strategic Plan, which outlined strategies to expand the effectiveness and use of TDM to achieve regional goals. The TDM Strategic Plan included many resources for local agencies to help with TDM programming, including an overview of new mobility and technology advances as well as an updated TDM toolbox to support relieving congestion and commuting pain points. The TDM Strategic Plan also outlined recommendations that SCAG could implement. To begin implementing the Plan, in 2021, SCAG staff initiated work on a subset of the recommended strategies, specifically TDM Trainings (completed in Spring 2022) and TDM Data Standards and Clearinghouse. The TDM Data Standards and Clearinghouse strategy was meant to address the lack of consistent and quality data to assess the current state of TDM programs and the impact of TDM strategies in the region. To accomplish the goal and fulfill this recommendation, SCAG sought to develop standards around data collection for the region and design a database, a TDM data clearinghouse, that when implemented would capture and house this data.

#### **TDM Data Standards and Clearinghouse**

TDM programs provide a wealth of data that can help TDM practitioners and planners make TDM programs more efficient and effective. However, there is no standardized way to collect, document, visualize or even quantify this data. Each agency uses its own system for TDM data collection and analysis, making it difficult for one agency or employer to learn the lessons of another and to evaluate the effectiveness of TDM programs implemented over time. The goal of this effort was to develop a regional, standardized data collection and reporting method that could potentially lead to the creation of a TDM data clearinghouse. Such a TDM data clearinghouse would allow agencies and stakeholders to upload and analyze their data in a centralized repository, compare it to other TDM programs across the region, and evaluate approaches. The TDM data clearinghouse would lead to a better-informed environment of TDM practitioners and more effective, user friendly TDM programs for people across the region.

The TDM Data Standards and Clearinghouse effort included a review of the current TDM data types and collection efforts in Southern California; research on peer agency practices and websites, an exploration of the principles of data sharing and potential incentives, recommendations for data standards and a TDM data clearinghouse website, and throughout, outreach and engagement with TDM practitioners in the region.

### Stakeholder Engagement

The SCAG TDM Technical Advisory Committee (TAC) was engaged in the project and included TDM professionals and practitioners such as representatives from the county transportation commissions (CTCs), local jurisdictions, the South Coast Air Quality Management District (AQMD), and employer transportation management agencies (TMAs). Stakeholder interviews and surveys of TDM practitioners and stakeholders were conducted to inventory current TDM data collection practices and assess TDM data needs. Interviewees included representatives from several cities in the region with TDM programs, the CTCs, AQMD, TMAs and national councils of government (COGs) such as Metro Washington COG and Denver Regional COG.

### TDM Data Standard Challenges

Project stakeholders were interviewed concerning the current state of TDM data collection in the region and identified several challenges related to how TDM data are currently collected. These include:

- *Data accuracy:* Most TDM data is self-reported via employee surveys or trip logging and there is no way to ensure that the data is accurate. In addition, errors may be made during manual reporting which could be avoided by automation.
- *Time-consuming and expensive:* Surveys are time consuming and expensive to conduct and analyze. Employers and TMA staff spend significant labor hours and time to conduct these surveys and collect and report data.
- *Privacy:* Employers and commuters are increasingly sensitive to privacy concerns related to the collection of commute data.
- *Double-counting:* Double-counting can be an issue where TDM requirements and data collection apply to both employer and residential sites in a particular area. Data accuracy also is an issue where more than one data source is used, such as commute surveys and trip tracking data. There is currently no standardized methodology for aggregating data from various sources.

### TDM Data Standard Options

Stakeholder surveys and best practices research revealed the following desired characteristics for TDM data standards:

- Keep data collection clear and simple, with a well-defined terminology;
- Store data in a centralized platform in the same format;
- Have a centralized approach to program outcomes, with a clear methodology; and
- Make the process easy for TDM practitioners.

### TDM Data Standard Recommendations

Approximately 75 percent of stakeholders surveyed indicated they would anticipate using a TDM database clearinghouse if created. The project final report contains various short and long-term recommendations for SCAG to employ to move towards TDM data standardization and a TDM data clearinghouse for the region. Near-term recommendations include:

- *Develop a TDM Data Clearinghouse.* SCAG should develop and implement a TDM data clearinghouse in a phased approach, focusing first on the most important data that is currently being collected in the region. In future phases, SCAG should develop additional modules for collecting disaggregated data and calculating program outcomes.
- *Encourage Data Sharing.* SCAG should explore ways to encourage data sharing by providing incentives and increasing the information value to participants. Strategies include offering tutorials and trainings, addressing privacy concerns, and producing best practices and case studies using the data.
- *Promote Standardized Data Collection.* SCAG should continue to encourage consistent data collection. This can be achieved through the use of a TDM data clearinghouse, continued collaboration with the TDM stakeholders, and working with AQMD as they make updates to their employer commuter survey.
- *Establish Baseline Travel Data.* Incentivizing TDM data sharing can be improved by having access to overall travel trend data as well as travel behavior data. SCAG can help benchmark the TDM data in the clearinghouse by collecting baseline data on travel mode share as well as other data to help estimate the effectiveness of TDM strategies.

**NEXT STEPS:**

SCAG staff will finalize the TDM Data Standards report to be posted on the SCAG website, promote the findings through trainings such as Toolbox Tuesday and other engagement opportunities, and seek resources to advance the use of TDM data standards and support development of a regional clearinghouse. SCAG staff will continue to work towards implementing recommendations from the TDM Strategic Plan to further TDM in the region and return to the Transportation Committee with periodic updates.

**FISCAL IMPACT:**

This project is included in the current OWP under Task 23-010.1631.06, TDM Strategic Plan Phase 2 – Implementation.

**ATTACHMENT(S):**

1. TDM Data Standards Fact Sheet

# Transportation Demand Management Program

# DEVELOPING STANDARDS FOR TDM DATA



## BACKGROUND

In 2019, SCAG completed the Transportation Demand Management ([TDM Strategic Plan](#)), which outlined strategies to expand the effectiveness and use of TDM to achieve regional goals. The TDM Strategic Plan included many resources for local agencies to help with TDM programming, including an overview of new mobility and technology advances as well as an updated TDM toolbox to support relieving congestion and commuting pain points. The TDM Strategic Plan also outlined recommendations that SCAG could implement.

To begin implementing the Plan, in 2021, SCAG staff initiated work on a subset of the recommended strategies, specifically [TDM Trainings](#) (completed in Spring 2022) and TDM Data Standards and Clearinghouse. The TDM Data Standards and Clearinghouse strategy was meant to address the lack of consistent and quality data to assess the current state of TDM programs and the impact of TDM strategies in the region. To accomplish the goal and fulfill this recommendation, SCAG sought to develop standards around data collection for the region and design a database, a TDM data clearinghouse, to capture and store this data.

## STANDARDS FOR TDM DATA

Through the Regional TDM Data Standards project, SCAG aimed to develop TDM data standards and standard, unified practices around the collection and aggregation of TDM data in order to better measure the effectiveness of TDM programs over time. As one of the key recommendations from SCAG's TDM Strategic Plan, this project included:

- A review of the current TDM data collection efforts in Southern California;
- Outreach and engagement with TDM practitioners in the region;
- Research on peer agency practices and websites;
- An exploration of the principles of data sharing and potential incentives; and
- Recommendations for data standards and a TDM data clearinghouse website.

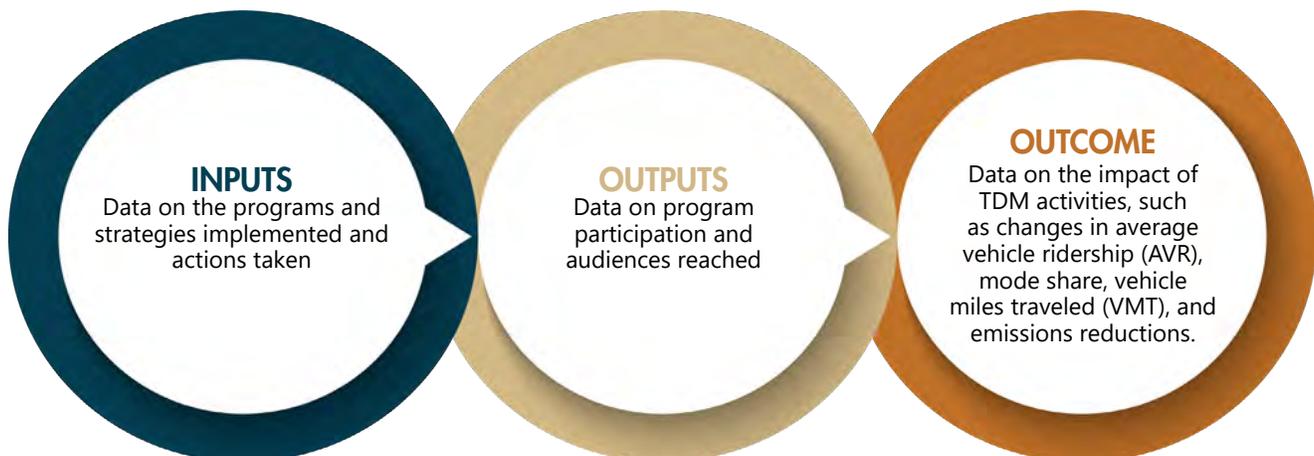
## SUMMARY STATS

- > 22 stakeholder interviews and along with stakeholder survey
- > 10 MPO/DOT peer agency case studies developed
- > 7 academic and professional researchers interviewed
- > 6 website case studies produced
- > 5 meetings convened with the Technical Advisory Committee (TAC)

## EXISTING DATA COLLECTION

TDM data collected in the SCAG region varies based on the implementing agency, the programs offered, and the regulatory framework. Across the six-county region, there are local and regional TDM ordinances, countywide TDM programs, and Transportation Management Associations/Organizations (TMAs/TMOs) that collect a wide variety of data.

Data collected across the region generally fall into three categories: Inputs, Outputs, and Outcomes.



Agencies that collect or aggregate TDM data in the SCAG region fall into two broad categories: TDM regulators and implementors.

**TDM Regulators** include South Coast Air Quality Management District (AQMD), Ventura Air Pollution Control District (APCD), and local cities. AQMD has Rule 2022, which requires employers with more than 250 employees to help reduce mobile-source emissions. One common way for employers to comply with the rule is to implement TDM strategies and conduct annual average vehicle ridership (AVR) surveys. Ventura APCD has Rule 211 with an employee threshold of 100 employees and requires a similar AVR survey, though strategies to achieve the AVR targets are optional. TDM regulations fall into two categories: employee-based ordinances and development-based ordinances. The employee-based ordinances, such as AQMD's rule 2202, require employers or work sites with a certain number of employees to follow specified rules. Development-based ordinances place the onus on a project's developer to commit to certain TDM measures in the project plan and commit to ongoing monitoring and TDM activities.

**TDM Implementors** include various agencies in the SCAG region which employ the TDM strategies, including the six County Transportation Commissions (CTCs) and Transportation Management Associations/ Organizations (TMAs/TMOs). The CTCs each offer TDM assistance to help local jurisdictions implement commute reduction strategies, including offering carpool, vanpool, and ride-matching services and helping with AVR surveying to comply with the AQMD rule. TMAs and TMOs offer TDM and commute services to employers and commuters within defined geographic areas, generally a specific area or district within a city. Across the SCAG region, hundreds of employers are required to implement TDM or trip reduction programs and participate in regular surveying and monitoring to comply with AQMD Rule 2202, Ventura County APCD Rule 211, and city TDM or trip reduction ordinances. TDM data collection typically centers around compliance efforts for AVR and vanpooling.

## CHALLENGES

There are various challenges and gaps to the current data collection, aggregation, and utility of the data. These include:

- **Data accuracy:** Most TDM data is self-reported via surveys or trip logging and there is no way to ensure that the data is accurate.
- **Changes Over Time:** Seemingly small changes over time can have big implications for data analysis.
- **Non-Standard Definitions:** Variations in how different terms are defined can make it difficult to compare datasets
- **Level of effort:** It is time-consuming and expensive to collect accurate data and analyze the results
- **Privacy concerns:** Employers and commuters have been getting more sensitive to privacy concerns related to the collection of commute data.
- **Impacts of TDM programs:** Data collected is rarely sufficient to show impacts of specific TDM strategies, making it hard to evaluate specific programs and strategies and understanding which are most effective

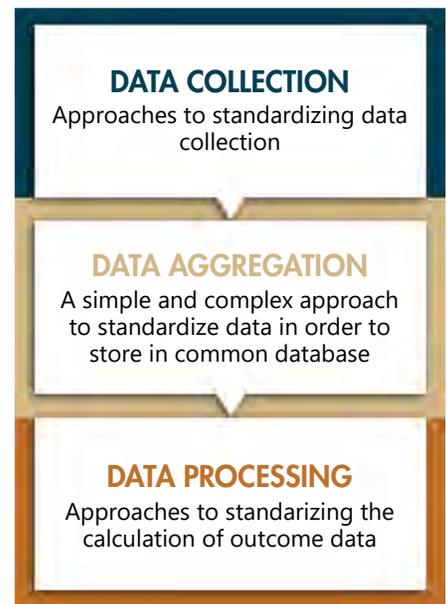
## DATA STANDARD OPTIONS

The project explored four options for standardizing TDM data based on different stages of the data lifecycle. Two of the options were approaches for aggregating TDM data into the data clearinghouse, one approach for standardizing the data collection and definition of TDM data, and one approach for standardizing the processing of TDM data in order to calculate derived outcomes for the SCAG region.

