



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

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First Vice President  
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Community, Economic & Human Development  
**Frank Yokoyama, Cerritos**

Energy & Environment  
**Deborah Robertson, Rialto**

Transportation  
**Tim Sandoval, Pomona**

## MEETING OF THE

# TRANSPORTATION COMMITTEE

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

***Thursday, July 6, 2023***

***9:30 a.m. – 11:30 a.m.***

***To Attend In-Person:***

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

***To Watch or View Only:***

**<https://scag.ca.gov/scag-tv-livestream>**

***To Attend and Participate on Your Computer:***

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

***To Attend and Participate by Phone:***

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

### ***PUBLIC ADVISORY***

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at [aguilarm@scag.ca.gov](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.



## Instructions for Attending 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 or any of the remote locations noticed in the agenda. 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 by Computer:** Click the following link: <https://scag.zoom.us/j/253270430>. 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. Select “Join Audio via Computer.” 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:** Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 253 270 430**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

## Instructions for Participating and Public Comments

***Members of the public can participate in the meeting via written or verbal comments.***

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

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2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

## General Information for Public Comments

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

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

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

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## TRANSPORTATION COMMITTEE AGENDA

### TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p><b>Elizabeth Becerra</b> City of Victorville - City Hall 14343 Civic Drive, Conference Room A, Victorville, CA 92392</p>	<p><b>Brian S. Berkson</b> City of Jurupa Vallley - City Hall 8930 Limonite Ave City Council Chamber Jurupa Valley, CA 92509</p>	<p><b>Russell Betts</b> City of Desert Hot Springs - City Hall 11999 Palm Drive Council Chambers Desert Hot Springs, CA 92240</p>
<p><b>Ross Chun</b> City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>	<p><b>Andrew Do</b> County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701</p>	<p><b>Darrell Dorris</b> City of Lancaster - City Hall 44933 Fern Ave Conference Room A Lancaster, CA 93534</p>
<p><b>Jonathan Dumitru</b> City of Orange - City Hall 300 E Chapman Ave Orange, CA 92868</p>	<p><b>J. John Dutrey</b> City of Montclair - City Hall 5111 Benito St Mayor's Office Montclair, CA 91763</p>	<p><b>James Gazeley</b> City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717</p>
<p><b>Jason Gibbs</b> City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Room Santa Clarita, CA 91355</p>	<p><b>Brian Goodell</b> City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p><b>Fred Jung</b> City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832</p>
<p><b>Trish Kelley</b> City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p><b>Linda Krupa</b> City of Hemet - City Hall 445 E Florida Ave Hemet, CA 92543</p>	<p><b>Bridgett Lewis</b> City of Torrance - City Hall 3031 Torrance Blvd Council Conference Room Torrance, CA 90503</p>
<p><b>Richard Loa</b> Law Offices of Richard Loa 536 East Palmdale Blvd Palmdale, CA 93550</p>	<p><b>Ken Mann</b> City of Lancaster - City Hall 44933 Fern Ave Conference Room A Lancaster, CA 93534</p>	<p><b>Steve Manos</b> City of Lake Elsinore - City Hall 130 South Main Street Conference Room B Lake Elsinore, CA 92530</p>
<p><b>Marsha McLean</b> City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Room Santa Clarita, CA 91355</p>	<p><b>L. Dennis Michael</b> City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730</p>	<p><b>Carol Moore</b> City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>



## EXECUTIVE/ADMINISTRATION COMMITTEE MEETING AGENDA

<p><b>Maria Nava-Froelich</b> Calipatria Unified School District 501 W. Main Street Room 4 Calipatria, CA 92233</p>	<p><b>Frank J. Navarro</b> City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, Ca 92324</p>	<p><b>Ed Reece</b> City of Claremont - City Hall 207 Harvard Avenue Council Office Room Claremont, CA 91711</p>
<p><b>Zak Schwank</b> City of Temecula - City Hall 41000 Main Street Mayor's Office - Third Floor Temecula CA, 92590</p>	<p><b>Ward Smith</b> City of Placentia Civic Center City Council Chambers 401 E. Chapman Ave Placentia, CA 92870</p>	<p><b>Cynthia Sternquist</b> 6131 Camellia Ave Temple City, CA 91780</p>
<p><b>Michael M. Vargas</b> City of Perris - City Hall 101 N. D Street Office of the Mayor Perris, CA 92570</p>	<p><b>Donald P. Wagner</b> County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701</p>	<p><b>Alan D. Wapner</b> City of Ontario - City Hall 303 East B Street Conference Room 1 Ontario, CA 91764</p>



### TC - Transportation Committee *Members – July 2023*

1. **Hon. Tim Sandoval**  
TC Chair, Pomona, RC District 38
2. **Hon. Mike Judge**  
TC Vice Chair, VCTC
3. **Hon. Adele Andrade-Stadler**  
Alhambra, RC District 34
4. **Hon. Konstantine Anthony**  
Burbank, RC District 42
5. **Hon. Kathryn Barger**  
Los Angeles County
6. **Hon. Elizabeth Becerra**  
Victorville, RC District 65
7. **Hon. Brian Berkson**  
Jurupa Valley, Pres. Appt. (Member at Large)
8. **Hon. Russell Betts**  
Desert Hot Springs, CVAG
9. **Hon. Art Brown**  
Buena Park, RC District 21
10. **Hon. Ross Chun**  
Aliso Viejo, OCCOG
11. **Hon. Denise Delgado**  
Coachella, Pres. Appt. (Member at Large)
12. **Sup. Andrew Do**  
Orange County CoC
13. **Hon. Darrell Dorris**  
Lancaster, NCTC
14. **Hon. Jon Dumitru**  
Orange, RC District 17
15. **Hon. JJohn Dutrey**  
Montclair, SBCTA

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## TRANSPORTATION COMMITTEE AGENDA

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- 16. Hon. James Gazeley**  
Lomita, RC District 39
- 17. Hon. Jason Gibbs**  
Santa Clarita, NCTC
- 18. Hon. Brian Goodell**  
OCTA Representative
- 19. Sup. Curt Hagman**  
San Bernardino County
- 20. Hon. Jan C. Harnik**  
RCTC
- 21. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 22. Hon. Heather Hutt**  
Los Angeles, RC District 57
- 23. Hon. Fred Jung**  
Fullerton, OCCOG
- 24. Hon. Trish Kelley**  
TCA Representative
- 25. Hon. Paul Krekorian**  
Los Angeles, RC District 49/Public Transit Rep.
- 26. Hon. Linda Krupa**  
Hemet, RC District 3
- 27. Hon. Bridgett Lewis**  
Torrance, Pres. Appt (Member at Large)
- 28. Malcolm Lilienthal**  
Hemet, WRCOG
- 29. Hon. Richard Loa**  
Palmdale, NCTC
- 30. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 31. Hon. Ken Mann**  
Lancaster, RC District 43

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- 32. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 33. Mr. Paul Marquez**  
Caltrans, District 7, Ex-Officio Non-Voting Member
- 34. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 35. Hon. Larry McCallon**  
Highland, RC District 7/Air District Rep.
- 36. Hon. Marsha McLean**  
Santa Clarita, Pres. Appt. (Member at Large)
- 37. Hon. L.Dennis Michael**  
Rancho Cucamonga, RC District 9
- 38. Hon. Linda Molina**  
Calimesa, Pres. Appt. (Member at Large)
- 39. Hon. Carol Moore**  
Laguna Woods, OCCOG
- 40. Hon. Ara Najarian**  
Glendale, SFVCOG
- 41. Hon. Maria Nava-Froelich**  
ICTC
- 42. Hon. Frank Navarro**  
Colton, RC District 6
- 43. Hon. Sharona Nazarian**  
Beverly Hills, WSCCOG
- 44. Hon. Jonathan Primuth**  
South Pasadena, AVCJPA
- 45. Hon. Gil Rebolgar**  
Brawley, RC District 1
- 46. Hon. Ed Reece**  
Claremont, SGVCOG
- 47. Hon. Crystal Ruiz**  
San Jacinto, WRCOG

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- 48. Hon. Ali Saleh**  
Bell, RC District 27
- 49. Hon. Suely Saro**  
Long Beach, RC District 29
- 50. Hon. Zak Schwank**  
Temecula, RC District 5
- 51. Hon. Marty Simonoff**  
Brea, RC District 22
- 52. Hon. Jeremy Smith**  
Canyon Lake, Pres. Appt. (Member at Large)
- 53. Hon. Ward Smith**  
Placentia, OCCOG
- 54. Hon. Jose Luis Solache**  
Lynwood, RC District 26
- 55. Sup. Hilda Solis**  
Los Angeles County
- 56. Hon. Wes Speake**  
Corona, WRCOG
- 57. Sup. Karen Spiegel**  
Riverside County
- 58. Hon. Cynthia Sternquist**  
Temple City, SGVCOG
- 59. Hon. Steve Tye**  
Diamond Bar, RC District 37
- 60. Hon. Michael Vargas**  
Riverside County CoC
- 61. Hon. Scott Voigts**  
Lake Forest, OCCOG
- 62. Sup. Donald Wagner**  
Orange County
- 63. Hon. Colleen Wallace**  
Banning, WRCOG

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## TRANSPORTATION COMMITTEE AGENDA

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**64. Hon. Alan Wapner**  
SBCTA

**65. Hon. Thomas Wong**  
Monterey Park, SGVCOG

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## TRANSPORTATION COMMITTEE AGENDA

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

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

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** *(The Honorable Tim Sandoval, Chair)*

### **PUBLIC COMMENT PERIOD (Matters Not on the Agenda)**

This is the time for public comments on any matter of interest within SCAG’s jurisdiction that is *not* listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

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

### **CONSENT CALENDAR**

#### Approval Items

1. Minutes of the Meeting – June 1, 2023 PPG. 11

#### Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items PPG. 21
3. REAP 2.0 Program Call for Applications Update PPG. 23
4. Connect SoCal 2024: Policy Framework PPG. 30
5. Draft Connect SoCal 2024 Performance Measures PPG. 47
6. Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Additional Stakeholder Outreach and Preliminary Outline of Draft Contents PPG. 66
7. Regional Transit Target Setting PPG. 73
8. Transit Ridership Update PPG. 79



### ACTION ITEMS

9. REAP 2.0 CTC Partnership Program Award List 15 Mins. PPG. 87  
*(Nolan Borgman, Planning Supervisor)*

#### RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council: (1) approve the REAP 2.0 CTC Partnership Program Project Award List and Contingency List; and (2) authorize the SCAG Executive Director or his designee to enter into agreements with the designated County Transportation Commissions under this program and execute all documents incident to the agreements.