## RECOMMENDATIONS

As the project concludes, there are various short and long-term recommendations for SCAG to employ as they help the region standardize TDM data. Some key near-term recommendations include:

1. **Develop a TDM Data Clearinghouse.** SCAG should develop a data clearinghouse in a phased approach, focusing first on the most important data that is currently being collected in the region. In future phases, SCAG can develop additional modules for collecting disaggregate data and calculating program outcomes.
2. **Encourage Data Sharing.** SCAG should explore ways to encourage data sharing by reducing data system complexity and increasing the value to participants. Strategies include offering tutorials and trainings, addressing privacy concerns, and producing best practices and case studies using the data.
3. **Promote Standardized Data Collection.** SCAG should continue to encourage consistent data collection. This can be achieved through the use of the data clearinghouse, continued collaboration with the TDM stakeholders, and working with AQMD as they make updates to their Rule 2202 employer survey.
4. **Establish Baseline Travel Data.** Understanding TDM data can be improved by having access to overall travel trend data as well as travel behavior data. SCAG can help benchmark the TDM data in the clearinghouse by collecting baseline data on travel modeshare as well as other data to help estimate the effectiveness of TDM strategies.





Southern California Association of Governments  
February 2, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Cory Wilkerson, Principal Planner  
(213) 236-1992, wilkerson@scag.ca.gov

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

**RECOMMENDED ACTION:**

Recommend that the Regional Council adopt the Regional Complete Streets Policy resolution.

**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:**

*Currently about 3 percent of commute trips and 9 percent of all trips in the region are made by active transportation. The state of active transportation networks and levels of walking and biking vary considerably across the region, from county to county, local jurisdiction to local jurisdiction, and neighborhood to neighborhood. The COVID-19 brought with it changing travel behaviors, including more people exploring the use of active transportation modes (e.g., bike share, e-bikes, etc.). To support and sustain this mode shift and address ongoing changing travel patterns (e.g., more short trips in the afternoons for those who telework), it is critical that further efforts are made to advance active transportation across the region. To that end, SCAG staff are proposing that the Regional Council adopt a Complete Streets policy for integration within Connect SoCal 2024. The corresponding adopting resolution reaffirms SCAG's regional leadership role and commitment to advance Complete Streets across the region. Investing in active transportation is also a strategy for advancing equity and resilience. This report shares highlights from the active transportation 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 active transportation, 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 active transportation 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. Regional planning policies will continue to center on maintaining and better managing the transportation network we have for moving people and goods. The region will handle this while expanding mobility choices by locating housing, jobs, and transit/rail closer together and increasing investment in transit/rail and complete streets. Connect SoCal’s implementation strategies will lie at the intersection of land use, transportation and innovation, and advance promising strategies for leveraging new technologies and partnerships.

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 active transportation 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 is home to approximately 5,000 bikeway miles, including around 850 miles of Class I bikeways (bicycle paths), almost 3,000 miles of Class II bikeways (a striped lane for one-way bicycle travel), approximately 1,200 miles of Class III bikeways (signs or pavement markings, but no separation), and almost 20 miles of Class IV bikeways (separated cycle tracks), with more than 9,000 additional bikeway miles currently being planned.<sup>1</sup> Though there is not an inventory of pedestrian facilities for the region, based on SCAG's involvement in numerous local active transportation plans, staff understands there are significant gaps in the pedestrian network, including missing sidewalks, missing curb ramps, lack of shade, sidewalks in disrepair, and excessive distances between safe crossing points.

The differing levels of supportive infrastructure as well as safety conditions impact whether people feel active transportation is a viable travel option. The state of active transportation networks and levels of walking and biking vary considerably across the region, from county to county, local jurisdiction to local jurisdiction, and neighborhood to neighborhood. Currently about 3 percent of commute trips and 9 percent of all trips in the region are made by active transportation.<sup>2</sup> And despite the relatively low mode share, pedestrians and bicyclists represent approximately 32 percent of all fatal collision victims and 25 percent of all serious injury collision victims. These disproportionate impacts are due, in part, to unsafe speed, a top contributing factor in all collisions across the region. When a pedestrian or bicyclist is struck by a vehicle traveling 25 miles per hour the survival rate is 89 percent and at 45 miles per hour, the survival rate is reduced to only 35 percent.<sup>3</sup>

In spite of differing levels of supportive infrastructure and persistent safety issues, the COVID-19 pandemic positively impacted the use of active transportation. Initially, staying closer to home showed many people what their communities could be like with less traffic, noise, congestion, and pollution. Bicycling and walking were regarded as reliable and resilient options because they enabled physical distancing and carried a low risk of contracting or spreading COVID-19.<sup>4</sup> The increase in bicycling was reflected in the higher demand for bicycles and sales figures. According to the NPD Group, sales of bicycles between April 2020 and April 2021 were up by 57 percent in the United States.<sup>5</sup> Numerous communities reconsidered how public space was allocated and several

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<sup>1</sup> SCAG Connect SoCal Active Transportation Technical Report, 2020: [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_active-transportation.pdf?1606001530](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_active-transportation.pdf?1606001530)

<sup>2</sup> Ibid

<sup>3</sup> SCAG Transportation Safety Regional Existing Conditions Report, 2021: <https://scag.ca.gov/sites/main/files/file-attachments/2021-transportation-safety-full-report.pdf>

<sup>4</sup> Francke, Angela. Cycling during and after the COVID-19 pandemic, 2022:

[https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9188448/#:~:text=According%20to%20the%20NPD%20Group,States%20\(Sorenson%2C%202021\).](https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9188448/#:~:text=According%20to%20the%20NPD%20Group,States%20(Sorenson%2C%202021).)

<sup>5</sup> Sorenson D. NPD Group; 2021. The Cycling Market Pedals Ahead in 2021:

<https://www.npd.com/news/blog/2021/the-cycling-market-pedals-ahead-in-2021>

prioritized opening up streets to bicyclists and pedestrians to make it easier to physically distance from others while traveling to essential businesses and work and engaging in recreation.<sup>6</sup>

That is not to say that the COVID-19 pandemic did not have negative impacts. At the start of the pandemic, most dockless shared micromobility providers withdrew from the public space resulting in a nearly 64 percent decrease in micromobility usage in 2020.<sup>7</sup> However, by the end of 2021 that number had increased to only 27 percent compared to 2019 numbers. During this same period, electric bicycle or e-bike ownership dramatically increased. Estimates for e-bike sales in 2019 were 250,000 nationally, approximately 450,000 in 2020, and nearly 790,000 in 2021. It is reasonable to assume that sales will exceed 1 million in 2022.<sup>8</sup>

Currently, Los Angeles County Metropolitan Transportation Authority (Metro) operates the only station-based bike share program in the region. As of September 2022, Metro Bike Share has a little over 1,500 bikes available. E-bikes make up 11 percent of the bikes available in the system but provide more than five times the rides per day compared to the traditional bikes in the system. The system currently only operates within the City of Los Angeles, but in spring 2023 Metro Bike Share plans to release a new program that will allow bike share to expand to other local agencies in Los Angeles County.

#### *Recently Completed Active Transportation Projects*

Local agencies have continued to implement active transportation projects across the region. The following is a snapshot of some projects that have been completed since Connect SoCal 2020 was adopted.

- **Aten Bike Path Project (Completed July 2021):** Located on Aten Boulevard from Dogwood Road to Puerto Vallarta Avenue in the City of Imperial. The City installed an eight-foot wide paved bike path, striping, and signage for approximately one mile and bike lanes and signage for another half mile. The project closes an active transportation gap between a dense residential neighborhood and Imperial Valley College.
- **Maine Avenue and Pacific Avenue Corridor Complete Streets Improvements (Completed August 2021):** Located along Maine Avenue and Pacific Avenue in the City of Baldwin Park. The City installed high visibility crosswalks, pedestrian ramps, and curb extensions. The City also reconfigured the corridor by removing a travel lane in each direction to install a protected Class IV bikeway for the entire length of the corridor.
- **San Pablo Corridor Improvements (Completed September 2021):** Following a SCAG funded 10-day demonstration event in 2016, the City of Palm Desert secured funding to install bicycle and pedestrian improvements along San Pablo Avenue. The improvements included

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<sup>6</sup> <https://nacto.org/publication/streets-for-pandemic-response-recovery/>

<sup>7</sup> [https://nacto.org/wp-content/uploads/2022/12/2020-2021\\_shared\\_micro\\_snapshot\\_Dec7\\_2022.pdf](https://nacto.org/wp-content/uploads/2022/12/2020-2021_shared_micro_snapshot_Dec7_2022.pdf)

<sup>8</sup> <https://www.bloomberg.com/news/articles/2022-01-21/u-s-e-bike-sales-outpaced-electric-cars-in-2021>

a roadway reconfiguration reducing the vehicle lanes to add wider sidewalks, shade trees, street furniture, center median vehicle parking, three roundabouts, and a separated bikeway.

- **Civic Center Bicycle Boulevard Project (Completed January 2022):** The project was identified in the Downtown Santa Ana Complete Streets Plan (funded by SCAG in 2014). The City of Santa Ana secured Active Transportation Program funding to implement a bicycle boulevard along the Civic Center corridor in Downtown Santa Ana between the Civic Center and the Metrolink Station. The City installed pedestrian crossing improvements at seven intersections including crosswalks, curb extensions, and curb ramps. Additionally, the City installed four roundabouts and bikeway markings with signage along the corridor to reduce vehicle speeds and volumes
- **Conejo School Road and Willow Lane Sidewalk and Bike Lanes Project (Completed July 2022):** Located along Conejo School Road and Willow Lane from Hampshire Road to Hillcrest Drive in the City of Thousand Oaks. The city addressed a one and a half mile gap in the sidewalk network and installed one-mile of bike lanes and signage

### Connect SoCal 2020 Implementation

Since the Regional Council adopted Connect SoCal in 2020, SCAG has supported efforts to advance active transportation across the region. SCAG has developed a comprehensive regional active transportation strategy that includes support of local level efforts, policy and planning, and data collection and analysis. These efforts are described more fully below.

#### *Supporting Local Planning and Safety Efforts*

- **Active Transportation Program (ATP)<sup>9</sup>:** SCAG works closely with the California Transportation Commission and Caltrans as well as the County Transportation Commissions to ensure that jurisdictions from across the region benefit from California's Active Transportation Program that is administered at the state and Metropolitan Planning Organization (MPO) levels of government. As its name suggests, the statewide grant program funds active transportation projects, programs, and plans. Each funding cycle, 60 percent of the funds are recommended by the California Transportation Commission and 40 percent are recommended by the MPOs. In 2021, the region secured more than \$185 million. In 2023, due to a significant increase in available funds (four times the 2021 funds), the region secured more than \$687 million. Despite the increase in available funds, the need for resources continues to dramatically exceed the funds available. Through this funding source SCAG is able to fund quick build projects, which use low-cost materials to implement improvements on an interim basis. These projects allow local jurisdictions to try something new before investing in permanent infrastructure and typically include an extended evaluation period. Through the ATP, SCAG has partnered with the Cities of Beverly Hills,

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<sup>9</sup> <https://scag.ca.gov/active-transportation-funding>

Calexico, El Monte, Glendale, Hermosa Beach, Long Beach, Los Angeles, Ojai, Pasadena, Pomona, Long Beach, and Santa Monica.

- **Sustainable Communities Program (Active Transportation & Safety)<sup>10</sup>**: Through the Sustainable Communities Program, SCAG offers support to local jurisdictions for plans, including Active Transportation Plans, Transportation Safety Plans, and First/Last Mile Plans. Since 2020, SCAG has partnered with the City of Montebello<sup>11</sup>, Omnitrans<sup>12</sup>, and the Orange County Transportation Authority (OCTA) to develop First/Last Mile Plans to improve accessibility to transit/rail stations and stops. SCAG has also worked with the Cities of Avalon, Banning, Buena Park, Cathedral City, Costa Mesa, and Palm Springs, as well as the Soboba Tribe and the County of Los Angeles to develop Active Transportation Plans. Finally, SCAG has been working with the Cities of Duarte, La Puente, Lynwood, San Gabriel, and Santa Ana to develop Transportation Safety Plans. These plans include project concepts that can be repackaged into grant applications so that the plans may be implemented expeditiously.
- **Go Human<sup>13</sup>**: To support the creation of safer, more accessible places for walking and biking and to eliminate collisions resulting in serious injuries or fatalities, SCAG launched the Go Human campaign in 2015. *Go Human* is a community outreach and advertising campaign with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. *Go Human* is a collaboration between SCAG and the County Transportation Commissions and Public Health Departments in the region. The campaign provides advertising and educational resources to partners and implements temporary safety demonstration projects to showcase innovative transportation designs and help cities re-envision their streets. Other strategies have included distribution of mini grants to local partners to implement safety engagement activities, safety workshops and symposiums, among others. In 2021, *Go Human* revamped and relaunched the Go Human Safety Pledge. Stakeholders, residents, businesses and leaders are invited to take action to improve traffic safety in communities across the region.

#### *Policy and Planning*

- **Disadvantaged Communities Active Transportation Planning Initiative<sup>14</sup>**: This SCAG-led effort developed seven different active transportation plans for communities across the region. The seven participating communities (Adelanto, Calipatria, Highland, Perris, Santa Fe Springs, Saticoy, and Stanton) offered diverse contexts critical to developing a customizable and useful Toolkit by spanning both urban and rural settings, incorporated and

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<sup>10</sup> <https://scag.ca.gov/sustainable-communities-program>

<sup>11</sup> [https://www.montebelloca.gov/departments/transit/about\\_us/first\\_last\\_mile](https://www.montebelloca.gov/departments/transit/about_us/first_last_mile)

<sup>12</sup> [https://omnitrans.org/wp-content/uploads/2022/02/Omnitrans-BSSIP\\_FINAL-1.pdf](https://omnitrans.org/wp-content/uploads/2022/02/Omnitrans-BSSIP_FINAL-1.pdf)

<sup>13</sup> <https://scag.ca.gov/go-human>

<sup>14</sup> <https://scag.ca.gov/active-transportation-plan-toolkit>

unincorporated status, and all six counties within the SCAG region. The project developed a series of templates and a toolkit that will allow other local communities to develop low cost (or no cost) active transportation plans for their own communities. SCAG expects those templates and toolkits to become available in the coming year.

- **Partnership with the California Active Transportation Resource Center (ATRC):** Since the adoption of Connect SoCal 2020, SCAG has partnered with ATRC. SCAG has worked with the state on the expansion of the *Go Human* Kit of Parts so that it can function as a statewide resource. SCAG guided Caltrans on the management of the Kit of Parts and loaned the state one of its Kits of Parts for demonstrations statewide.
- **California’s Strategic Highway Safety Plan’s Bicycle and Pedestrian Challenge Area Teams:** SCAG serves on the Bicycle and Pedestrian Challenge Area Teams, where staff is helping shape Caltrans’ efforts to improve the implementation of Quick Build projects, which are interim capital projects that often include active transportation components.
- **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, including bike share and other micromobility options, into a single mobility platform to provide competitive alternatives over private vehicles, promote universal basic mobility, encourage mode shift, and foster sustainable travel choices.<sup>15</sup>
- **Curb Space Management Study:** In 2022, 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).<sup>16</sup>

#### *Data Collection and Analysis*

- **Active Transportation Database (ATDB):** SCAG’s ATDB was developed to collect and store bicycle, pedestrian, wheelchair, and scooter/skateboard volume counts from infrastructure and planning projects across Southern California. SCAG is currently collaborating with ATRC and UC Berkeley Safe Transportation Research and Education Center (SafeTREC) to develop a consistent statewide count methodology and to transfer, expand, and enhance the SCAG regional ATDB to include a userbase of the entire State of California.<sup>17</sup>
- **Regional High Injury Network:** To motivate reductions in serious injuries and fatalities, SCAG developed a regional High Injury Network (HIN) to help local jurisdictions focus improvements on where they are most needed. The regional HIN was recently updated to

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<sup>15</sup> <https://scag.ca.gov/post/mobility-service-maas-feasibility-white-paper-final-report>

<sup>16</sup> <https://scag.ca.gov/curb-space-management-study>

<sup>17</sup> <https://atdb.scag.ca.gov/Pages/About.aspx>

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include additional years of data and is now available via the interactive Transportation Safety Resource Hub.<sup>18</sup>

### **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 a 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 active transportation component will include foundational planning guidance for active transportation, including requirements that need to be addressed at the federal level (e.g. Infrastructure Investment and Jobs Act (IIJA), also referred to as Bipartisan Infrastructure Law), and at the state level (e.g. AB 1358 (the Complete Streets Act) or California Coastal Trail mandates). 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 active transportation 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 active transportation existing conditions, challenges and opportunities, and potential strategies and actions that can be taken to advance active transportation. In the summer of 2020 and in the wake of the COVID-19 shutdown, SCAG began meeting virtually with local agencies to discuss active transportation needs in their communities and assist in the development of grant applications for Cycle 5 of the ATP. Throughout this process SCAG continued to hear that local agency needs significantly exceed the funding available from the program. SCAG staff also regularly meets with County Transportation Commissions in the development of the ATP Regional Program and to support the implementation active transportation projects across the region. Since the start of the pandemic, local agencies have been experiencing rising materials and labor costs through their capital improvement programs. SCAG continues to

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<sup>18</sup> <https://transportation-safety-scag.hub.arcgis.com/>

advocate for and work with our state partners to ensure that Southern California needs are recognized in the administration of the ATP.

SCAG staff continues to convene regular meetings of its Safe and Active Streets Working Group, which is comprised of dozens of local agency staff and community based organizations, along with consultants working in the active transportation field. SCAG staff convenes meetings to share updates on planning studies, 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 September 21 meeting was focused on how travel has changed with the COVID-19 pandemic and what this will mean for long-range transportation planning. Key findings shared included: 1) Increases in telework are changing the dynamics of travel both in time and location, and 2) More short trips are occurring throughout the day, especially across the afternoon. To address these changing travel patterns, transportation planning and operating agencies should focus on increasing transportation choices beyond driving, including connecting communities with pedestrian and bicycle facilities.

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

#### *Draft Active Transportation Strategies*

The opportunity to change the way people travel across the region is significant, particularly when considering our transportation system through a multimodal and complete streets approach. The proposed vision for active transportation is one that improves connectivity and integration between bicyclists, pedestrians, micromobility users, and the transit/rail network. It supports safe access for all people, of all ages and abilities. The proposed vision for active transportation is one in which active transportation functions as connective tissue 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. Nearly half of all jurisdictions in the region have an

adopted Complete Streets policy. Complete Streets policies are set at the federal, state, regional, and local levels. At the federal level, the Bipartisan Infrastructure Law (Investment, Infrastructure, and Jobs Act, or IIJA, 2021) requires that Metropolitan Planning Organizations (MPOs) use 2.5 percent of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. At the state level, Caltrans recommends that MPOs integrate Complete Streets policies into their Regional Transportation Plans. While SCAG has led many Complete Streets efforts, it does not currently have a formally adopted Complete Streets policy. Consequently, SCAG staff recommend that the Regional Council adopt a Complete Streets policy to address the federal requirement in IIJA and for integration within Connect SoCal 2024. The corresponding adopting resolution (**Attachment 2**) reaffirms SCAG's regional leadership role and commitment to advance Complete Streets across the region.

- **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 (e.g., bike share connections to transit) 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 all modes, including active transportation modes, rather than focusing solely on automobiles. As noted earlier, SCAG has partnered with several local agencies 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 micromobility (e.g., bikesharing, scooter sharing, etc.), automobile-based modes (e.g., carsharing, rides on demand), public transit/rail, microtransit, and commute-based modes or ridesharing (e.g., carpooling and vanpooling).

#### Active Transportation Prioritization Strategies

- **Short Trips:** The installation of sidewalks, paths, Americans with Disabilities Act (ADA) required infrastructure, and other pedestrian facilities will support safe conditions for

walking. The expansion of the bicycle network to include more low stress facilities (e.g., Class I, Class II, and Class IV facilities) will support safe conditions for bicycling. This strategy is closely aligned with the First/Last Mile Connections, Shared Mobility, and Safe Routes strategy.

- **Safe Routes:** Safe Routes (to School, Transit, Parks, for Older Adults, etc.) strategies aim to increase the number of people walking, bicycling, and rolling by implementing infrastructure improvements to the pedestrian and bicycle network within a specified distance from a school, transit station/stop, park, or location serving older adults. Safe Routes strategies are comprehensive approaches to reduce the number of Single Occupant Vehicle (SOV) trips.
- **Slow Streets:** A by-product of the COVID-19 pandemic shutdown of parks and recreational trails, Slow Streets are safe, comfortable, low-vehicle-traffic routes that prioritize active transportation and community-building. These shared streets are designed and implemented on residential streets to provide safe, comfortable alternatives for to driving. They are open to all forms of transportation, including vehicles accessing properties along the corridor, and emphasize slow and safe speeds to support a diverse mix of uses.
- **Quick Builds:** Quick Build projects are interim capital improvement projects that typically include active transportation components. The purpose of a Quick Build project is to immediately implement safety needs, allowing a community to benefit quickly from improvements made, and allowing the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.

#### Engagement Strategies

- **Safe Routes to School Programs:** A variety of engagement strategies will need to be implemented alongside the planning and infrastructure focused strategies to motivate changes in travel behaviors. This would include Safe Routes to School programs designed to encourage students to walk and bicycle to school.
- **Local Demonstration Events:** Using temporary materials like the *Go Human* Kit of Parts, communities can demonstrate new active transportation infrastructure improvements to engage community members and solidify support for future projects.
- **Open Streets Events:** Single day full closure of streets to automobile traffic with programed hubs along the corridor. On an Open Street people traffic replaces car traffic, and streets become places where people of all ages, abilities and background can come out and improve their health. They are free, regularly occurring programs that offer communities the opportunity to experience their city streets in a whole new way.

#### Equity Strategies

- **Zero Deaths or Vision Zero Policies, Plans, and Projects:** Across the region, people of color are overrepresented as fatal and serious injury collision victims compared to their proportion of the region's population. SCAG's Regional High Injury Network (HIN) is primarily located in equity areas, with about 81 percent of the roadway miles in SB 535

Disadvantaged Communities, Environmental Justice Areas, or Communities of Concern.<sup>19</sup> It is critical that communities continue to develop safety policies, plans, and projects to support safe travel.

### Resilience Strategies

- The strategies described above are all considered resilience strategies. As was made evident throughout the COVID-19 pandemic, active transportation is adept at supporting people as they cope with changing conditions. In the case of the pandemic, active transportation supported public health mitigation measures. It also functions as a support during times of economic stress or shocks because it is a more affordable mode. Furthermore, it offers viable alternatives for short trips when systems are compromised (e.g., transit/rail services are suspended, roads are closed to traffic, etc.), and it supports social resilience.

### *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 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:

- The City of Los Angeles reimagined the iconic Hollywood Boulevard corridor with its adoption of the Walk of Fame Master Plan. Since its adoption, the city has secured more than \$11 million in funding for early implementation phases with construction beginning in 2023. The city is currently pursuing additional funding sources for the full implementation of the plan.
- The Orange County Transportation Authority secured nearly \$46 million in Active Transportation funds for the design and implementation of segments P and Q of the OC Loop project. This will fill a 1.6-mile gap in the region's 66-mile Class I bicycle network and will construct a Class I multi-use path, five roadway and railway underpasses, and install wayfinding signage.
- The Coachella Valley Association of Governments has made significant progress on the construction of the CV Link, a 40-mile active transportation and low-speed electric vehicle pathway connecting Coachella Valley communities. Additionally, CVAG secured \$36 million in funding for the Arts and Music Line (a 10-mile pathway network) that will further connect Coachella Valley including the festival grounds.

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<sup>19</sup> <https://transportation-safety-scag.hub.arcgis.com/pages/existing-conditions>

### *Performance Evaluation*

Connect SoCal active transportation 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 active transportation include trip distance, mode share, average travel time, travel time by mode, and fatalities/severe injuries by mode. In the long term, SCAG staff plan to monitor performance utilizing the following measures: average travel time, commute mode share, and transportation safety.

### **Regional Complete Streets Policy Recommendation**

As noted earlier, the state of active transportation networks and levels of walking and biking vary considerably across the region. This variability is due, at least in part, to a lack of supportive infrastructure. The region needs a transportation network with more Complete Streets that accommodate all road users. Because SCAG does not currently have a formally adopted Complete Streets policy, SCAG staff recommend that the Regional Council adopt a Complete Streets policy, which would both address the federal requirement in IJIA and contribute to a more robust Connect SoCal 2024.