10. REAP 2.0 Regional Pilot Initiatives Framework 15 Mins. PPG. 104  
*(Nolan Borgman, Planning Supervisor)*

#### RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve the REAP 2.0 Regional Pilot Initiatives Program Framework.

### INFORMATION ITEMS

11. LOSSAN Rail Corridor Resiliency Subcommittee Update 15 Mins. PPG. 118  
*(State Senator Catherine Blakespear)*
12. Connect SoCal 2024: Outreach Update 15 Mins. PPG. 121  
*(Sarah Dominguez, Planning Supervisor)*

### CHAIR'S REPORT

*(The Honorable Tim Sandoval, Chair)*

### METROLINK REPORT

*(The Honorable Art Brown, SCAG Representative)*

### STAFF REPORT

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

### ANNOUNCEMENTS

### ADJOURNMENT



**MINUTES OF THE REGULAR MEETING  
TRANSPORTATION COMMITTEE (TC)  
THURSDAY, JUNE 1, 2023**

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.ig2.com/Citizens/>

The Transportation Committee (TC) of the Southern California Association of Governments (SCAG) held its regular meeting virtually (telephonically and electronically). A quorum was present.

**Members Present:**

Hon. Konstantine Anthony	District 42
Hon. Liz Becerra, SBCTA/SBCTA	District 65
Hon. Brian Berkson	Jurupa Valley
Hon. Art Brown, OCTA	District 21
Hon. Ross Chun, Aliso Viejo	OCCOG
Hon. Denise Delgado, Coachella	Pres. Appt.
Hon. Andrew Do	Orange County
Hon. Darrell Dorris	North LA County
Hon. John Dutrey, Montclair	SBCTA/SBCCOG
Hon. James Gazeley, SBCCOG	District 39
Hon. Brian Goodell, Mission Viejo	OCTA
Hon. Curt Hagman	San Bernardino County
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Mike T. Judge, Simi Valley ( <b>Vice Chair</b> )	VCTC
Hon. Fred Jung, Fullerton	OCCOG
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Linda Krupa, Hemet	WRCOG
Hon. Malcolm Lilienthal, Hemet	WRCOG
Hon. Clint Lorimore, Eastvale	District 4
Hon. Ken Mann, Lancaster	District 43
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Marsha McLean, NLAC	District 67
Hon. L. Dennis Michael	District 9



Hon. Linda Molina	Calimesa
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Maria Nava-Froelich	ICTC
Hon. Sharona Nazarian, Beverly Hills	WSSCOG
Hon. Gil Rebolgar, ICTC	District 1
Hon. Ed Reece	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	District 27
Hon. Tim Sandoval, Pomona <b>(Chair)</b>	District 38
Hon. Suely Saro, Long Beach	District 29
Hon. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
Hon. Ward Smith, Placentia	OCCOG
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Speake, Wes, Corona	WRCOG
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Don Wagner	Orange County
Hon. Wallace, Colleen, Banning	WRCOG
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Thomas Wong, Monterey Park	SGVCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

**Members Not Present:**

Hon. Kathryn Barger	Los Angeles County
Hon. Russel Betts, Desert Hot Springs	CVAG
Hon. Jonathan Dumitru, Orange	District 17
Hon. Jason Gibbs, Santa Clarita	NCTC
Hon. Laura Hernandez, VCOG	District 45
Hon. Heather Hutt, Los Angeles	District 45
Hon. Paul Krekorian	District 49
Hon. Bridgett Lewis, Torrance	Pres. Appt.
Hon. Richard Loa, Palmdale	NCTC
Hon. Larry McCallon, SBCTA	District 7
Hon. Frank Navarro, Colton	District 6
Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Jeremy Smith, Canyon Lake	Canyon Lake
Hon. Hilda Solis	Los Angeles County
Hon. Karen Spiegel	Riverside County
Hon. Steve Tye	District 37



Hon. Michael Vargas  
Hon. Scott Voigts, Lake Forest

Riverside County  
OCCOG

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Chair Tim Sandoval, Pomona, District 38, called the meeting to order at 9:30 a.m. Hon. Mike Judge, VCTC, led the Pledge of Allegiance. A quorum was present.

**PUBLIC COMMENT**

Chair Sandoval 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 Sandoval closed the Public Comment Period.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize agenda items.

**CONSENT CALENDAR**

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – April 6, 2023
2. Connect SoCal 2020 Amendment 3 & 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment 23-03, Including the Associated Transportation Conformity Determinations

Receive and File

3. Transportation Committee Agenda Outlook and Future Agenda Items
4. Status Report on SCAG's Racial Equity Early Action Plan

- 
5. Transportation Conformity Determination of Proposed Final Connect SoCal 2020 Amendment 3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03
  6. CEQA Addendum No. 4 to Connect SoCal 2020 Programmatic Environmental Impact Report (State Clearinghouse No. 2019011061)
  7. 2023 California State Rail Plan Update and SCAG Comment Letter
  8. Connect SoCal 2024: Equity Analysis Update – Priority Equity Communities
  9. Connect SoCal 2024: Local Data Exchange (LDX) Survey Results
  10. Connect SoCal Regional Growth Vision & Local Data Exchange Evaluation
  11. SCAG Regional Travel Demand Model (ABM) Peer Review Meeting
  12. Federal Performance Target Update

A MOTION was made (Lorimore) to approve Consent Calendar: Item 1 amended to note the attendance of members Hon. Linda Molina, Calimesa and Hon. Ken Mann, Lancaster, District 43, at the April 6, 2023 meeting and Item 2; Receive and File Items 3 through 12. The motion was SECONDED (Wallace) and passed by the following roll call votes.

**AYES:** ANTHONY, BECARRA, BROWN, CHUN, DELGADO, DO, DORRIS, DUTREY, GAZELEY, GOODELL, HAGMAN, HARNIK, JUDGE, JUNG, KELLEY, KRUPA, LORIMORE, MANN, MANOS, MARQUEZ, MICHAEL, MOLINA, MOORE, NAJARIAN, NAZARIAN, REBOLLAR, REECE, RUIZ, SANDOVAL, SCHWANK, SIMONOFF, SPEAKE, STERNQUIST, WAGNER, WALLACE, WAPNER, WONG (37)

**NOES:** None (0)

**ABSTAIN:** W. SMITH (1) minutes only

**ACTION ITEM**

13. STBG/CMAQ Program Guidelines

There were no public comments on Item 13.

Warren Whiteaker, SCAG staff, reported on the STBG/CMAQ Program Guidelines. He noted the Surface Transportation Block Grant (STBG) program was a federal funding source that may be used for projects to preserve and improve the conditions and performance of highways, bridges, public roads, pedestrian and bicycle infrastructure, and transit capital projects. He also noted that the Congestion Mitigation and Air Quality Improvement Program (CMAQ) was a federal funding source for transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance. He indicated that approximately \$580 million annually was apportioned to the SCAG region from these two funding programs, and as of July 1, 2023, SCAG was responsible for the selection of the projects funded with STBG and CMAQ sources. He noted that following Regional Council approval, a call for projects nominations would proceed.

A MOTION was made (Goodell) to recommend that the Regional Council: 1) approve STBG/CMAQ Program Guidelines; and 2) authorize Executive Director to initiate a call for projects consistent with approved guidelines. The motion was SECONDED (Wallace) and passed by the following roll call votes.

**AYES:** BECARRA, BERKSON, BROWN, CHUN, DELGADO, DO, DORRIS, DUTREY, GAZELEY, GOODELL, HAGMAN, HARNIK, JUDGE, JUNG, KELLEY, KRUPA, LORIMORE, MANN, MANOS, MARQUEZ, MCLEAN, MICHAEL, MOLINA, MOORE, NAJARIAN, NAVA-FROELICH, NAZARIAN, REBOLLAR, REECE, RUIZ, SALEH, SANDOVAL, SCHWANK, SIMONOFF, SMITH W., SPEAKE, STERNQUIST, WAGNER, WALLACE, WAPNER, WONG (41)

**NOES:** None (0)

**ABSTAIN:** None (0)

### **INFORMATION ITEMS**

#### 14. Connect SoCal 2024: Policy Development Framework Update

There were no public comments on Item 14.

Warren Whiteaker, SCAG staff, provided an update on the policy development framework for Connect SoCal 2024. Mr. Whiteaker noted the purpose of the policies was to articulate broad and established regional goals vital to realizing the vision of Connect SoCal 2024. He noted in June 2022, the Regional Council approved the policy development framework for Connect SoCal 2024 which retained important elements from the previous plan as well as critical emerging issues. He noted that it also called for the formation of subcommittees to explore in depth critical policy areas and

forward recommendations. He explained that the vision and goals for Connect SoCal 2024 included four key areas: 1) Mobility - build and maintain a robust transportation network; 2) Communities - develop, connect, and sustain communities that are livable and thriving; 3) Environment - create a healthy region for the people today and tomorrow; and 4) Economy - support a sustainable, efficient and productive regional economic environment that provides opportunities for all. He noted the new policy considerations included technology integration, housing the region, 15-minute communities, equitable engagement and decision making, climate resilience, and broadband.

Mr. Whiteaker reviewed policy directions specific to mobility including Transportation Demand Management, Transportation System Management, Technology Integration, system preservation and resilience, safety and complete streets. He reported on policy directions related to communities as they intersect with mobility goals which included 15-minute communities, equitable engagement and decision making. He further noted goals for environment including clean transportation and air quality which are also linked with transportation goals.

Hon. Sharona Nazarian, Beverly Hills, WSCCOG, commented that safety ought to be a significant policy direction as it is a fundamental concern for those using the transportation system.

Hon. Jan Harnik, RCTC, concurred that safety was critical and emphasized that pedestrians and cyclists have a role to play in contributing to transportation safety.

#### 15. Guiding Principles for Emerging Technology

There were no public comments on Item 15.

Javier Silva, SCAG staff, reported on the guiding principles for emerging technology. Mr. Silva stated that as technology continues to accelerate leaders increasingly face the challenge of making informed decisions regarding emerging technologies. He noted that to assist in this decision-making process, staff had developed a set of guiding principles to help evaluate emerging mobility technologies. The principles incorporate input received from stakeholders and the Emerging Technologies Committee to serve as an objective framework. He indicated that these principles would be integrated into Connect SoCal 2024 and would serve as a framework to guide policy discussions. Mr. Silva reported on the guiding principles including equity, accessibility, safety, sustainability, integration, adaptability, transparency and resilience. He noted these were intended as a guide and jurisdictions were encouraged to reflect and modify them based on the particular circumstance. He reviewed the critical milestones and next steps.