### Regional Complete Streets Policy

The Complete Streets policy supports advancing Connect SoCal 2024 goals and contributes to the region achieving reduced Vehicle Miles Traveled and greenhouse gas emissions, improving transportation safety and mode shift, and furthering equity. Furthermore, the Complete Streets policy reaffirms SCAG's regional leadership role and commitment to advance Connect SoCal strategies and endorses:

- Motivating data-driven approaches to inform Complete Streets policies and planning and the strategic use of available funds and resources;
- Integrating Complete Streets in regional policies and plans, including considering equity impacts on Disadvantaged Communities, Communities of Concern, and Environmental Justice Areas;
- Protecting vulnerable roadway users, such as pedestrians and bicyclists, people with disabilities, older adults and youth;
- Engaging regional stakeholders in Complete Streets policy and plan development, implementation, and evaluation; and
- Providing leadership at the state and regional levels to promote Complete Streets, including supporting work on statewide efforts and legislation that further motivate the development of Complete Streets.

The corresponding adopting resolution is attached.

**NEXT STEPS:**

The Regional Complete Streets policy and active transportation approach are being presented in draft form in this report, and staff are seeking the input, feedback, and counsel of the Transportation Committee on these critical elements of the plan. In the ensuing months, staff will continue to seek input from external stakeholders to ensure the draft active transportation 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:**

Funding for staff work on this program is included in OWP Task #050.0169.01 (RTP/SCS Active Transportation Development & Implementation).

**ATTACHMENT(S):**

1. PowerPoint Presentation - Active Transportation and Complete Streets
2. Regional Complete Streets Policy Resolution

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



**Cory Wilkerson**  
Active Transportation Approach &  
Regional Complete Streets Policy  
February 2, 2023

# Background

# 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.



4

# Existing Conditions

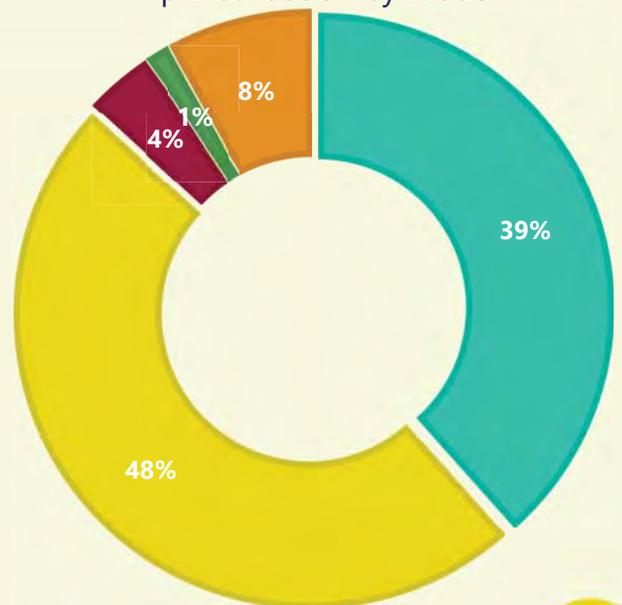
5

## Existing Conditions



- About 9% of all trips made by active transportation
- 6.6 million annual active transportation trips
  - 5.7 million walking
  - 940,000 bicycling
- Average walking trip = 1.4 miles
- Average bicycling trip = 3 miles

Trip Distribution by Mode



■ SOV ■ HOV ■ Transit ■ Bike ■ Walk

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# Existing Conditions



- No comprehensive inventory of pedestrian facilities exists for the SCAG region
- 5,075 bikeway miles in the region, compared with 70,000 miles of roadway

TABLE 5 Bikeway Mileage by County

Class - Status	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura
Class 1 - Existing	1.33	351.51	267.11	44.07	103.71	77.99
Class 1 - Planned	75.65	343.64	207.23	438.52	379.00	28.09
Class 2 - Existing	13.39	1186.43	774.70	334.03	308.40	382.21
Class 2 - Planned	486.74	1651.81	383.86	1163.43	1127.49	41.53
Class 3 - Existing	77.91	657.65	105.12	157.57	121.54	94.58
Class 3 - Planned	44.15	1838.11	110.00	216.53	261.19	15.16
Class 4 - Existing	-	9.57	-	-	-	6.20
Class 4 - Planned	-	289.55	-	8.70	7.31	-

\*\* Source – Connect So Cal 2020 (may not reflect current totals)

# Existing Conditions



- Metro Bike Share is continuing to expand
- Total deployed – 1,506\*\*
  - Classic Bikes (regular) – 1,338
  - Electric Bikes (pedal-assist) – 168
- Trips per day per device:
  - Classic Bikes (regular) – 0.53
  - Electric Bikes (pedal-assist) – 2.74



# Connect SoCal 2020 Implementation

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## Active Transportation Implementation



### Active Transportation Program

- *ATP Cycle 5 (2021)*
  - \$445,560,000 available
  - 161 applications requesting \$945-million
  - SCAG region total : **\$185,069,000**
- *ATP Cycle 6 (2023)*
  - \$1,707,040,000 available
  - 164 applications requesting \$1.2-billion
  - SCAG region total: **\$687,384,000**



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# Active Transportation Implementation



## Sustainable Communities Program

- Active Transportation Plans
  - Avalon, Banning, Costa Mesa, Lennox, Palm Springs, Pomona, San Bernardino, Soboba
- Safe Routes to School Plans
  - La Puente, Lynwood, San Gabriel
- First Mile/Last Mile
  - Montebello, OCTA, Omnitrans
- Quick Builds and Demonstrations
  - Calexico, Ojai, Glendale, Santa Monica



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# Active Transportation Implementation



## SCAG-led Studies

- Disadvantaged Communities Active Transportation Planning Initiative
- Mobility as a Service (MaaS)
- Curb Space Management Study
- Highways to Boulevards



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## Partnerships with Caltrans

- Go Human Kit-of-Parts – Statewide Pilot
- Statewide Active Transportation Database



# Connect SoCal 2024 Active Transportation Approach

# Active Transportation – Planning Guidance



- Federal Requirements
  - Complete Streets
- State Requirements
  - RTP Guidelines (Bike, Ped, California Coastal Trail)
- Adopted State/Local Plans
  - Caltrans Active Transportation (CAT) Plans
  - State Smart Mobility Framework
  - State Bicycle and Pedestrian Plan
  - County and Local Active Transportation Plans

# Metropolitan Planning Framework



Safe and Active Streets Working Group +  
County Transportation Commissions Active Transportation Check ins  
for regional coordination

**EQUITY**

**Multimodal Integration**

**Active Transportation Prioritization**

**Engagement**

**Equity and Safety**

**RESILIENCE**

## Multimodal Integration

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



# Why Complete Streets?

- State and Federal Requirements:
  - Infrastructure and Investment Jobs Act, Section 11206 (2021)
  - AB 1358: The Complete Streets Act (2008)
- Provides **options** for walking, bicycling, rolling, and/or taking transit
- Creates a focus on **human-centered** streets
- Advances **equity**
- Promotes a **safer** transportation network



# Draft Regional Complete Streets Policy

- Motivate **data-driven** approaches
- **Integrate** Complete Streets in regional policies and plans, including considering equity impacts
- **Protect** vulnerable roadway users
- **Engage** regional stakeholders in Complete Streets policy and plan development, implementation, and evaluation
- Provide **leadership** at the state and regional levels

# Active Transportation Prioritization



- Short Trips
- Safe Routes
- Slow Streets
- Quick Builds



# Education



- Local Demonstrations
- Open Streets Events
- Safe Routes to School Programs

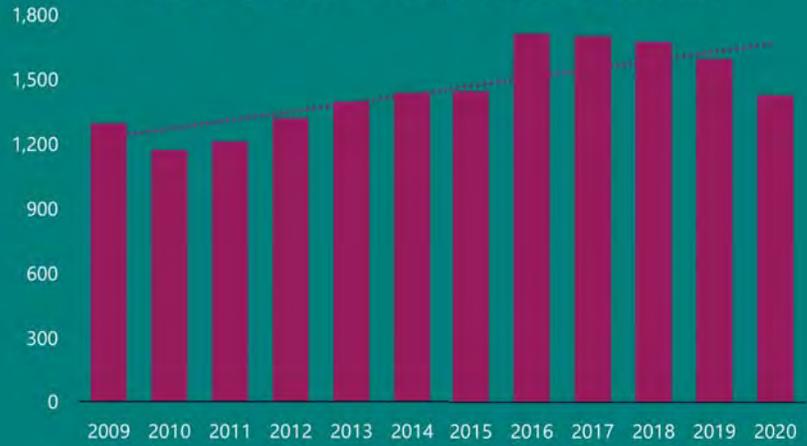


# Equity and Safety



- Zero Deaths
- Vision Zero
- Safety Targets

SCAG Region Total Number of Fatal Victims



**1,450**  
PEOPLE DIE EVERY YEAR FROM COLLISIONS

**5,500**  
PEOPLE SUSTAIN SERIOUS INJURIES EVERY YEAR FROM COLLISIONS

**77%**  
OF ALL COLLISIONS OCCUR IN URBAN AREAS

# Connect SoCal Performance Evaluation

# Plan Performances 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
- **Access to jobs**

## 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

25

# 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
- **Managed lanes utilization**

## 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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# Next Steps

## Recommendation

- Adopt Regional Complete Streets Policy Resolution
- SCAG support of local implementation of Complete Streets plans, projects, and programs

# 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

# Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT  
[SCAG.CA.GOV/CONNECT-SOCAL](http://SCAG.CA.GOV/CONNECT-SOCAL)





RESOLUTION NO. XX-XXX-X

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING A REGIONAL COMPLETE STREETS POLICY

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

REGIONAL COUNCIL OFFICERS

President Jan C. Harnik, Riverside County Transportation Commission

First Vice President Art Brown, Buena Park

Second Vice President Curt Hagman, County of San Bernardino

Immediate Past President Clint Lorimore, Eastvale

COMMITTEE CHAIRS

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

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

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

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

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

WHEREAS, Complete Streets further these goals, as they 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; and

WHEREAS, Complete Streets also contribute to the region achieving reduced Vehicle Miles Traveled (VMT) and greenhouse gas emissions, improving transportation safety and mode shift, and furthering equity; and

WHEREAS, SCAG’s Regional Council unanimously adopted a Climate Action Resolution in January 2021 that affirmed a commitment to reduce greenhouse gas emissions and establish partnerships to support local jurisdictions’ climate adaptation and mitigation initiatives, including urban heat mitigation plans that can reduce harmful health impacts from extreme heat on active transportation mode users; and

WHEREAS, in California, the Complete Streets Act of 2008 (AB 1358) requires cities and counties to incorporate the concept of Complete Streets in the circulation element of the local jurisdiction’s general plan update; and

WHEREAS, although AB 1358 provides no statutory requirement for MPOs, California Department of Transportation (Caltrans) Regional Transportation Plan (RTP) guidance (2017) recommends that MPOs integrate Complete Streets policies into their RTPs, not only as a means to develop a Sustainable Communities Strategy and drive greenhouse gas emissions reductions, but also to identify the financial resources necessary to accommodate such policies; and

**WHEREAS**, Governor Newsom’s Zero-Emission by 2035 Executive Order (N-79-20) supports Complete Streets as they further the California’s efforts to achieve carbon neutrality; and

**WHEREAS**, at the federal level, the Bipartisan Infrastructure Law (Investment, Infrastructure, and Jobs Act, 2021) requires that MPOs use 2.5 percent of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans; and

**WHEREAS**, SCAG recognizes that it can help in motivating and facilitating action to develop Complete Streets, and it seeks to continue to lead or join aligned Complete Streets efforts; and

**NOW, THEREFORE, BE IT RESOLVED** by the Regional Council of the Southern California Association of Governments, that SCAG hereby adopts a regional Complete Streets policy, with the long-term aim of achieving Zero Deaths, motivating mode shift, improving air quality and reduced greenhouse gas emissions; and

**BE IT FURTHER RESOLVED THAT:**

1. SCAG will work with partner agencies to motivate data-driven approaches to inform Complete Streets policy and planning and the strategic use of available funds and resources;
2. SCAG will integrate Complete Streets in regional policies and plans, including considering equity impacts on Disadvantaged Communities, Communities of Concern, and Environmental Justice Areas;
3. SCAG will endeavor to protect vulnerable roadway users, such as pedestrians and bicyclists, people with disabilities, older adults and youth;
4. SCAG will engage regional stakeholders in Complete Streets policy and plan development, implementation, and evaluation; and
5. SCAG will provide leadership at the state and regional levels to promote Complete Streets, including supporting work on statewide efforts and legislation that further motivate the development of Complete Streets.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this \_\_\_\_\_.

[Signatures on the following page]

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Jan C. Harnik  
President, SCAG  
Riverside County Transportation Commission

Attested by:

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Kome Ajise  
Executive Director

Approved as to Form:

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Michael R.W. Houston  
Chief Counsel

DRAFT



Southern California Association of Governments  
February 2, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Scott Strolecki, Planning Supervisor  
(213) 236-1893, strolecki@scag.ca.gov

Subject: Goods Movement Supply Chain Resolution

**RECOMMENDED ACTION:**

Recommend that the Regional Council adopt the Goods Movement Supply Chain Resolution.

**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:**

*During the past six years, global supply chains have witnessed increasing instability – divisive national trade tariff policies, a severe pandemic with COVID-19 (2020-current), war beginning in 2022, intensifying inflationary pressures, and worsening geopolitical tensions across the globe having far-reaching implications on freight movement regionally and nationally. At the same time, the focus on freight movement has never been higher with federal and state support of investments to improve freight fluidity, efficiency, and resilience.*

*The SCAG region is home to the largest port complex in the country, the Ports of Los Angeles and Long Beach (together called the San Pedro Bay Ports) and has an extensive intermodal freight network that supports the flow of goods throughout the region, state and nation. Goods movement contributes to the SCAG region’s economy and supports a diversity of jobs in transportation and logistics, manufacturing, wholesale and retail trade and construction, generating over one-third of all jobs in the region. The volume of trade, position of the SCAG region as a key node in global supply chains, and enormous consumer market with extensive landside transportation infrastructure, demands that SCAG develop strategies to accommodate growing freight movement while simultaneously facing the enormous responsibility to identify and promote effective policies and strategies to mitigate the associated impacts of goods movement.*

*SCAG staff have been working with the region’s key freight transportation partners and stakeholders to support a regional call-to-action including core principles to address critical goods*

*movement supply chain challenges and needs based on increasing instability. These principles intend to:*

- *Affirm SCAG’s commitment to leverage and prioritize investments particularly with mutual co-benefits for freight and passenger/commuter rail;*
- *Prioritize community and environmental justice concerns together with economic needs;*
- *Continue to explore and advance transitions towards zero-emissions and clean technologies;*
- *Recognize the need for comprehensive systems-level planning of inland port concepts and corridor/supply chain operational strategies; and*
- *Pledge to continue advocating with local, state, and federal partners on continued investment needs.*

*SCAG staff are proposing to adopt a goods movement supply chain resolution to codify these five principles, including integration within Connect SoCal 2024, leveraging further work like SCAG’s Last Mile Freight Program, and next Regional Comprehensive Goods Movement Plan and Implementation Strategy. The corresponding adopting resolution reaffirms SCAG’s regional leadership role and commitment to current and future challenges with respect to the goods movement supply chain.*

#### **BACKGROUND:**

During the past six years, global supply chains have witnessed increasing instability – divisive national trade tariff policies, a severe pandemic with COVID-19 (2020-current), war beginning in 2022, intensifying inflationary pressures, and worsening geopolitical tensions across the globe having far-reaching implications on freight movement regionally and nationally. At the same time, the focus on freight movement has never been higher with federal and state support of investments to improve freight fluidity, efficiency, and resilience.

The SCAG region is home to the largest port complex in the country, the Ports of Los Angeles and Long Beach (together called the San Pedro Bay Ports) and has an extensive multimodal freight network that supports the flow of goods throughout the region, state and nation. Goods movement contributes to the SCAG region’s economy and supports a diversity of jobs in transportation and logistics, manufacturing, wholesale and retail trade and construction, generating over one-third of all jobs in the region. The volume of trade, position of the SCAG region as a key node in global supply chains, and enormous consumer market with extensive landside transportation infrastructure, demands that SCAG develop strategies to accommodate growing freight movement while simultaneously facing the enormous responsibility to identify and promote effective policies and strategies to mitigate the associated impacts of goods movement.

The SCAG region continues to be over-burdened by freight demand cycles, and the effects have been more acute with recent supply chain system breakdowns, resulting in bottlenecks from port congestion to warehouse and distribution centers filling up and dwell times doubling, with rippling effects across the nation.

Recent trends have displayed a sustained exponential increase in freight activity and volatility, impacting the entirety of the SCAG region goods movement system operations, throughput, and efficiency:

- The San Pedro Bay Ports have witnessed 26 consecutive months of growth from 2019 monthly levels, with only 5 months seeing growth below 10%; the last four months, however, have shown declines, with loss of market share
- Los Angeles and Ontario International Airports witnessed 31 consecutive months of growth from 2019 levels, with only 3 months lower than 10%
- Border crossings (northbound) have witnessed 27 consecutive months of growth from 2019 levels, with only 7 months seeing growth below 10%
- The Port of Hueneme has witnessed 12 consecutive months of total trade growth from 2019 levels, with only 1 month below 15%
- Industrial occupied square footage stands above 1.5 billion for the SCAG region, with vacancy rates still near all-time lows below 2%
- Truck traffic on key corridors, including the Interstate 710 (I-710), have increased by about 50 percent daily (based on PeMS through July using January 2020 as benchmark)
- East-west corridors, including State Route 60 (SR-60) and Interstate 10 (I-10), provide access to major warehouse clusters in the San Gabriel Valley (especially in the City of Industry) and the Inland Empire (including major concentrations in Ontario, Fontana, and Mira Loma); SR-60 is a primary access route to many of these locations with over 50 percent of the region's warehouse space located within five miles of the highway
- Sections of Interstate 10 (I-10), I-15, State Route 60 (SR-60) and SR-91, which carry the highest volumes of truck traffic in the region, averaged more than 25,000 trucks per day per Connect SoCal
- Both SR-60 at SR-57 and I-10 at I-15 are identified as top 10 truck bottlenecks in the nation for 2022 by the American Transportation Research Institute
- Nearly 90% of the 1.2 million daily truck trips in the region serve local distribution needs and rely upon the SCAG region roadway network

SCAG has a strong history of working very closely with many of the region's key freight partners and stakeholders, including communities. Beginning in early in 2022 and throughout the year, increasing interest through various listening sessions, meetings, forums, and discussions has continued to focus on the need to organize and come up with comprehensive and cohesive strategies and

approaches to dealing with the recent trends and impacts from freight industries and global supply chains.

This regional dialogue has culminated in the opportunity and necessity to initiate a goods movement resolution as a call-to-action and means to codify the region's path forward towards developing a holistic strategy to resolve key goods movement challenges and issues.

#### 2024 Connect SoCal Update & Other Goods Movement Efforts

SCAG staff are currently in the development stages for the 2024 Connect SoCal Update Goods Movement Technical Report. Key related activities include the development and management of the Last Mile Freight Program (LMFP), curb space management partnerships with cities across the region, integrated passenger and freight rail planning and model simulation, and further study and analyses of major trade gateways including the region's seaports, airports, and land ports of entry, industrial distribution and warehouse growth, retail and wholesale industries, and e-commerce changes that have been occurring of late.

Concurrently, the SCAG freight team has been coordinating closely with federal and state peers and partners, assessing numerous funding opportunities to ensure that the SCAG region will remain competitive across various programs and funding opportunities. SCAG staff will be bringing a more detailed information item to the Transportation Committee this spring to provide a full walk-through of the 2024 Connect SoCal Update Draft Goods Movement Approach.

SCAG staff have also been reviewing funding opportunities directly applicable for the next Regional Goods Movement Comprehensive Plan and Implementation Strategy Update. It has been a decade since SCAG last performed an extensive and comprehensive goods movement assessment considering regional economic goals, addressing critical mobility challenges and supply chain issues, while balancing the needs of preserving the environment and contributing to community livability and quality of life goals. There are many opportunities for this update including augmenting technical modeling components to reflect last mile freight trips, expanding strategies for implementation across newer technologies, and working more closely with all key freight stakeholders.

#### Core Goods Movement Resolution Principles

To best support the region in a Goods Movement call-to-action, five principles have been developed in collaboration with key freight stakeholders in all six counties. In approving the Resolution, the Regional Council:

- 1) Affirms its commitment to leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.**

*Directs staff to: advance recommendations from SCAG's Integrated Passenger and Freight Rail Study into the 2024 Connect SoCal update and as part of future updates to SCAG's Regional Comprehensive Goods Movement Plan and Implementation Strategy.*

- 2) Prioritizes community and environmental justice concerns together with economic needs and supports workforce development opportunities particularly around deployment of zero-emissions and clean technologies, and their supporting infrastructure.**

*Directs staff to: advocate for state and federal investment to catalyze the region's roadmap to a zero-emissions future, including funding for workforce preparedness around the deployment of zero-emission vehicles and their supporting infrastructure. In addition to measures to reduce air pollution emissions from goods movement sources, focus on efforts to assess economic opportunities and to expand the number of – and access to – higher-paying goods movement industry jobs for residents of the SCAG region. Also seek to improve communication and outreach to obtain greater participation from those traditionally underrepresented.*

- 3) Continues to explore and advance the transition toward zero-emissions and clean technologies and other transformative technologies, where viable.**

*Directs staff to: complete SCAG's regional blueprint and action plan to develop supporting infrastructure for medium and heavy duty zero emission trucks. Continue to advocate for funding to support investment in charging and fueling infrastructure, further development of existing prototypes to bring down costs and address operational challenges, and incentives for the full commercial deployment of zero-emission vehicles. Additionally, study alternative conveyance systems to assess feasibility.*

- 4) Recognizes the need for comprehensive systems-level planning of inland port concepts and corridor/supply chain operational strategies, integrated with road and rail infrastructure.**

*Directs staff to: include in the FY24 OWP a task to update SCAG's Regional Comprehensive Goods Movement Plan and Implementation Strategy, including a systems level plan for inland port strategies, along with strategic operational approaches to address increasing supply chain volatility and to prepare for major events including the FIFA World Cup and Summer Olympics coming to Los Angeles in 2026 and 2028 respectively. Continue to scale*

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*SCAG's Last Mile Freight Program to support the deployment of innovative operational pilots together with zero-emission technologies.*

- 5) Pledges to continue advocating with local, state and federal partners on the need for continued, significant investment in a safe, secure, clean and efficient multi-modal transportation system, including both highways and rail, to support the movement of goods across the region.**

*Directs staff to: continue to plan and advocate for funding and policies that support strategic multi-modal transportation investment to support the movement of goods and advance solutions identified in SCAG's Regional Comprehensive Goods Movement Plan and Implementation Strategy. Additionally, build upon previous state efforts to conduct a more focused regional truck parking study to identify strategies to minimize off-highway system impacts, particularly in under-resourced communities.*

*Directs staff to: collaborate with stakeholders to continue to update the regional goods movement project priority list for inclusion in the 2024 Connect SoCal update.*

*Directs staff to: facilitate better coordination and collaboration amongst local, state, and federal agency partners, in addition to private stakeholders, to coalesce the region in advancing more strategic investments that would result in better outcomes for the region, state, and nation.*

The overview and principles above define the call-to-action and intent of the goods movement resolution, including alignment with the 2024 Connect SoCal Update and areas of direction for SCAG staff to continue to support the most critical goods movement needs throughout the region.

The corresponding Goods Movement Resolution is attached.

**FISCAL IMPACT:**

Funding for staff work on this issue is included in the OWP under 130.0162.18 (Goods Movement Planning) and 130.0162.18 (Regional Partner Agency Collaboration).