Hon. Marty Simonoff, Brea, District 22, noted that other agencies in the region have also developed principles and asked how these would coordinate with those. Mr. Silva responded that these principles were presented as a thoughtful platform and each jurisdiction or agency may avail themselves to them as needed according to the situation.

## 16. Connect SoCal 2024: Goods Movement Approach

There were no public comments on Item 16.

Scott Strelecki, SCAG staff, reported on Connect SoCal 2024 Goods Movement approach. Mr. Strelecki noted the SCAG region was home to the country's largest goods movement network which handles \$573 billion in trade and supports nearly 30% of regional jobs. He stated that in addition to geopolitical issues, goods movement had seen several regulatory impacts in recent years. Further, in March 2023 the Regional Council adopted a Goods Movement resolution which would be incorporated into regional planning. Policy efforts since Connect SoCal 2020 were reviewed including the Last-Mile Freight Delivery Study, Ventura County Freight Corridors Study, Curb Space Management, the Integrated Passenger and Freight Rail Study as well as port enhancements and grade separation projects. The goods movement policies were reviewed including rail investments, community and environmental justice, zero-emission and clean technology, comprehensive system planning and investments.

Hon. Sharona Nazarian, Beverly Hills, WSCCOG, commented that zero emission goods movement and transportation efforts ought to consider the need to expand the electric grid to meet increased demand.

Hon. Brian Berkson, Jurupa Valley, asked if a map was being assembled which would indicate the location of charging stations available to freight and other vehicles. Mr. Strelecki responded that it would be useful to map and develop this information for the region.

Hon. Konstantine Anthony, Burbank, District 42, asked that hydrogen be considered as an aspect of developing zero-emission transportation.

### **CHAIR'S REPORT**

Hon. Tim Sandoval, Pomona, District 38, welcomed new committee members Hon. Denise Delgado, Coachella, Pres. Apt., Hon. Bridgett Lewis, Torrance, Pres. Appt., Hon. Malcolm Lilienthal, Hemet, WRCOG, Hon. Johnathan Dumitru, Orange, District 17 and Hon. Suely Saro, Long Beach, District 29. He also reported that SCAG had concluded in-person workshops held throughout the region in April and May 2023. These were an opportunity for stakeholders to participate and share their thoughts. He indicated that stakeholders could still contribute to the process by completing a survey that was available until June 4, 2023.

### **METROLINK REPORT**

Hon. Art Brown, Buena Park, District 21, reported that service along Metrolink's Orange County Line, its Inland Empire-Orange County Line and the Amtrak Pacific Surfliner was fully restored last Saturday, May 27<sup>th</sup>. The track closure was due to the latest slope destabilization in the City of San Clemente. He also reported that the California State Senate formed a new subcommittee on the LOSSAN Rail Corridor Resiliency. The initial hearing was held on May 16th. He noted that the subcommittee was chaired by Senator Catherine Blakespear (San Diego and Orange counties), who would brief the Transportation Committee next month. He also reported that Metrolink's popular weekday Summer Day Pass had returned through September 1. The pass provides unlimited rides on weekdays on the date of purchase. Metrolink also offers the \$10 Holiday and \$10 Weekend Day passes.

**STAFF REPORT**

David Salgado, SCAG staff, reported that the Greenprint would be an open data and mapping tool to support Regional Advanced Mitigation Planning (RAMP). He noted that staff was currently assembling the Greenprint Technical Advisory Committee which would advise staff on its development. Lastly, he reported that SCAG was seeking input from stakeholders on the current RHNA reform initiative which will be forwarded to the state Department of Housing and Community Development. Those interested can complete a survey or attend a listening session on June 22, 2023.

**FUTURE AGENDA ITEMS**

Hon. Carol Moore, Laguna Woods, OCCOG, asked for an agenda item on the recycling process and its impact on truck traffic on the roadways.

**ADJOURNMENT**

There being no further business, Chair Sandoval adjourned the Transportation Committee meeting at 11:20 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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MEMBERS	CITY	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB
Anthony, Konstantine	Burbank	District 42	1								
Barger, Kathryn		Los Angeles County									
Becerra, Liz	Victorville	District 65	1								
Berkson, Brian	Jurupa Valley	Pres Appt.	1								
Betts, Russell	Desert Hot Springs	CVAG									
Brown, Art	Buena Park	District 21	1								
Chun, Ross	Aliso Viejo	OCTA	1								
Delgado, Denise	Coachella	Pres. Appt.	1								
Do, Andrew		Orange County	1								
Dorris, Darrell	Lancaster	NCTC	1								
Dumitru, Jonathan	Orange County	District 17									
Dutrey, J. John	Montclair	SBCTA	1								
Gazeley, James	Lomita	District 39	1								
Gibbs, Jason	Santa Clarita	NCTC									
Goodell, Brian	Mission Viejo	OCTA	1								
Hagman, Curt		San Bernardino Cnty	1								
Harnik, Jan	Palm Desert	RCTC	1								
Hernandez, Laura	Prt Hueneme	District 45									
Hutt, Heather	Los Angeles	District 57									
Judge, Mike	Simi Valley	VCTC	1								
Jung, Fred		OCCOG	1								
Kelley, Trish	Mission Viejo	OCCOG	1								
Krekorian, Paul	Public Transit Rep	District 49									
Krupa, Linda	Hemet	WRCOG	1								
Lewis, Bridgett	Torrance	Pres. Appt.									
Lilienthal, Malcolm	Hemet	WRCOG	1								
Loa, Richard	Palmdale	NCTC									
Lorimore, Clint	Eastvale	District 4	1								
Mann, Ken	No. L.A. County	District 43	1								
Manos, Steve	Lake Elsinore	District 63	1								
Marquez, Paul	Caltrans District 7	Ex-Officio	1								
Marquez, Ray	Chino Hills	District 10	1								
McCallon, Larry	SBCTA/SBCCOG	District 7									
McLean, Marsha	No. L.A. County	District 67	1								
Michael, L. Dennis	Rancho Cucamonga	District 9	1								
Molina, Linda	Calimesa	Pres. Appt.	1								
Moore, Carol	Laguna Woods	OCCOG	1								
Najarian, Ara	Glendale	AVCJPA	1								
Nava-Froelich, Maria		ICTC	1								
Navarro, Frank	Colton	District 6									
Nazarian, Sharona	Beverly Hills	WSCCOG	1								
Primuth, Jon	S. Pasadena	AVCJPA									
Rebollar, Gil	ICTC	District 1	1								
Reece, Ed	Claremont	SGVCOG	1								
Ruiz, Crystal	San Jacinto	WRCOG	1								
Saleh, Ali	City of Bell	GCCOG	1								
Sandoval, Tim	Pomona	District 38	1								

Saro, Suely	Long Beach	District 29	1							
Schwank, Zak	Temecula	District 5	1							
Simonoff, Marty	Brea	District 22	1							
Smith, Jeremy	Canyon Lake	Canyon Lake								
Smith, Ward	Placentia	OCCOG	1							
Solache, Jose Luis	Lynwood	District 26	1							
Solis, Hilda		Los Angeles County								
Speake, Wes	Corona	WRCOG	1							
Spiegel, Karen		Riverside County								
Sternquist, Cynthia	Temple City	SGVCOG	1							
Tye, Steve	Diamond Bar	District 37								
Vargas, Michael		Riverside County								
Voigts, Scott	Lake Forest	Orange County								
Wagner, Don	Orange County	Orange County	1							
Wallace, Colleen	Banning	WRCOG	1							
Wapner, Alan		SBCTA	1							
Wong, Thomas	Monterey Park	SGVCOG	1							



**AGENDA NO. 2**  
**REPORT**

Southern California Association of Governments  
July 6, 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 (“Policy 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 Committee Outlook for the TC, to realize the goals and discussions committed to in the Policy Framework and develop consensus around the policy priorities that will become final recommendations in Connect SoCal 2024. For FY2023-24, the Committee Outlook for the TC is forthcoming, reflecting outcomes of the 2023 Executive Administration Committee (EAC) Retreat. The Committee Outlook will be updated monthly as a receive and file item.*

**BACKGROUND:**

**Policy Development Framework for Connect SoCal 2024**

The draft Policy Framework for Connect SoCal 2024 was presented to the TC on April 7, 2022 and was adopted by the Regional Council at the June 2, 2022 meeting. The Policy Framework is intended to facilitate the engagement of SCAG’s Policy Committees in the data, emerging issues and policy recommendations that will be presented in Connect SoCal 2024. In furtherance of the adopted Policy Framework, staff developed “Committee Outlooks” 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 Agenda Committee Outlook

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff is updating the agenda Committee Outlook for TC for FY2023-24.

The Committee Outlook 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 FY 2023-24, staff will continue to seek direction from the TC, focusing on current implementation efforts for Connect SoCal 2020 as well as status updates on the development of Connect SoCal 2024.
- 2. *Local Assistance Program:*** In this programmatic area, staff will present informational and action items related to programs that provide assistance to local partners. 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) along with milestone updates, with a focus on the County Transportation Commission (CTC) Partnership Program and the Regional Pilot Initiatives (RPI) Program; the Last Mile Freight Program; the Future Communities Pilot Program; and the Go Human Program, amongst others.
- 3. *Regional Updates:*** This programmatic area will focus on updates and approvals, such as the Active Transportation Program and the Trade Corridor Enhancement Program. Committee members may also recommend other policy topics for exploration.

The Committee Outlook is tracked to when the final 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 April 2024. The topics and panels covered 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 Committee Outlook, reflecting the outcomes of the 2023 EAC Retreat, is forthcoming and will be included in future agendas.

### **FISCAL IMPACT:**

Work associated with this item is included in the FY 23-24 Overall Work Program (810.0120.20: Planning Policy Development).



**AGENDA NO. 3**  
**REPORT**

Southern California Association of Governments  
July 6, 2023

**To:** Executive/Administration Committee (EAC)  
Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Hannah Brunelle, Senior Regional Planner  
(213) 236-1907, brunelle@scag.ca.gov  
**Subject:** REAP 2.0 Program Call for Applications Update

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR EAC:**

Information Only – No Action Required

**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. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*Resolution No. 22-649-1 authorizes SCAG to receive and administer \$246,024,084 in Regional Early Action Planning Grant Program of 2021 (REAP 2.0) funds from the State of California. REAP 2.0 is managed by the California Department of Housing and Community Development (HCD), the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB). SCAG anticipates the final approval of the full grant award by HCD this month. REAP 2.0 supports transformative planning and implementation activities and accelerates infill development that facilitates housing supply, choice, and affordability, to reduce Vehicle Miles Traveled (VMT), support Affirmatively Furthering Fair Housing (AFFH), and advance implementation of the region's Sustainable Communities Strategy (SCS).*

*SCAG's REAP 2.0 program includes six Calls for Applications to provide local agencies and eligible applicants across the SCAG region multiple opportunities to access funding in different program areas and also supports regional programs to implement Connect SoCal. This report provides a*

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***progress update for SCAG's REAP 2.0 program and a summary of the status of each Call for Applications.***

**BACKGROUND:**

The REAP 2.0 program was established as part of the 2021 California Comeback Plan under AB 140. REAP 2.0 builds on the success of REAP 2019 (REAP 1.0) and expands the program focus by integrating housing and climate goals, and allows for broader planning and implementation investments, including infrastructure investments supporting infill development to facilitate housing supply, choice, and affordability.

SCAG's REAP 2.0 program combines coordinated and transformative actions aligning transportation and housing development by investing in innovative finance, land use, and transportation strategies to help achieve California's housing and greenhouse gas emission reduction goals. SCAG's program includes three major program areas: The Early Program Initiatives (EPIs), Programs to Accelerate Transformative Housing (PATH), and the Transportation Partnership Programs (TPP). The three major program areas in SCAG's REAP 2.0 program work together to meet the REAP 2.0 objectives and support implementation of SCAG's adopted Connect SoCal.

Over the last 18 months, SCAG staff, under the direction of the policy committees, the EAC, and the RC, has worked to develop a comprehensive REAP 2.0 program. Major milestones in the program development process include the following:

- February 3, 2022, the Regional Council (RC) authorized staff to apply for the REAP 2.0 advance funding to support outreach and program development, including hiring required limited-term staff.
- July 7, 2022, the RC adopted the REAP 2.0 Program Framework including guiding principles and the identification of major programmatic areas to guide SCAG's grant proposal.
- October 6, 2022, the Executive/Administration Committee (EAC) reviewed the comprehensive REAP 2.0 Draft Proposed Budget.
- November 30, 2022, the EAC, on behalf of the RC, authorized SCAG to apply for the full REAP 2.0 funding and authorized the acceptance of the full REAP 2.0 funds.
- December 29, 2022, SCAG submitted the full REAP 2.0 application ahead of the December 31, 2022, deadline.
- June 11, 2023, SCAG received a preliminary staff level approval of the REAP 2.0 application from HCD and is subject to final approval by the HCD Internal Loan Committee.

**REAP 2.0 CALL FOR APPLICATIONS SUMMARY**

SCAG is sub-allocating 80 percent of the full REAP 2.0 grant award for partner-led projects, to ensure projects can be delivered efficiently and effectively, while reducing SCAG's administrative costs. SCAG is releasing six Calls for Applications to provide eligible applicants multiple

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opportunities to access funding across different program areas. A summary of SCAG’s Calls for Application is as follows:

Call for Applications	Funding Amount	Release Date	Closing Date	Regional Council Approval
County Transportation Commission (CTC) Partnership Program	\$80,000,000	April 2023	May 2023	July 2023
Sub-Regional Partnership Program 2.0 (SRP 2.0)	\$23,084,008	April 2023	June 2023	September 2022
Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEJ)	\$5,000,000*	April 2023	June 2023	September 2023
PATH - Pilot Program: Housing Infill on Public and Private Lands (HIPP)	\$8,835,000	May 2023	July 2023	October 2023
PATH - Notice of Funds Available: Funding for Lasting Affordability (NOFA)	\$45,000,000	June 2023	July 2023	October 2023
PATH - Pilot Program: Regional Utilities Supporting Housing (RUSH)	\$35,000,000	Summer 2023	Fall 2023	Early 2024

*\*\$2 million in Senate Bill 1 (SB1) funding*

To promote the Calls for Applications, SCAG implemented various outreach activities, complemented by offering multiple forms of technical assistance to help facilitate the process for applicants. The programs were promoted through SCAG newsletters, targeted emails, and presentations to external meeting groups. Outreach included program-specific application workshops to review eligibility, application requirements, and scoring. Each program also offered office hours to provide one-on-one support to applicants.

The County Transportation Commission (CTC) Partnership Program

The CTC Partnership Program connects infill housing to daily services and increases travel options that support multimodal communities to shift travel modes. On April 12, 2023, SCAG released the CTC Partnership Program Call for Applications. Prior to closing the Call on May 9, 2023, SCAG held an application workshop and made office hours available to applicants. SCAG received a total of 37 projects totaling over \$115 million. SCAG recommends funding 33 projects and is seeking approval of the recommended project award list from the RC. With the CTC Partnership Program, SCAG will fund a diverse set of transformative planning and implementation projects that expand access, increase mobility options, bring jobs and housing closer together, and achieve a more sustainable growth pattern across the region.

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### Programs to Accelerate Transformative Housing (PATH)

PATH supports strategies to accelerate infill development leading to increased housing supply, choice, and affordability while also reducing VMT. The PATH program includes three Calls for Applications, including the Housing Infill on Public and Private Lands (HIPP), Notice of Funds Available: Funding for Lasting Affordability (NOFA), and Regional Utilities Supporting Housing (RUSH).

On May 10, 2023, SCAG released the HIPP program, a competitive Call for Applications to support eligible applicants in scaling up development of available land and implementing large corridor-wide or area-wide infill housing policies and initiatives. The HIPP program has an estimated budget of \$8 million and will accept applications through July 10, 2023. On June 7, 2023, SCAG released the NOFA for Lasting Affordability, a competitive Call for Applications to provide support for innovative housing finance, trust funds, catalyst funds, and new permanent funding sources. The NOFA for Lasting Affordability has an estimated budget of \$45 million and will accept applications through July 31, 2023. To support applicants, SCAG staff are available for regular office hours to respond to questions and discuss projects proposed throughout the application periods. For both NOFA and HIPP, SCAG staff hosted application workshops and posted the recording along with Q&A responses on the program webpage.

The Regional Utilities Supporting Housing (RUSH) program focuses on investments in utility infrastructure planning and capital improvements that will support jurisdictions in meeting the housing production goals. On Friday, April 28, SCAG hosted the Regional Utilities Supporting Housing (RUSH) Industry Forum, in partnership with PlaceWorks and the Urban Land Institute of Los Angeles (ULI/LA). The RUSH Industry Forum brought together thought leaders from Southern California and across the country for recommendations to implement the basic utility infrastructure needed for housing: water, wastewater, stormwater management and electricity. The outcomes of the RUSH Industry Forum will help guide the delivery of SCAG's RUSH grant program. The RUSH Call for Applications is expected to be released in late summer 2023.

### Early Program Initiatives (EPIs)

The EPIs tie this work together by building capacity for planning innovation across the region through advancements in community engagement and partnerships, data driven decision making, and performance measurement and monitoring. The Sustainable Communities Program - Civic Engagement, Equity and Environmental Justice (SCP CEEJ) released the Call for Applications on April 12, 2023. The Call closed on June 5, 2023, and SCAG received 17 applications totaling \$6.9 million. SCAG is currently evaluating applications and anticipates taking the recommended project list to the RC in September 2023. The Sub-Regional Partnership 2.0 (SRP 2.0) Call for Applications opened April 12 and closed May 31, 2021, with extensions granted to several subregional partners through June 30, 2023. SCAG is currently evaluating submitted applications to determine eligibility with REAP 2.0 objectives and will work closely with subregional partners on next steps. The SRP 2.0

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Program is noncompetitive and makes \$23 million available to sub-regional councils of governments for eligible activities supporting member cities and counties implementing housing element work plans.

Local agencies and eligible applicants are encouraged to review individual program guidelines and apply for SCAG's REAP 2.0 programs. Applications and program guidelines are available on [SCAG's REAP 2.0 website](#).

**NEXT STEPS:**

In July, SCAG anticipates its full REAP 2.0 application will be approved by the State allowing staff to proceed with projects approved by the RC. Staff will provide regular updates to the RC and Policy Committees on the REAP 2.0 program and any changes to the grant budget will be processed through SCAG's budget amendment procedures.

**FISCAL IMPACT:**

The funding for this program has been included in the REAP 2.0 work plan. Funding is subject to REAP 2.0 funding approval from the California Department of Housing and Community Development.

**ATTACHMENT(S):**

1. PowerPoint Presentation - REAP 2.0 Program Update



# REAP 2.0 PROGRAM UPDATE

July 2023

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

## REAP 2.0 Schedule Updates

Action	Timeline
SCAG received preliminary staff level approval from HCD on the full application	June 11, 2023
SCAG MOU development	Mid-Late Summer 2023
Anticipated Standard Agreement (SA) approval	End of July
Anticipated State announcement of REAP 2.0 awards	End of July
Template MOUs ready	Fall 2023*

\* Pending State Approval of Full SCAG Program

# REAP 2.0 Call for Applications Schedule

Call for Applications	Funding Amount	Release Date	Closing Date	Regional Council Approval
County Transportation Commission (CTC) Partnership Program	\$80,000,000	April 2023	May 9, 2023	July 2023
SRP 2	\$23,084,008	April 2023	June 2023	September 2022
Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEJ)	\$5,000,000*	April 2023	June 5, 2023	September 2023
HIPP Pilot (Housing Infill on Public and Private Lands)	\$8,835,000	May 2023	July 10, 2023	October 2023
NOFA For Lasting Affordability	\$45,000,000	June 2023	July 31, 2023	October 2023
RUSH Pilot (Regional Utilities Supporting Housing)	\$35,000,000	Summer 2023	Fall 2023	Early 2024

\*\$3 million from SB1



# THANK YOU!

For more information, please visit:

<https://scag.ca.gov/reap2021>

Hannah Brunelle

Brunelle@scag.ca.gov



**AGENDA NO. 4**  
**REPORT**

Southern California Association of Governments  
July 6, 2023

**To:** Executive/Administration Committee (EAC)  
Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Sarah Dominguez, Planning Supervisor  
(213) 236-1918, dominguezs@scag.ca.gov  
**Subject:** Connect SoCal 2024: Policy Framework

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR EAC:**

Recommend that the Regional Council adopt the updated Policy Framework for Connect SoCal 2024.