**ATTACHMENT(S):**

1. PowerPoint Presentation - Goods Movement Supply Chain Resolution
2. DRAFT Goods Movement Supply Chain Resolution

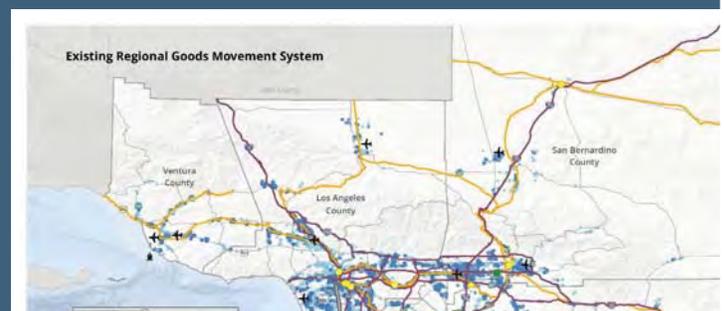
# Transportation Committee

February 2, 2023

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

## SCAG Goods Movement System

- International trade: \$573 billion
- Ports LA/LB: 20 million TEUs
  - 4.6 million TEUs Alameda Corridor
- Air cargo: >3.5 million freight tons
- Industrial: 1.6 billion sq. ft.
- Highway system: 56,276 road miles, 1,634 miles of highways-Interstates
- Rail: 1,425 weekly freight trains





RESOLUTION NO. 20-XXX-X

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AFFIRMING A CALL-TO-ACTION DUE TO INCREASING SUPPLY CHAIN VOLATILITY AND COMPLEXITY IN THE SCAG REGION AND COMMITTING TO ONGOING COLLABORATION WITH LOCAL, STATE, AND FEDERAL PARTNERS TO PLAN, FUND AND IMPLEMENT PROJECTS AND STRATEGIES THAT ENSURE A SAFE, RESILIENT, AND EFFICIENT SUPPLY CHAIN AND GOODS MOVEMENT SYSTEM

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

REGIONAL COUNCIL OFFICERS

President Jan C. Harnik, Riverside County Transportation Commission

First Vice President Art Brown, Buena Park

Second Vice President Curt Hagman, County of San Bernardino

Immediate Past President Clint Lorimore, Eastvale

COMMITTEE CHAIRS

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

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Ray Marquez, Chino Hills

WHEREAS, the Southern California Association of Governments (SCAG) is the largest metropolitan planning organization (MPO) in the United States covering six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura), and serving approximately 19 million people within 197 jurisdictions pursuant to 23 USC § 134 et seq. and 49 USC § 5303 et seq.; and

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

WHEREAS, through the continuing, comprehensive, and coordinated transportation planning process in conformance with all applicable federal and state requirements, SCAG develops and prepares the Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS,” “Connect SoCal” or “Plan”); and

WHEREAS, Connect SoCal sets forth the long-range regional plan, policies and strategies for transportation improvements and regional growth throughout the SCAG region; and

WHEREAS, the SCAG region is home to the largest port complex in the country, the Ports of Los Angeles and Long Beach (together called the San Pedro Bay Ports), and has an extensive multimodal freight network that supports the flow of goods throughout the region, state and nation; and

WHEREAS, goods movement contributes to the SCAG region’s economy and supports a diversity of jobs in transportation and logistics, manufacturing, wholesale and retail trade and construction, generating over one-third of all jobs in the region; and

WHEREAS, the volume of trade, position of the SCAG region as a key node in global supply chains, and enormous consumer market with extensive landside transportation infrastructure, demands that SCAG develop strategies to accommodate growing freight movement; and

WHEREAS, SCAG simultaneously faces enormous responsibility to identify and promote effective policies and strategies to mitigate the associated impacts of goods movement; and

Attachment: DRAFT Goods Movement Supply Chain Resolution\_012423 (Goods Movement Supply Chain Resolution)

**WHEREAS**, the SCAG region continues to be over-burdened by freight demand cycles, and the effects have been more acute with recent supply chain system breakdowns, resulting in bottlenecks from port congestion to warehouse and distribution centers filling up and dwell times doubling, with rippling effects across the nation; and

**WHEREAS**, recent trends have displayed a sustained exponential increase in freight activity and volatility, impacting the entirety of the SCAG region’s goods movement system operations, throughput and efficiency:

- The San Pedro Bay Ports have witnessed 26 consecutive months of growth from 2019 monthly levels, with only 5 months seeing growth below 10%; the last four months, however, have shown declines, with loss of market share
- Los Angeles and Ontario International Airports witnessed 31 consecutive months of growth from 2019 levels, with only 3 months lower than 10%
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- Sections of Interstate 10 (I-10), I-15, State Route 60 (SR-60) and SR-91, which carry the highest volumes of truck traffic in the region, averaged more than 25,000 trucks per day per Connect SoCal
- Both SR-60 at SR-57 and I-10 at I-15 are identified as top 10 truck bottlenecks in the nation for 2022 by the American Transportation Research Institute
- Nearly 90% of the 1.2 million daily truck trips in the region serve local distribution needs and rely upon the SCAG region roadway network

**WHEREAS**, the sheer size and complexity of the goods movement system and supporting infrastructure is a testament to the region’s unique scale in the U.S. and as an MPO, SCAG has adopted a vision for the region’s goods movement system; and

**WHEREAS**, SCAG supports a world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region’s economic vitality, attainment of clean air standards, and quality of life for our communities; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Regional Council of the Southern California Association of Governments:

1. **Affirms its commitment to leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.**

*Directs staff to: advance recommendations from SCAG's Integrated Passenger and Freight Rail Study into the 2024 Connect SoCal update and as part of future updates to SCAG's Regional Comprehensive Goods Movement Action Plan and Implementation Strategy.*

2. **Prioritizes community and environmental justice concerns together with economic needs and supports workforce development opportunities particularly around deployment of zero-emissions and clean technologies, and their supporting infrastructure.**

*Directs staff to: advocate for state and federal investment to catalyze the region's roadmap to a zero-emissions future, including funding for workforce preparedness around the deployment of zero-emission vehicles and their supporting infrastructure. In addition to measures to reduce air pollution emissions from goods movement sources, focus on efforts to assess economic opportunities and to expand the number of – and access to – higher-paying goods movement industry jobs for residents of the SCAG region. Also seek to improve communication and outreach to obtain greater participation from those traditionally underrepresented.*

3. **Continues to explore and advance the transition toward zero-emissions and clean technologies and other transformative technologies, where viable.**

*Directs staff to: complete SCAG's regional blueprint and action plan to develop supporting infrastructure for medium and heavy duty zero emission trucks. Continue to advocate for funding to support investment in charging and fueling infrastructure, further development of existing prototypes to bring down costs and address operational challenges, and incentives for the full commercial deployment of zero-emission vehicles. Additionally, study alternative conveyance systems to assess feasibility.*

4. **Recognizes the need for comprehensive systems-level planning of inland port concepts and corridor/supply chain operational strategies, integrated with road and rail infrastructure.**

*Directs staff to: include in the FY24 OWP a task to update SCAG's Regional Comprehensive Goods Movement Action Plan and Implementation Strategy, including a systems level plan for inland port strategies, along with strategic operational approaches to address increasing supply chain volatility and to prepare for major events including the FIFA World Cup and Summer Olympics coming to Los Angeles in 2026 and 2028 respectively. Continue to scale SCAG's Last Mile Freight Program to support the deployment of innovative operational pilots together with zero-emission technologies.*

5. **Pledges to continue advocating with local, state, and federal partners on the need for continued, significant investment in a safe, secure, clean and efficient multi-modal transportation system, including both highways and rail, to support the movement of goods across the region.**

*Directs staff to: continue to plan and advocate for funding and policies that support strategic multi-modal transportation investment to support the movement of goods and advance solutions*

*identified in SCAG's Regional Comprehensive Goods Movement Action Plan and Implementation Strategy. Additionally, build upon previous state efforts to conduct a more focused regional truck parking study to identify strategies to minimize off-highway system impacts, particularly in under-resourced communities.*

*Directs staff to: collaborate with stakeholders to continue to update the regional goods movement project priority list for inclusion in the 2024 Connect SoCal update.*

*Directs staff to: facilitate better coordination and collaboration amongst local, state, and federal agency partners, in addition to private stakeholders, to coalesce the region in advancing more strategic investments that would result in better outcomes for the region, state, and nation.*

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this \_\_\_\_\_.

\_\_\_\_\_  
Jan C. Harnik  
President, SCAG  
Riverside County Transportation Commission

Attested by:

\_\_\_\_\_  
Kome Ajise  
Executive Director

Approved as to Form:

\_\_\_\_\_  
Michael R.W. Houston  
Chief Counsel



Southern California Association of Governments  
February 2, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Federal Funding and Policy Direction for Transportation

**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. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*Elissa Konove, Deputy Division Administrator for FHWA CA Division, will be a guest speaker at SCAG’s Transportation Committee, discussing the trajectory of federal funding and policy direction for transportation. Although the Bipartisan Infrastructure Law has established an unprecedented opportunity for investment in transportation infrastructure in the near-term, Ms. Konove will discuss how FHWA is approaching or thinking about the long-term viability of transportation funding, particularly as alternative fuel vehicles become a larger part of the picture. She will provide a holistic consideration of what evolving technologies mean for the future of transportation funding and policy from FHWA’s perspective. Ms. Konove will be joined by Ms. Monica Gourdine, Associate Administrator for FHWA Southern CA Division.*

**BACKGROUND:**

Elissa Konove is the Deputy Division Administrator for the California Division of the Federal Highway Administration. She entered this position in August 2022 and is responsible for assisting the Division Administrator to direct the delivery of the Federal-aid highway program and advancing national transportation goals. She helps lead a multidisciplinary professional staff responsible for civil rights, safety, finance, planning, environment, engineering, and operations.

Prior to joining the FHWA California Division Office, Ms. Konove served as Undersecretary at the California State Transportation Agency (CalSTA) from May 2019 to August 2022. Ms. Konove also

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served as Deputy CEO at the Southern California Regional Rail Authority (Metrolink) from September 2015 to April 2019.

Prior to 2015, Ms. Konove held several federal positions in Washington, D.C. She served for seven years as the FHWA Chief Financial Officer and was responsible for overseeing Federal highway budget, financial, and acquisition matters. She also served as Acting Director of Field Services South, overseeing programs and projects in 13 FHWA Division Offices, and served for two years as the FHWA Budget Director.

Before joining FHWA in 2006, Ms. Konove spent five years at the White House Office of Management and Budget. While at OMB, she oversaw the formulation and execution of U.S. DOT agency budgets and coordinated surface transportation bill reauthorization and appropriation activities.

Ms. Konove earned a Master's Degree in Public Policy from the University of Southern California and a Bachelor's Degree in Political Science from the University of California, Davis.

Ms. Konove will discuss the trajectory of federal funding and policy direction for transportation. Although the Bipartisan Infrastructure Law has established an unprecedented opportunity for investment in transportation infrastructure in the near-term, she will discuss how FHWA is approaching or thinking about the long-term viability of transportation funding, particularly as alternative fuel vehicles become a larger part of the picture. She will provide a holistic consideration of what evolving technologies mean for the future of transportation funding and policy from FHWA's perspective. Ms. Konove will be joined by Monica Gourdine, Associate Administrator for FHWA Southern CA Division.

**FISCAL IMPACT:**

None.



AGENDA ITEM 10  
REPORT

Southern California Association of Governments  
February 2, 2023

**To:** Transportation Committee (TC)  
**From:** Jaimee Lederman, Senior Regional Planner  
(213) 236-1948, lederman@scag.ca.gov

EXECUTIVE DIRECTOR'S  
APPROVAL

**Subject:** Connect SoCal 2024: Draft Core Revenues and Costs

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

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

Staff will provide an update of the Connect SoCal 2024 financial plan development. This item covers a) the updated core revenue forecast, which comprises projections of existing federal, state, and local revenue sources only and b) the estimated costs of projects and programs included in Connect

SoCal 2024. Staff will report back soon on the identification of potential sources of new revenue and innovative financing strategies that may be necessary to address the region's transportation needs.

### **Financial Assumptions**

The region's revenue forecast timeframe for Connect SoCal 2024 is FY2024-25 through FY2049-50. Consistent with federal guidelines, the financial plan considers inflation and reports statistics in nominal (year-of-expenditure) dollars. The underlying data are based on financial planning documents developed by the local county transportation commissions and transit operators. Revenue forecasts also incorporate information from the California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). The regional forecasts incorporate the county forecasts where available to ensure consistency between the SCAG forecast and the planning documents of the county transportation commissions.

The basic process for developing the revenue forecast is to:

- Incorporate financial planning documents developed by local county transportation commissions and transit operators in the region, where available,
- Ensure consistency with both local and state planning documents,
- Utilize published data sources to evaluate historical trends, and
- Conduct sensitivity testing of assumptions to augment local forecasts, as needed.

Overall economic conditions play a large role in determining the level of revenues available for transportation through 2050 because of the significance of multiple tax revenue streams. The next few sections describe specific economic assumptions incorporated in the regional revenue forecasts.

#### *Inflation*

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

#### *Retail Sales Growth*

Changes in personal consumption patterns and the overall population are main contributors to the growth in retail sales. The eight transportation sales tax measures in the SCAG region provide the largest single source of revenue for transportation investment, which historically accounted for over 30 percent of core revenues. Even small changes in consumer behavior or economic condition can have significant impacts on revenues available for transportation investments. Three of the eight transportation sales tax measures expire before the planning horizon of 2050.

### *Fuel Consumption*

Excise taxes on gasoline and diesel fuels are the basis of most federal and state transportation funding sources. Since these taxes are primarily based on cents-per-gallon purchased, they depend on fuel consumption. Though changes in regional vehicle miles traveled will continue to play a role during the Plan period, increases in conventional fuel efficiency and the adoption of alternative fuel vehicles (especially electric vehicles) will reduce overall fuel consumption. The financial plan assumes that increases in vehicle fuel efficiency will reduce fuel consumption during the Plan period. Senate Bill 1 (2017) increased the level of state-imposed excise taxes and indexes these taxes to inflation using the statewide value of the Consumer Price Index. The combination of assumptions about declining fuel consumption and increasing excise tax rates leads to modest growth in the revenue sources funded by state fuel taxes in real terms.