**RECOMMENDED ACTION FOR RC:**

Adopt the updated Policy Framework for Connect SoCal 2024.

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

Receive and File.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*In June 2022, SCAG's Regional Council adopted a Policy Development Framework for Connect SoCal 2024 which documented the policy priorities and outlined a structure for continued policy development and leadership for plan development. This update to the Policy Framework advances those priorities and confirms the direction for Connect SoCal 2024 in advance of a draft plan release in October 2023.*

**BACKGROUND:**

**What is Connect SoCal 2024?**

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.

### **What is the Policy Development Framework?**

In July 2021, the Executive Administration Committee directed staff to develop a Policy Development Framework for Connect SoCal 2024 that "identifies priority policy issues for deeper discussion and establishes a sub-committee structure for policy education, engagement, and consensus building to guide visionary policy development"<sup>1</sup>.

In June 2022, the Regional Council adopted the Policy Development Framework for Connect SoCal 2024 that identified the draft Vision and Goals for the plan, identified key policy priorities, outlined the structure for advancing policies through the three SCAG Policy Committees and established the Connect SoCal 2024 Special Subcommittees that concluded in Spring of this year.

### **Policy Framework Update**

Over the past year, each Policy Committee have reviewed and discussed fundamental policy and technical aspects of plan development. The Special Connect SoCal 2024 Subcommittees dug deeper into three intersectional topics: Next Generation Infrastructure, Resilience and Conservation, and Racial Equity and Regional Planning to develop white papers and recommendations. Then from April to June, SCAG conducted outreach and engagement activities and heard from thousands of stakeholder and community members throughout the region about their current challenges and priorities for the future. The direction and feedback from these avenues, in addition to ongoing engagement with stakeholders through SCAG's working group and technical advisory committees, are being incorporated in the development of the draft Connect SoCal 2024.

This update to the Policy Framework reflects specific elements of direction and feedback received over the past year. First, an update to the Goals and Vision (based on public outreach and engagement), a methodology for Priority Equity Communities (based on engagement with stakeholders and direction from Policy Committee members) and finally, a set of Regional Planning Policies (based on direction from the standing Policy Committees and special Connect SoCal Subcommittees and review by stakeholders in April 2023).

**Vision and Goals:** During April - June 2023, SCAG conducted public outreach and engagement activities including, but not limited to public workshops and a public survey. The full findings are discussed in a July 2023 staff report to the SCAG Policy Committees and will inform plan development in a myriad of ways. While most of the top responses and comments were currently reflected in either the Vision or Goals, there were two prominent themes expressed in both the survey and workshop comments that weren't reflected.

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<sup>1</sup> <https://scag.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2256&Inline=True>

**Vision:** One of the top responses in the public survey of over 3,600 respondents when asked about envisioning the region in 2050 was: “A region that is prosperous, with economic opportunity for all residents.” The plan Vision has been updated to include “prosperous”.

**Goals:** One prominent workshop comment theme and top response in the survey was about resource use (“Sustainable in its use of resources”; “More sustainable designs to conserve water and energy in residential and public spaces”). An environment subgoal has been updated to reflect the aim to “enable more sustainable use of energy and water.”

**Priority Equity Communities:** SCAG has developed a new, flexible equity area definition, called Priority Equity Communities, to comply with statutory requirements and support SCAG equity efforts beyond the Plan. This methodology has been developed and reviewed by stakeholders and members of the public during the Connect SoCal 2024 outreach and engagement, as well as direction from the Energy and Environment Committee.

**Regional Planning Policies:** The draft Regional Planning Policies were presented in June 2023 to each SCAG Policy Committee. The set of policies included in this framework incorporates feedback received at those meetings. Specifically, a policy to address safety and personal security on transit has been added to the Safety category.

#### **Next Steps**

SCAG staff are seeking approval of the Policy Framework to confirm the approach for the plan and the use of the Regional Planning Policies and Priority Equity Communities methodology before these elements are used for development of Implementation Strategies and analysis, respectively, for the draft Connect SoCal 2024. A release of the draft Connect SoCal 2024 is anticipated in October 2023 with a final plan adoption anticipated for April 2024.

#### **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. Policy Framework for Connect SoCal 2024

# Policy Framework for Connect SoCal 2024

## JULY 2023 UPDATE

Originally approved by the Regional Council on June 2, 2022 as a Policy Development Framework, this document carried forward the existing Policy Priorities that will be reflected in Connect SoCal 2024, SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). It also outlined a policy development leadership structure and outlook to foster policy education, engagement, consensus building and decision-making.

This July 2023 update serves to confirm the direction for Connect SoCal 2024 in advance of the draft plan release in October 2023. The changes reflect feedback on plan elements from stakeholders and the general public as well as discussions with and direction from SCAG leadership, including the regular Policy Committees and the Connect SoCal 2024 Special Subcommittees. The major changes in this version can be found in the additions of the "Connect SoCal 2024: Policy Structure" and "Priority Equity Communities" sections which serve to advance the previously set Policy Priorities.

### DRAFT PLAN VISION AND GOALS

In January 2022, staff began engaging with stakeholders through the Regional Planning Working Groups and the Technical Working Group on the draft Vision and Goals for Connect SoCal 2024. Their feedback informed the original draft Vision and Goals which were further modified based on public outreach and engagement in Spring 2023. Changes to the Vision and Goals since the June 2022 adopted version of this framework, based on public outreach and engagement, are noted in **bold**.

The draft Vision is meant to capture what we want the region to be by 2050 and is supported by four draft Goals, each centered around a key theme (Mobility, Communities, the Environment, and the Economy). These goals are each further defined by supporting sub-Goals.

### DRAFT VISION

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

### DRAFT GOALS

*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.

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

- Reinforce vibrant, human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.

- Produce and preserve a diversity of housing types to improve affordability, accessibility, and choices for all.
- Foster inclusive communities free from barriers that restrict access to opportunity, and actively seek to reduce racial and economic disparities.

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

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stressors and disruptions, such as climate change.
- Integrate the region’s development pattern and transportation network to improve air quality, reduce greenhouse gas emissions **and enable more sustainable use of energy and water**.
- Conserve and restore the region’s natural and agricultural resources.

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

- Provide physical and digital infrastructure to improve access to education, vocational training, jobs, financial systems, and to foster the growth of small businesses in underserved communities.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.
- Improve regional multimodal transportation system infrastructure and efficiency to enhance the region’s global economic competitiveness.

## POLICY PRIORITIES

The Draft Policy Priorities are based upon policy direction established in Connect SoCal 2020 and recent Regional Council actions to address three of the emerging issues facing the region.

## EMERGING ISSUES

There are three salient and interconnected challenges facing our region: equity, resilience, and the economy. Actions by SCAG’s Regional Council since the adoption of Connect SoCal 2020 provide a policy foundation for work on the next plan and expanded policy focus on these emerging issue areas.

### Equity

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

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

<sup>1</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc070220agn01.pdf?1602368143>

<sup>2</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc050621fullpacket.pdf#page=91>

## Resilience

On January 7, 2021, the Regional Council adopted Resolution No. 21-628-1<sup>3</sup> on Climate Change Action that affirms a climate change crisis in Southern California and identifies actions for SCAG to undertake, including: developing a regional resilience framework, initiating a regional climate planning network, and developing a regional advanced mitigation program (RAMP). On October 12, 2022 the Regional Council also adopted a Water Action Resolution that called on local and regional partners to join together to adopt an “all of the above” response to the drought and water shortage emergency. Resolution No. 22-641-3<sup>4</sup> requires SCAG to identify, recommend and integrate into Connect SoCal 2024 policies and strategies to align investments in water infrastructure with housing needs and the adopted growth forecast and development pattern.

## Economy

On July 1, 2021, the Regional Council adopted the Inclusive Economic Recovery Strategy (IERS) Final Report and Recommendations<sup>5</sup>, which identifies five core principles to drive SCAG’s work and to act as a lens for identifying recommendations:

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

On February 4, 2021, the Regional Council adopted Resolution No. 21-629-2<sup>6</sup> to establish a Broadband Action Plan to assist in bridging the digital divide. The Broadband Action Plan includes incorporating broadband planning, data and research findings, and strategies, as appropriate, into existing SCAG programs and future RTP/SCS strategies.

## CONNECT SOCIAL 2024: POLICY STRUCTURE

Connect SoCal 2020 was organized by a Core Vision and Key Connections. Many of the policies and strategies summarized as the Core Vision are reflective of the policies and projects developed at the local level and gathered by SCAG through the plan development process (through the Local Data Exchange with local jurisdictions and Project List submissions from County Transportation Commissions). Key Connections, in contrast, identified critical regional strategies to “close the gap” between what could be accomplished through intensification of core planning strategies alone, and what needed to be done to meet increasingly aggressive greenhouse gas reduction goals.

Many of these locally driven projects and policies will be carried forward into Connect SoCal 2024 but organized instead by Regional Planning Policies and Implementation Strategies. This change will allow SCAG to better reflect the breadth of issue areas within Connect SoCal 2024, integrate the emerging issue

<sup>3</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc010721fullpacket.pdf#page=12>

<sup>4</sup> <https://scag.ca.gov/sites/main/files/file-attachments/scag-resolution-22-647-3-water-final.pdf>

<sup>5</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc070121fullpacket.pdf#page=13>

<sup>6</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc020421fullpacket.pdf#page=13>

areas within the RTP requirements and to better support partners in demonstrating alignment with the regional plan.

- **Regional Planning Policies:** will carry on the intent of the *Core Vision* and *Key Connections* to articulate broad and established regional policies or best practices for land use and transportation planning. CTCs or local jurisdictions can point to these policies to establish alignment with the RTP/SCS. The list of Regional Planning Policies is included in Appendix 1.
- **Implementation Strategies** will be priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies to support the region in “closing the gap” in order to reach plan goals. The list of Implementation Strategies will be included in the draft plan release and will align with categories of Regional Planning Policies.

The below chart articulates how SCAG will carry forward the Core Vision, Key Connections and other policy areas of Connect SoCal 2020 into this new Regional Planning Policies organization. There are also several new policy areas based on recent Regional Council Resolutions or discussions and direction from Policy Committee members.

Connect SoCal 2020	Change	Connect SoCal 2024
CORE VISION	→	REGIONAL PLANNING POLICIES
Sustainable Development	-	<b>Mobility</b> <ul style="list-style-type: none"> <li>• System Preservation and Resilience</li> <li>• Complete Streets</li> <li>• Transit and Multimodal Integration</li> <li>• Transportation Demand Management</li> <li>• Transportation System Management</li> <li>• Technology Integration*</li> <li>• Safety</li> <li>• Funding the System/User Pricing</li> </ul> <b>Communities</b> <ul style="list-style-type: none"> <li>• Priority Development Areas</li> <li>• Housing the Region*</li> <li>• 15 Minute Communities*</li> <li>• Equitable Engagement and Decision-Making *</li> </ul> <b>Environment</b> <ul style="list-style-type: none"> <li>• Sustainable Development</li> <li>• Air Quality</li> <li>• Clean Transportation</li> <li>• Natural and Working Lands Preservation</li> <li>• Climate Resilience</li> </ul> <b>Economy</b>
System Preservation & Resilience	-	
Demand & System Management	-	
Transit Backbone	-	
Complete Streets	-	
Goods Movement	-	
KEY CONNECTIONS	→	
Smart Cities & Job Centers	Merged under “Transportation Demand Management” and “Technology Integration”	
Housing Supportive Infrastructure	Broadened to “Housing the Region”	
Go Zones	Merged under “Transportation Demand Management”	
Accelerated Electrification	Revised and Merged under “Clean Technology”	
Shared Mobility & Mobility as A Service (MaaS)	Revised and Merged under “Transit and Multimodal Integration”	

		<ul style="list-style-type: none"> <li>• Goods Movement</li> <li>• Broadband*</li> <li>• Universal Basic Mobility*</li> <li>• Workforce Development *</li> <li>• Tourism</li> </ul>
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\* New policy area for Connect SoCal 2024

### PRIORITY EQUITY COMMUNITIES

SCAG continues to affirm its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California by working to operationalize racial equity through regional planning functions. In order to implement the policy direction noted above in the “Emerging Issues” section into Connect SoCal 2024 development, staff have prepared a new approach for Connect SoCal 2024’s Equity Analysis that is grounded on best practices and extensive internal and external stakeholder input. This method for defining Priority Equity Communities (formerly Environmental Justice areas, Disadvantaged Communities and Communities of Concern) frames and focuses the Equity Analysis on populations that have been historically marginalized and are susceptible to inequitable outcomes.

On June 1, 2023, staff shared a report to the EEC on this final proposed approach for identifying an equity area for the SCAG region for use in the Connect SoCal 2024 Equity Analysis. Staff propose replacing the three equity communities (i.e., Environmental Justice Areas, SB 535 Disadvantaged Communities, and Communities of Concern) with a new, flexible equity area definition, called Priority Equity Communities, to comply with statutory requirements and support SCAG equity efforts beyond the Plan. Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

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

1. **BOTH** low-income households<sup>7</sup> and people of color; OR
2. **EITHER** low-income households or people of color AND of four or more of the following:
  - i. Vulnerable Ages<sup>8</sup>
  - ii. People with Disabilities
  - iii. People with Limited English Proficiency
  - iv. Limited Vehicle and Transit Access<sup>9</sup>
  - v. People without a High School Diploma
  - vi. Single Parent Households
  - vii. Housing Cost Burdened Households

<sup>7</sup> Households with an income less than or equal to twice the federal “poverty level”

<sup>8</sup> Older adults over 65 years old and youth under 18 years old

<sup>9</sup> Households with more people than vehicles owned not located near a High-Quality Transit Corridor

With the proposed approach and using data from the U.S. Census Bureau American Communities Survey five-year estimates (2017-2021), Priority Equity Communities cover approximately 49 percent of the region's population.

Priority Equity Communities will be used to conduct analysis for the Connect SoCal 2024 Equity Analysis. In continuing to affirm its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California, staff will also explore opportunities to incorporate Priority Equity Communities in planning practices and to advance equity through the policies and strategies in the Plan.

### **POLICY DEVELOPMENT: LEADERSHIP & OUTLOOK**

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

Staff have brought forward informational and discussion items related to the relevant Regional Planning Policies; highlighting context and data from staff research; perspectives from academics, researchers or policy experts; and insights from local practitioners. Presentations have also focused on current subregional efforts and best practices to address Connect SoCal 2020 implementation, as well as emerging trends and new issues related to each Regional Planning Policy. The plan issue areas organized by Policy Committee are outlined in the table below.

## MAIN POLICY COMMITTEES

TRANSPORTATION COMMITTEE	COMMUNITY, ECONOMIC, HUMAN DEVELOPMENT COMMITTEE	ENERGY AND ENVIRONMENT COMMITTEE
<b>Regional Planning Policies</b>		
<p><b>Mobility</b></p> <ul style="list-style-type: none"> <li>• System Preservation and Resilience</li> <li>• Complete Streets</li> <li>• Transit and Multimodal Integration</li> <li>• Transportation Demand Management</li> <li>• Transportation System Management</li> <li>• Technology Integration</li> <li>• Safety</li> <li>• Funding the System/User Pricing</li> </ul> <p><b>Economy</b></p> <ul style="list-style-type: none"> <li>• Goods Movement</li> <li>• Broadband</li> <li>• Universal Basic Mobility</li> <li>• Tourism</li> </ul>	<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Sustainable Development</li> </ul> <p><b>Communities</b></p> <ul style="list-style-type: none"> <li>• Priority Development Areas</li> <li>• Housing the Region</li> <li>• 15 Minute Communities</li> <li>• Equitable Engagement and Decision-Making</li> </ul> <p><b>Economy</b></p> <ul style="list-style-type: none"> <li>• Workforce Development</li> <li>• Tourism</li> </ul>	<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Sustainable Development</li> <li>• Air Quality</li> <li>• Clean Transportation</li> <li>• Natural and Working Lands Preservation</li> <li>• Climate Resilience</li> </ul> <p style="text-align: center;"><b>Environmental Compliance</b></p> <ul style="list-style-type: none"> <li>• PEIR</li> <li>• Transportation Conformity</li> <li>• Environmental Justice</li> <li>• SB 375 Technical Methodology</li> </ul>

## JOINT POLICY COMMITTEE

The issues facing the region are intersectional and often do not neatly fit within one committee. For that reason, it is occasionally necessary to hold a Joint Policy Committee meeting of members from all three Policy Committees (Transportation; Community, Economic, Human Development; and Energy and Environment) to share pertinent information, discuss key plan development issues or seek coordinated actions or recommendations.

## SPECIAL CONNECT SOCAL 2024 SUBCOMMITTEES

To help dive deeper into key areas for Connect SoCal, SCAG established three new subcommittees: Next Generation Infrastructure, Resilience and Conservation, and Racial Equity and Regional Planning.

These three subcommittees were comprised of members from across the region. They met between September 2022 and February 2023 and prepared recommendations to SCAG Policy Committees on how to address these emerging issues within Connect SoCal 2024. The findings and recommendations from those subcommittees will be used to inform ongoing policy development discussions at each Policy Committee. The final White Papers along with agendas and materials from each subcommittee meeting can be found at their respective page at <https://scag.ca.gov/meetings-subcommittees>.

## Appendix 1: SCAG Connect SoCal 2024: Draft Regional Planning Policies

The Regional Planning Policies establish broad regional policies for integrated land use and transportation planning and identify the path towards realizing the vision of Connect SoCal. The below policies are meant to guide decision making for both SCAG and partner agencies as we work towards a sustainable, equitable, and resilient future for the region. It is also intended to be used as a resource by County Transportation Commissions or local jurisdictions to demonstrate alignment with the RTP/SCS by referring to specific policies when seeking resources from state or federal programs.

Per Government Code §65080(b)(2)(K), SCAG's Sustainable Communities Strategy does not regulate the use of land, nor shall it be interpreted as superseding the exercise of the land use authority of cities and counties in the region. The guidance provided in these Regional Planning Policies is meant to support local jurisdictions in future General Plan updates to help in implementing the regional vision of Connect SoCal 2024.

In summary, carrying forward the below set of policies at the regional and local level will be critical in implementing the vision represented by Connect SoCal 2024.

*\* (asterisk) in policies denotes terms that are defined in the glossary at the end of this document*

### MOBILITY

#### System Preservation and Resilience

1. Prioritize repair, maintenance, and preservation of the SCAG region's existing transportation assets first, following a "Fix-It-First" principle.
2. Promote transportation investments that advance progress toward the achievement of asset management targets, including for National Highway System pavement and bridge condition and transit assets (rolling stock, equipment, facilities, and infrastructure).

#### Complete Streets

3. Pursue the development of complete streets that comprise a safe multi-modal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).
4. Ensure the implementation of complete streets that are sensitive to urban, suburban, or rural contexts and improve transportation safety for all, but especially vulnerable road users (e.g., older adults, children, pedestrians, bicyclists, etc.).
5. Facilitate the implementation of complete streets and curb space management strategies that accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit, and last mile delivery.
6. Support implementation of complete streets improvements in Priority Equity Communities\*, and particularly with respect to Transportation Equity Zones\*, to enhance mobility, safety, and access to opportunities.

#### Transit and Multimodal Integration

7. Encourage and support the implementation of projects both physical and digital that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.
8. Support connections across the public, private, and nonprofit sectors to develop transportation projects and programs resulting in improved connectivity.

9. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.
10. Support the implementation of transportation projects in Priority Equity Communities, and particularly with respect to Transportation Equity Zones, to enhance mobility, safety, and access to opportunities.
11. Create a resilient transit and rail system by preparing for emergencies and the impacts of extreme weather conditions.

### Transportation Demand Management

12. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.).
13. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers, and visitors.
14. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology, and by incorporating employment and residential sites of certain populations, for example employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD’s Rule 2202).

### Transportation System Management

15. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity.
16. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network.

### Technology Integration

17. Support the implementation of technology designed to provide equal access to mobility, employment and economic opportunity, education, health and other quality of life opportunities for all residents within the SCAG region.
18. Advocate for data sharing between the public and private sectors to effectively evaluate the services’ benefits and impacts on communities while protecting data security and privacy.
19. Advocate for technology that is adaptive and responsive to ensure that it remains up to date to meet the evolving needs of users and stakeholders.
20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security.
21. Proactively monitor and plan for the development, deployment, and commercialization of new technology as it relates to integration with transportation infrastructure.