### *State and Federal Funding Uncertainty*

The Federal Highway Trust Fund provides federal highway and transit funding from a nationally imposed 18.3 cent-per-gallon gasoline excise tax. Since 2008, the Trust Fund has failed to meet its obligations and has required the United States Congress to make transfers from the General Fund to keep it solvent. While SB 1 noted above provides greater reliability, staff is monitoring the recently proposed State budget cuts for impacts on the flow to funds to our region.

### **Core Revenues**

The Connect SoCal 2024 financial plan will include both a “traditional” core revenue forecast comprised of existing local, state, and federal sources and more innovative but reasonably available sources of revenue to implement a program of improvements that keeps people and goods moving. Current projections for core revenues are presented here, while new and innovative sources will be presented and discussed at a subsequent Transportation Committee meeting.

Current projections of core revenues total between \$535 billion and \$665 billion from FY2024-25 through FY2049-50. For core revenue sources, the draft financial plan is funded 58 percent by local sources, 32 percent by state sources and 10 percent by federal sources.

### **Expenditures**

Transportation expenditures for the financial plan are summarized into three main categories:

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

In developing Connect SoCal 2024, each of the county transportation commission submit detailed capital costs for proposed transportation projects and programs through 2050. Expenditure

estimates include, but are not limited to, costs for highways, regionally significant arterials, active transportation, goods movement, transit, passenger rail, transportation system management, intelligent transportation systems and transportation demand management investments.

#### *Capital Project Costs*

The financial plan uses a 4.7 percent annual escalation factor to estimate future and nominal (year-of-expenditure) capital costs. Given the differential between long-term inflation (2.3 percent annually) and capital cost escalation, purchasing power of transportation revenue sources are expected to decrease by over 70 percent by the end of the planning period.

#### *Operations and Maintenance (O&M) Costs*

As highway and roadway expansion wanes, more costs will shift to system preservation and operations, and we expect these costs to increase over time due to multiple factors. Factors driving up O&M costs include transit agencies transitioning to zero-emission buses, incorporating resiliency into rehab and replacement efforts, and rising labor costs.

#### *Debt Service Costs*

Local agencies in the SCAG region continue to rely on debt financing to ensure that revenues are available to meet the cash flow requirements of future expenditures. The financial plan includes all outstanding commitments and interest payments on future bonds and commercial paper consistent with the county transportation commissions' forecasts.

#### *Costs*

Investment in capital projects is forecast to total between \$300 billion and \$350 billion. O&M costs, including rehab and replacement, total between \$400 billion and \$450 billion. Debt service obligations total between \$15 billion and \$20 billion.

#### **Estimated Initial Funding Gap**

Based on current projections of core revenues, staff anticipates that a shortfall could be as large as \$285 billion. Although further refinements are anticipated to narrow the gap, in particular O&M costs appear to be a driving factor with the inclusion of resilience needs on the state highway system. This combined with the unreliability and loss of purchasing power of existing state and federal gas tax funded sources over the long term, contribute to the funding gap.

#### **NEXT STEPS:**

The financial plan for Connect SoCal 2024 is being presented in this draft form in this report and presentation, and staff are seeking the input of the Transportation Committee on this critical element of the Plan. In the ensuing months, staff will continue to refine the financial plan and will return to the Transportation Committee to provide updates, particularly to address the anticipated funding shortfall.



**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. PowerPoint Presentation - Connect SoCal 2024\_Draft Core Revenues and Costs

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



**Jaimee Lederman**  
Senior Regional Planner  
February 2, 2023

# Introduction to the Financial Plan

## Key Elements of the Financial Plan

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

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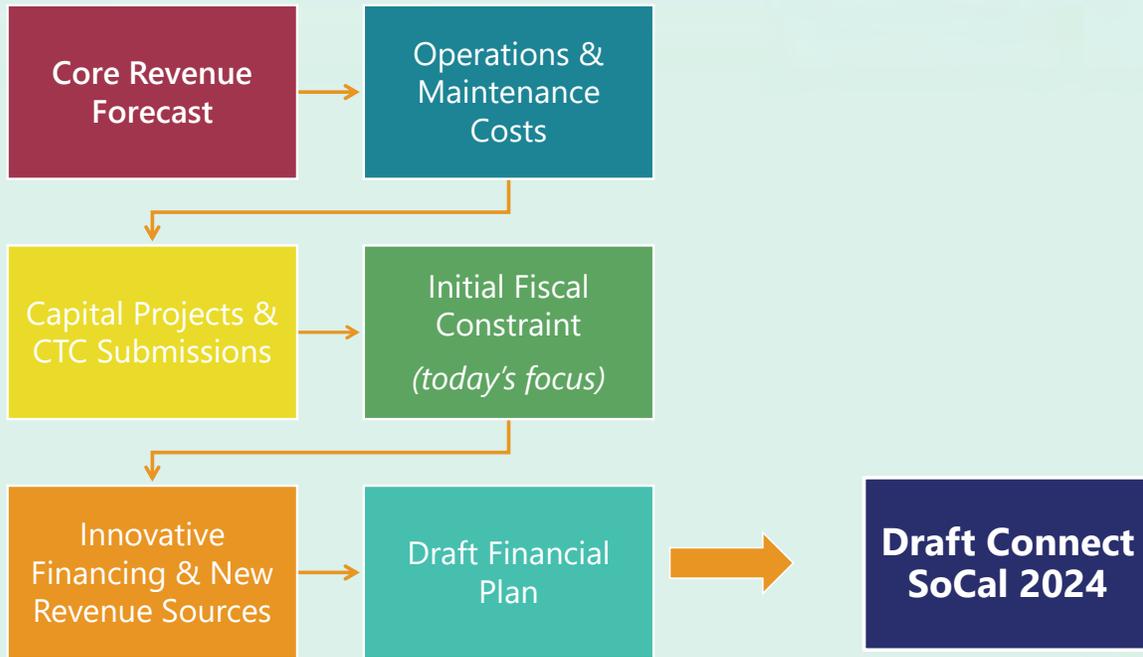
## What Happens If We Don't Have a Financial Plan?

- Fiscal constraint is part of transportation conformity
  - We need to demonstrate we can fund the improvements that will help reach air quality attainment
- FTA/FHWA will not make transportation conformity determination (“approval”)
- Funding is withheld and projects are not approved



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# Financial Plan Development Process Overview

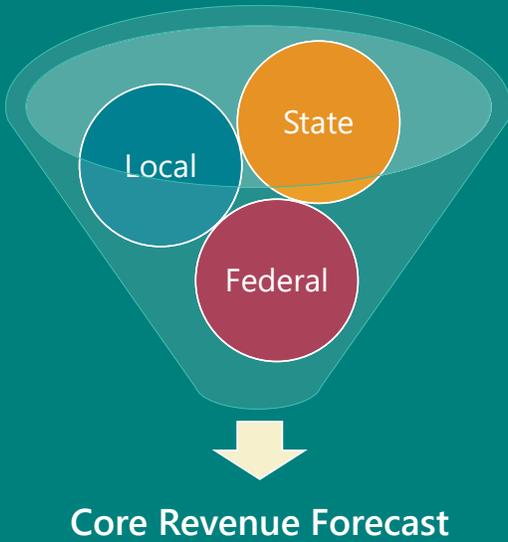


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## Core Revenues

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# Core Revenue Forecast



- We begin by forecasting existing transportation revenue sources
- Local sources here refers to revenues that are raised and spent in the SCAG region (for example transportation sales taxes)

# Significant Core Revenue Sources

## Local Sources

- Local Sales Taxes 🏠
- TDA - Transportation Development Act 🏠
- Farebox Revenue 🚌
- Highway Tolls 🚗

## State Sources

- STIP - State Transportation Improvement Program 🛣️
- SHOPP - State Highway Operation and Protection Program 🛣️
- RMRA - Road Maintenance and Rehabilitation Account 🛣️
- STA - State Transit Assistance 🚏

## Federal Sources

- FTA Formula and Discretionary 🛣️
- CMAQ - Congestion Mitigation and Air Quality Improvement Program 🛣️
- STBG - Surface Transportation Block Grant 🛣️

# Funding Challenges and How to Address Them

## Issues

- Sources are declining
- Sources are volatile
- Sources are uncertain

## Needs

- New funding
- Stable funding
- Sustainable funding



# Issues Impacting Core Revenue Stability

Sales taxes are our largest single funding source but highly volatile

- Eight transportation sales tax measures in the SCAG region providing the largest single source of revenue (historically over 30% of core revenues)
- Even small changes in consumer behavior or economic conditions have significant effects on revenues that are available for transportation investments
- Planning horizon (2050) extends beyond some local option sales tax measures



# Issues Impacting Core Revenue Stability

Perennial gas tax funding shortfall



- Gas tax substantially funds about 40% of core revenue sources
- Perennial federal funding shortfalls
  - Federal gas tax last updated in 1993 and is not indexed to inflation
  - Since 2008, the Federal Highway Trust Fund has required more than \$259 billion in one-time General Fund transfers to remain solvent
- State
  - SB 1 addressed some of these concerns since it is indexed to inflation and added EV fees



**Transportation funding is not meeting transportation needs!**

# Issues Impacting Core Revenue Stability

Further gas tax revenue decline



**California's Electric Vehicle Goals**

2025	2030	2035
1.5 MILLION EVS SOLD	5 MILLION EVS SOLD	100% ELECTRIC SALES FOR NEW PASSENGER VEHICLES
250,000 CHARGERS INSTALLED		100% ELECTRIC OPERATIONS FOR DRAYAGE TRUCKS AND OFF-ROAD VEHICLES & EQUIPMENT
200 PUBLIC HYDROGEN STATIONS		



# Issues Impacting Core Revenue Stability

Uncertainty with federal and state sources



## State Sources

- Dependent on yearly budget surplus/deficit

### Los Angeles Times

May 13, 2022, California surplus expected to hit unprecedented \$97 billion under Newsom's budget plan

Nov 16, 2022, With potential recession looming, California estimates \$25-billion deficit next year

## Federal Sources

- Uncertainty
  - When Congress will pass transportation bills
  - How much funding will be included
  - What programs will be supported
- Relying on General Fund transfers is unsustainable
  - Shortfalls compensated by one-time General Fund transfers are inherently political and unreliable, and are not linked to transportation system usage

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## Key Policy Assumptions and Forecast Sensitivities



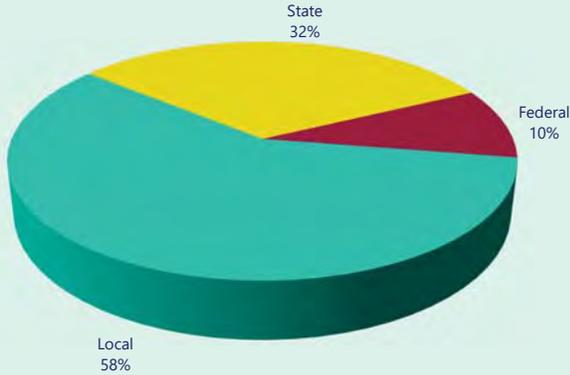
- **Electric Vehicle Penetration** – rate and fleet mix impact state and federal gas tax revenues, some compensation for state loss with SB 1 registration fees
- **Sales Tax Growth** – forecast impacted by long-term growth rates, potential measure extensions, local conditions, and inflation rate volatility
- **Federal Funding** – potential of continuation of newly established programs and increased federal funding levels after IIJA ends in FY26
- **State Budget Volatility** – monitoring potential impact of recent proposed budget cuts on the flow of funds to our region
- **CMAQ** – forecast reduced funding with continued progress towards air quality attainment

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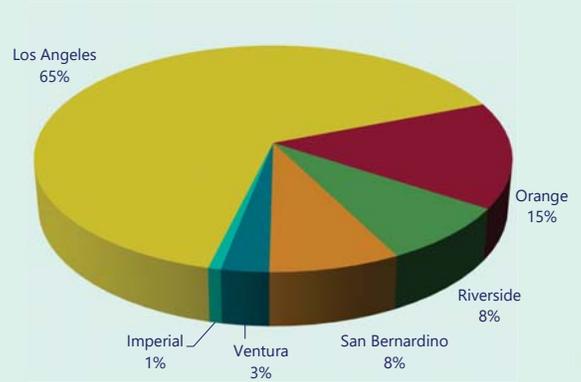
# Working Draft Core Revenue Forecast



Core Revenues:  
\$535 - \$665 Billion (Nominal \$)



Core Revenues by County:  
\$535 - \$665 Billion (Nominal \$):