### Safety

22. Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system.
23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities.
24. Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported.

25. Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs.

### Funding the System/User Pricing

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

## COMMUNITIES

### 15 Minute Communities

32. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region where residents can either access most basic, day-to-day needs within a 15-minute walk, bike ride, or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.
33. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability and resilience, and economic vitality.
34. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options.

### Housing the Region

35. Encourage housing development in areas with access to important resources (economic, educational, health, social, and similar) and amenities to further fair housing access and equity across the region.
36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.
37. Support local, regional, state, and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.
38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region.
39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities who have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups.
40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest need and vulnerabilities.

41. Support efforts to increase housing and services for people experiencing homelessness across the region.

### Priority Development Areas

42. Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure including transit and utilities.
43. Promote the growth of origins and destinations in areas with a proclivity toward multi-modal options like transit and active transportation, to reduce single occupant vehicle dependency and vehicle miles traveled.
44. Seek to realize scale economies, or a critical mass, of jobs and destinations in areas across the region which can support non-SOV options and shorter trip distances, combined trips, and reduced vehicle miles traveled.

### Equitable Engagement and Decision-Making

45. Advance community-centered interventions, resources, and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term.
46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.
47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in processes.

## ENVIRONMENT

### Sustainable Development

48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.
49. Implement the Forecasted Regional Development Pattern of Connect SoCal 2024, consisting of household and employment projections that have been reviewed and refined by jurisdictions and stakeholders, to advance this shared framework for regional growth management planning.
50. Support communities across the region to advance innovative sustainable development practices.
51. Recognize and support the diversity of communities across the region by promoting local place-making, planning, and development efforts that advance equity, mobility, resilience and sustainability.

### Air Quality

52. Reduce hazardous air pollutants and greenhouse gas emissions and improve the air quality throughout the region through planning and implementation efforts.
53. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.
54. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve the air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities\*.

### Clean Transportation

55. Accelerate the deployment of a zero-emission transportation system and use near-zero emission technology to offer short term benefits where zero emissions solutions are not yet feasible or commercially viable.
56. Promote equitable use of and access to clean transportation technologies\* so that all may benefit from them.

- 57. Consider the full environmental life-cycle of clean transportation technologies including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity.
- 58. Maintain a technology neutral approach in the study of, advancement of, and, where applicable, investment in clean transportation technology.

### Natural and Agricultural Lands Preservation

- 59. Prioritize the climate mitigation, adaptation, resilience, and economic benefits of natural and agricultural lands in the region.
- 60. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding.
- 61. Support regional conservation planning and collaboration across the region.
- 62. Encourage the protection and restoration of natural habitat and wildlife corridors.
- 63. Encourage conservation of agricultural lands to protect the regional and local food supply and agricultural economy.
- 64. Encourage policy development of the link between natural and agricultural conservation with public health.

### Climate Resilience

- 65. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened.
- 66. Support local and regional climate and hazard planning and implementation efforts.
- 67. Support nature-based solutions\* to increase regional resilience of the natural and built environment.
- 68. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.
- 69. Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment.

## ECONOMY

### Goods Movement

- 70. Leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.
- 71. Prioritize community and environmental justice concerns together with economic needs and support workforce development opportunities particularly around deployment of zero-emission and clean technologies, and their supporting infrastructure.
- 72. Explore and advance the transition toward zero-emissions and clean technologies and other transformative technologies where viable.
- 73. Advance comprehensive systems-level planning of corridor/supply chain operational strategies, integrated with road and rail infrastructure, and inland port concepts.
- 74. Ensure continued, significant investment in a safe, secure, clean and efficient transportation system, including both highways and rail, to support the intermodal movement of goods across the region.

### Broadband

- 75. Support ubiquitous regional broadband deployment and access, to provide the necessary infrastructure and capability for Smart Cities strategies and to ensure that the benefits of these strategies improve safety and are distributed equitably.

76. Develop networks that are efficient, scalable, resilient and sustainable, to support transportation systems management and operations services and “tele-everything” strategies that reduce vehicle miles traveled, optimize efficiency, and accommodate future growth of regional economies.
77. Encourage investments to provide access towards digital activities that support upwards educational, financial and economic growth.
78. Advocate for current, accurate data to identify opportunity zones and solutions to support the development of broadband services to community anchor institutions and local businesses.
79. Promote an atmosphere which allows for healthy competition and innovative solutions which are speed driven, while remaining technologically neutral.
80. Use a bottom-up approach to identify and support a community’s broadband needs.

### Universal Basic Mobility\*

81. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services to improve connections to jobs, education, and basic services.
82. Promote increased payment credentials for disadvantaged community members and transition of cash users to digital payment technologies to address payment barriers.

### Workforce Development

83. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions, and employers.
84. Encourage inclusive workforce development that promotes upward economic mobility.
85. Support entrepreneurial growth with a focus on underrepresented communities.
86. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (market dynamics, technological advances, and climate change).
87. Inform and facilitate data-driven decision-making about the region’s workforce.

### Tourism

88. Consult and collaborate with state, county, and local agencies within the region charged with promoting tourism and transportation.
89. Encourage the reduced use of cars by visitors to the region by working with state, county, and city agencies to highlight and increase access to alternative options, including transit, passenger rail, and active transportation.

## REGIONAL PLANNING POLICY GLOSSARY

**AB 617 Communities:** In response to Assembly Bill (AB) 617, the California Air Resources Board (CARB) established the Community Air Protection Program. The Program’s focus is to reduce exposure in communities most impacted by air pollution. CARB, community members, local air districts, and other stakeholders are working together to identify community concerns and air quality priorities and develop actions to measure and reduce air pollution and health impacts. AB 617 Communities are communities affected by a high cumulative exposure burden around the State that have been selected by CARB annually since 2018 to develop and implement community air monitoring plans, community emission reduction programs, or both in order to improve air quality in their community. As of 2022, 17 communities have been selected as the designated AB 617 communities where air pollution reduction actions are underway. For more information on the AB 617 communities, please visit <https://ww2.arb.ca.gov/capp-communities>.

**Clean Transportation Technologies:** Zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.

**Nature-based solutions:** Actions that work with and enhance nature to help address societal challenges. This term describes a range of approaches that protect, sustainably manage, and restore nature to deliver multiple outcomes, including addressing climate change, improving public health, increasing equity, and protecting biodiversity.

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

**Technology Neutrality:** A stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.

**Transportation Equity Zones:** Communities across the SCAG region most impacted by transportation-related inequities

**Universal Basic Mobility:** Programs that provide qualified residents subsidies for transit and other mobility services.



**AGENDA NO. 5**  
**REPORT**

Southern California Association of Governments  
July 6, 2023

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Michael Gainor, Senior Regional Planner  
(213) 236-1822, gainor@scag.ca.gov

**Subject:** Draft Connect SoCal 2024 Performance Measures

**RECOMMENDED ACTION FOR EEC:**

Information Only – No Action Required

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

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Monitoring the performance of regional investments and strategies has long been employed by SCAG for evaluating progress being made toward meeting the regional goals outlined in the Regional Transportation Plan (RTP) and to assess the overall efficiency of the plan toward achieving those goals over time. The recent development of new data resources and emergence of new technologies, along with the establishment of federal performance-based transportation assessment and reporting requirements, has elevated performance monitoring in the regional planning process to an even greater significance.*

*In response to these changing circumstances, the performance monitoring program to support the development and implementation of Connect SoCal 2024 will feature some revisions from how the process has been conducted in previous Plan cycles, while maintaining its foundational purpose of serving as a compass to guide achievement of the regional vision promoted by Connect SoCal. The Connect SoCal 2024 performance monitoring program will also integrate federal transportation system performance management and Environmental Justice measures, as well as metrics specific to federal transportation conformity reporting requirements. Regional*

***greenhouse gas (GHG) emissions reduction targets established by the California Air Resources Board (ARB) are also monitored through the SCAG regional performance assessment program.***

***With each new RTP/SCS cycle, SCAG re-evaluates the region’s planning priorities and objectives for the next 20 to 25 years and identifies a corresponding set of regional performance goals to guide development of the new plan. In support of Connect SoCal 2024, SCAG opted to reduce the number of overall goals to focus on four high-level regional priority areas, including Mobility, Communities, Environment, and Economy. The four plan goals are intentionally general in nature and the Connect SoCal performance metrics are designed to be supportive of the regional goals, with many of the measures aligning to multiple goals.***

#### **BACKGROUND:**

##### **CONNECT SOCIAL 2024 PERFORMANCE MONITORING**

The Connect SoCal 2024 performance measures are the result of an extensive process of engagement and outreach conducted through the various Connect SoCal working groups. Performance monitoring is a foundational element of the RTP/SCS and must be informed by various perspectives and expertise offered through the working groups, regional partners, and subject matter experts. The Connect SoCal performance monitoring program includes two primary elements, including the assessment of plan performance based on a ‘build’ vs ‘no-build’ scenario performance assessment; and the ongoing monitoring of regional performance over time. Connect SoCal also includes an extensive equity analysis (previously the environmental justice analysis) which is supported by an additional set of performance measures that are used in the plan assessment process. This report will be limited to a presentation of the modeled Connect SoCal plan performance assessment measures and the on-going regional monitoring measures.

##### **CONNECT SOCIAL 2024 GOALS**

The Connect SoCal performance measures are organized around the four high-level regional goals that guide development of the plan. The four Connect SoCal 2024 goals include ‘Mobility’, ‘Communities’, ‘Environment’, and ‘Economy’ and are presented in Attachment 1 of this report. Each of the measures established for the plan performance assessment and the on-going regional performance monitoring programs are correlated with at least one of the plan goals, as indicated in the second column of the tables provided in Attachment 2 (Draft Connect SoCal 2024 Performance Assessment Measures) and Attachment 3 (Draft Connect SoCal 2024 On-Going Performance Monitoring Measures). The measures are intended as specific, quantifiable metrics to assess progress that has been, or may be, achieved through implementation of the Connect SoCal relative to the plan goals. For purposes of simplicity and presentational clarity, each of the performance measures are linked to only one of the four plan goals. However, many of the performance metrics serve multiple goals.

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### **Connect SoCal Goal 1: Mobility**

The Connect SoCal ‘Mobility’ goal supports the SCAG objective for building and maintaining a robust multimodal regional transportation network. The ‘Mobility’ goal is supportive of regional investments focused on the development, maintenance, and operation of transportation infrastructure that is well coordinated, resilient, and improves safety and air quality. Achievement of regional mobility objectives would ensure that reliable, accessible, affordable, and sustainable travel options are readily available to everyone, while enhancing equity in access to high-quality multimodal transportation investments and benefits.