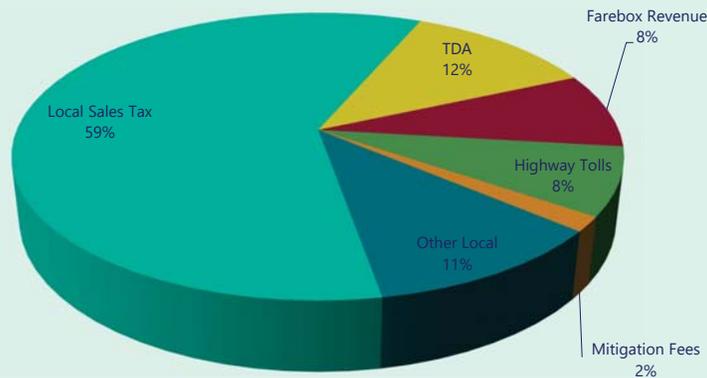


*Numbers may not sum to total due to rounding. Forecast subject to further revisions.*

# Working Draft Core Revenue Forecast



Core Revenues, Local Sources:  
\$340 - \$400 Billion (Nominal \$)

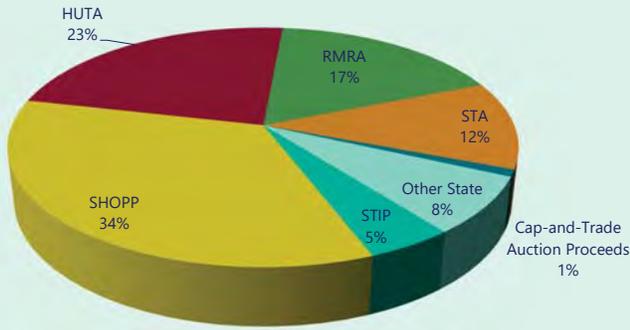


*Numbers may not sum to total due to rounding. Forecast subject to further revisions.*

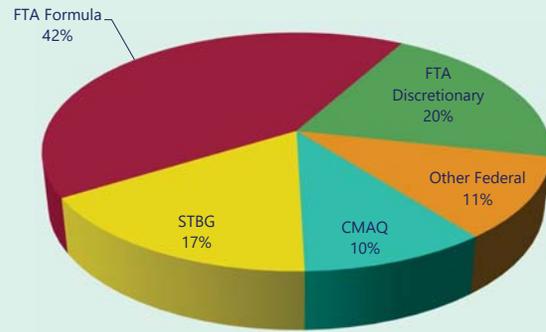
# Working Draft Core Revenue Forecast



Core Revenues, State Sources:  
\$150 to \$200 Billion (Nominal \$)



Core Revenues, Federal Sources:  
\$45 to \$65 Billion (Nominal \$)

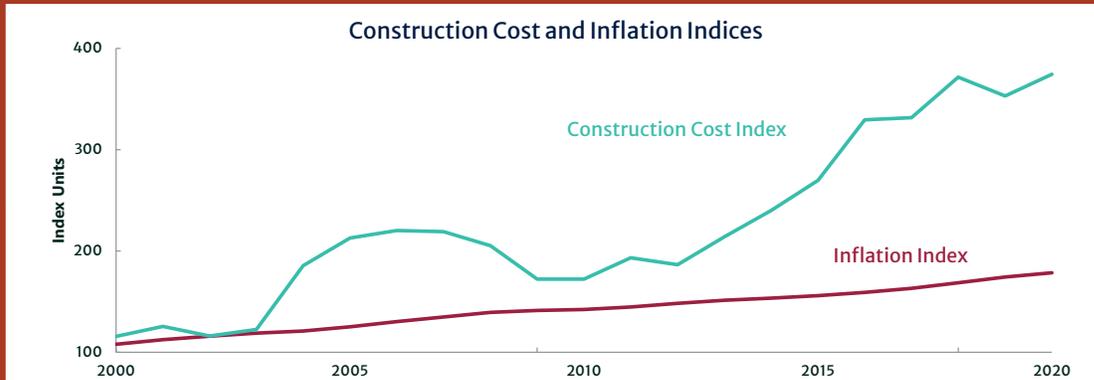


*Numbers may not sum to total due to rounding. Forecast subject to further revisions.*

## Costs

# Increasing Transportation Cost Escalation

- Inflation / Cost Escalation - Long-term inflation is projected to grow at 2.3 percent annually, while capital costs are projected to grow at 4.7 percent
- Decline in purchasing power of transportation revenue sources by over 70% by end of Plan period



# Operations and Maintenance Costs

## Analysis

- Initially, evaluate the cost of maintaining and operating the existing transportation system (including rehab and replacement costs)
- Then consider cost to maintain any capital expenditures included in the Plan (expanded system)
- Coordinate with partner agencies and modal staff on performance measures and targets, including Transit Asset Management and SHOPP



# Operations and Maintenance Costs

Forecast



Forecast range for O&M costs between  
**\$400 - \$450 Billion (Nominal \$)**

- Long-term O&M forecast considerations
  - As freeway expansion wanes, more costs will shift to system preservation and operations, and we expect these costs to increase over time due to multiple factors.
  - "Color of money" issues will require long-term shift in funding sources and regulations

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# Operations and Maintenance Costs

Transit and passenger rail uncertainties



- Post-COVID service levels remain lower, and many operators are still working toward pre-pandemic service
- Recent financials are not indicative of long-term trends
  - Stimulus funding, IIJA is short-term
- The 2018 Innovative Clean Transit Rule mandates the purchase of zero-emission buses (ZEBs) by transit agencies
  - Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040
  - This will increase costs to replace rolling stock

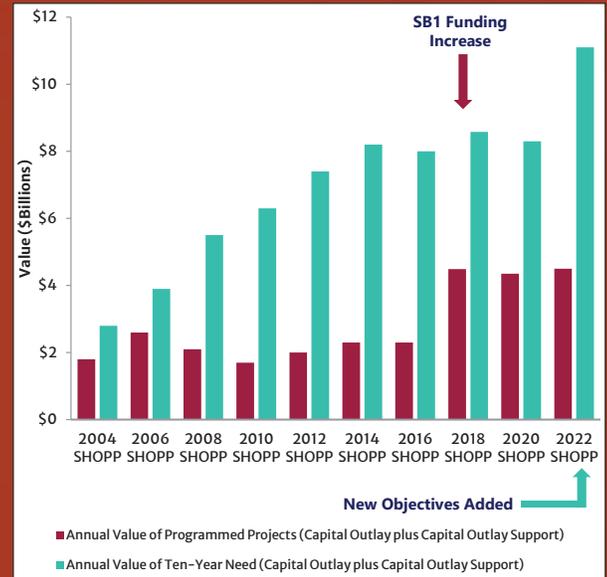
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# Operations and Maintenance Costs:

Need to encompass resilience costs across the transportation system



- Pressing need to capture resiliency needs to address potential vulnerabilities in the system from extreme weather events
- Applies to maintenance of all capital assets in the transportation system and could increase operations spending as excessive heat and other factors impact operations
- Resiliency needs are projected to increase the gap between estimated available funding and O&M needs



# Capital Cost Estimates



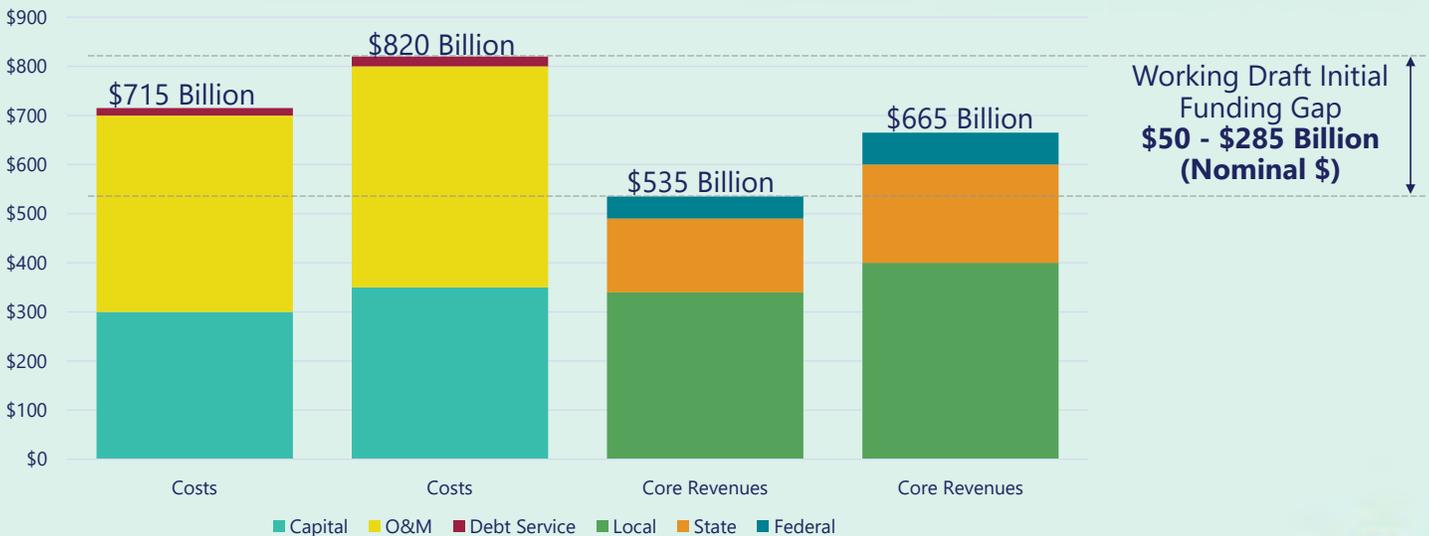
- FTIP – projects and funding included in the 2023 FTIP
- CTC submissions for Plan period
  - Working with CTCs and partner agencies to finalize project costs
- Captures additional investments in regional strategies necessary to meet GHG reduction and other federal and state targets, as well maintain and preserve the transportation system

# Initial Fiscal Constraint

## Insufficient Core Revenues to Meet Transportation System Needs



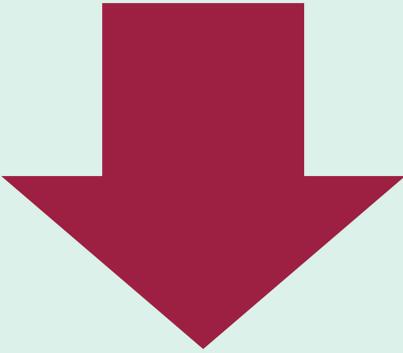
Working Draft Initial Fiscal Constraint



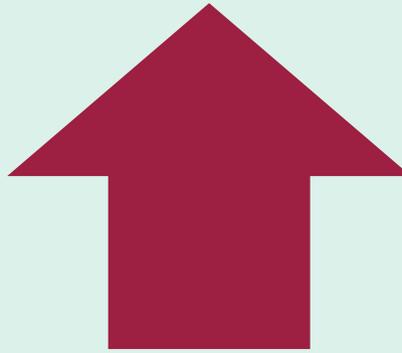
*Numbers may not sum to total due to rounding. Forecast subject to further revisions.*

# Key Takeaways

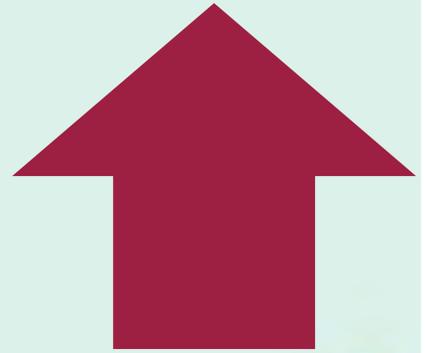
Revenues are Decreasing



Costs are Increasing

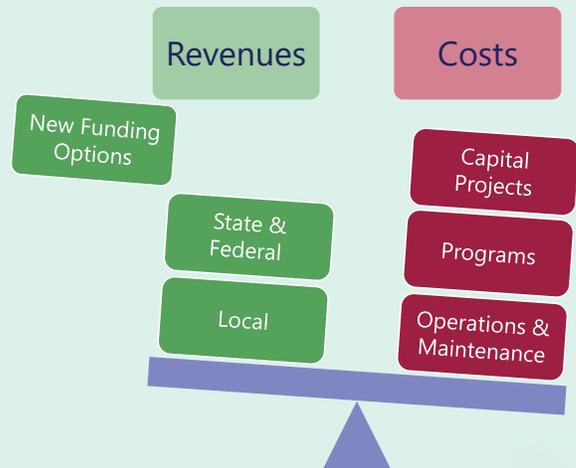


Transportation system needs are expanding



# Next Steps

- Continue to refine financial plan as new data becomes available
- Identify options for new revenue sources and opportunities for innovative financing



# Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT  
[SCAG.CA.GOV/CONNECT-SOCAL](http://SCAG.CA.GOV/CONNECT-SOCAL)