The plan assessment performance measures associated with the Connect SoCal ‘Mobility’ goal include average travel time; access to regional job centers and to other major destinations; average trip distance; travel mode share; person hours of delay and truck delay by facility type; person delay per capita; transit boardings per capita; and travel time distribution by mode. On-going regional performance monitoring ‘Mobility’ measures include average travel time; work trip mode share; transit boardings and seat utilization; active transportation mode share; National Highway System (NHS) travel time reliability; peak hour excessive delay; NHS pavement and bridge condition; highway and transit system safety; and transit asset management.

### **Connect SoCal Goal 2: Communities**

The Connect SoCal 2024 ‘Communities’ goal promotes the development of connected and sustainable communities that are livable and thriving. The SCAG region includes a wide diversity of communities in urban, suburban, and rural settings with different needs and priorities relative to mobility, housing, and accessibility. However, all communities are strengthened through increasing transportation mode options, reducing travel distances, and providing affordable housing opportunities.

The plan assessment performance measures directly supportive of the ‘Communities’ goal include the share of regional household growth occurring within designated Priority Development Areas (PDAs); accessibility to parks; share of trips that are less than three miles; public health incidence and costs attributable to physical activity and air pollution. On-going regional performance monitoring ‘Communities’ measures include share of households near high volume roadways; housing cost burden; share of regional housing vulnerable to environmental impacts; Accessory Dwelling Unit (ADU) development; and percent of residents within a one-half mile walk to open space.

### **Connect SoCal Goal 3: Environment**

The Connect SoCal 2024 ‘Environment’ goal seeks to ensure that the SCAG region remains an environmentally sustainable place to sustain a healthful lifestyle for today’s residents and for those of the future. A sustainable environment promotes development of communities that are resilient, and able to effectively mitigate, adapt to, and respond to environmental stressors and disruptions, including climate change. Connect SoCal environmental policies seek to improve the integration and

coordination of regional land use and transportation planning activities to improve regional air quality, reduce greenhouse gas emissions, enable more sustainable use of energy and water, and conserve the unique natural resources of the SCAG region.

The plan assessment measures most directly associated with the Connect SoCal 'Environment' goal include vehicle miles traveled (VMT) per capita; greenhouse gas emission reductions; acreage of greenfield and rural lands converted to urban use; share of Williamson Act acreage impacted by urbanization; criteria air pollutant emissions; and energy and water consumption. On-going performance monitoring measures supportive of the 'Environment' goal include VMT per capita; share of residents in climate risk areas; urban heat island reduction strategies; air quality by air basin; and habitat connectivity and nature-based mitigation programs.

#### **Connect SoCal Goal 4: Economy**

The Connect SoCal 'Economy' goal promotes development of a sustainable, efficient, and productive regional economic environment that provides opportunities for all residents. Connect SoCal 2024 advances this objective through a variety of policy priorities including the provision of a resilient and efficient goods movement system that supports economic vitality, clean air attainment, and quality of life for communities in the SCAG region. Two specific outcomes relative to the development of a sustainable and productive economic environment include development of new employment opportunities, specifically those generated directly by Connect SoCal transportation system investments. The Connect SoCal comprehensive program of projects and policies will also generate new employment opportunities indirectly by creating the foundation for the improved economic competitiveness of the SCAG region within the global economy.

Plan assessment performance measures supportive of the 'Economy' goal include the number of new jobs added to the regional economy directly and indirectly due to Connect SoCal 2024 transportation system improvements; the investment benefit/cost ratio, which is a calculated ratio of monetized regional benefits provided through the Connect SoCal program of projects relative to the total cost of the plan's transportation system investments; and the share of regional employment growth occurring within designated PDAs. On-going regional monitoring 'Economy' measures include the share of Interstate mileage that provide reliable truck travel times; total number of regional jobs; and the regional unemployment rate.

#### **PLAN PERFORMANCE ASSESSMENT MEASURES**

The performance assessment process for Connect SoCal 2024 provides a means for determining how well the comprehensive program of investments and strategies featured in the regional plan may be expected to perform relative to the overall goals identified in Connect SoCal. To quantify this assessment process, a set of quantitative metrics are established to evaluate plan performance under several standard sets of planning assumptions. These assumptions are input into SCAG models to project future (2050) regional performance relative to each modeled scenario. The

scenarios are assessed based on performance observed in a comparative 'Base Year', which represents existing regional conditions at the time the current Plan was adopted. For Connect SoCal 2024, the Base Year will be 2019 since that was the most recent year for which observed regional performance data was available when Connect SoCal 2020 was adopted in April 2020.

The first set of modeling assumptions, referred to as the 'Baseline' projection, forecasts regional conditions as would be expected in the year 2050 if the transportation system investments included in Connect SoCal 2024 are not implemented. Since it assumes the continuation of existing conditions without the intervention of 2024 Plan investments, the 'Baseline' projection may also be referred to as the 'No-Build' scenario. A third set of regional planning parameters are modeled to generate the 'Plan' scenario, which projects regional conditions in 2050 with the assumption that the program of regional multimodal transportation system improvement projects and strategies identified in Connect SoCal 2024 are fully implemented.

The expectation in this process is that the 'Plan' forecast will produce results that trend toward achievement of the plan's goals relative to the 'Base Year' (2019) and will present significantly better results than those forecast for the 'Baseline', reflecting the effectiveness of Connect SoCal 2024 programs and investments in making progress toward the regional goals. The draft list of performance measures to be used to assess performance of Connect SoCal 2024 is provided in Attachment 1 of this report.

#### **ON-GOING REGIONAL PERFORMANCE MONITORING**

In addition to the performance measures used to forecast performance of the Plan under various sets of modeled regional planning assumptions, SCAG also develops a separate, complementary, set of performance metrics to monitor and quantify progress being made over time toward achieving the regional goals identified in Connect SoCal 2024. The monitoring of regional performance trends over time is key to understanding which projects, programs, and strategies are proving successful in meeting specific regional goals and which ones may require modification or reconsideration. Ultimately, progress toward achieving SCAG's regional objectives is made through implementation of the Plan at the local level. The development of a carefully calibrated on-going monitoring program serves to guide and support future regional and local planning efforts and investment options. The draft list of on-going regional performance measures is featured in Attachment 2 to this report.

#### **REGULATORY COMPLIANCE**

The draft Connect SoCal 2024 performance monitoring program also takes into full account federal and state performance objectives and requirements including the following elements:

### **Transportation Air Quality Conformity**

The Connect SoCal plan evaluation process includes measures specific to the federally mandated regional transportation conformity analysis to ensure that the Plan is consistent with, or ‘conforms’ to, the goals and objectives of the applicable air quality implementation plans for meeting National Ambient Air Quality Standards (NAAQS) in the SCAG region. These air quality measures are used to demonstrate that implementation of the Plan will not create any new violations of federal air quality standards, worsen existing violations, or delay timely attainment of federal air quality standards.

### **Federal Transportation Performance Management**

Through federal transportation authorization legislation and subsequent rulemaking, transportation system performance management became a national program. While the federal performance monitoring and reporting process is focused primarily on highway system performance and is distinct from the regionally focused process used to evaluate and monitor Connect SoCal, SCAG has integrated the federal performance measures into the Plan’s on-going regional performance monitoring program. In addition, SCAG is required to incorporate, within each update of the regional RTP/SCS, a report presenting the federal transportation management measures, the associated performance targets established for the SCAG region, and a description of progress that has been made over time toward achieving the regional targets.

### **Equity Analysis**

An essential element of the equity focus of Connect SoCal 2024 is the conduct of a comprehensive equity analysis in the performance assessment of the Plan. The Connect SoCal performance evaluation process includes an extensive equity analysis, featuring a distinct set of performance measures specific to regional social equity considerations. The Connect SoCal equity performance measures seek to identify any potential disparate impacts or burdens the plan may impose on historically marginalized communities and communities most susceptible to equity impacts in the SCAG region.

Connect SoCal 2024 integrates the concept of equity throughout its development and within its content. Focusing on equity as a core value to be integrated within the fabric of Connect SoCal 2024 will produce a Plan informed by many voices, ensuring the vision to which it aspires truly represents the diversity that defines the SCAG region. While many of the proposed Connect SoCal 2024 performance measures described in this report are relevant to regional equity, the metrics defined specifically for the plan’s comprehensive equity analysis are not included within the scope of this report.

### **Regional Greenhouse Gas (GHG) Emission Reduction Targets**

In addition to ensuring full compliance with the federal requirements described above, SCAG is also required to meet state requirements for meeting regional GHG emission reduction targets. Specifically, SCAG is required to demonstrate that the adopted Connect SoCal, once implemented,

would achieve the 2035 regional GHG emission reduction target established by the California Air Resources Board (ARB). For the SCAG region, ARB set a target of a 19 percent reduction in per capita GHG emissions by 2035, relative to GHG emission levels recorded in 2005.

### **CONNECT SOCAL 2024 PERFORMANCE MEASURES OUTREACH**

The performance measures developed in support of Connect SoCal 2024 presented in this report are the result of an extensive process of engagement and outreach conducted through the various Connect SoCal Regional Planning Working Groups, Technical Working Group, and SCAG interdepartmental coordination. The performance measures were also informed by stakeholder feedback provided through the SCAG Local Data Exchange (LDX) survey and by comments received during the various public outreach events held in support of Connect SoCal.

The survey results indicated that availability of affordable housing, viable transportation options to single occupancy vehicle travel, and climate change are three of the highest priority issues facing the SCAG region. Regarding housing, when presented with seven options, nearly 70 percent of survey respondents selected availability of affordable housing as one of the most important equity issues in the region. The need for more and better travel alternatives to the single passenger motor vehicle is highlighted with more than 30 percent of respondents reporting that they did not have access to reliable and convenient travel options, and 64 percent indicating that they would use public transit if they lived near a transit station. The importance for developing an effective response to the challenges presented by climate change is affirmed with 89 percent of survey respondents indicating that resilience to extreme weather events is an important priority for the region. The Connect SoCal 2024 performance monitoring program has been equipped to better respond to these challenges through greater focus on measures related to housing, accessibility, and resilience.

A series of four polls were administered at the Connect SoCal 2024 public outreach events, with participants asked to select their top three choices among six or seven options presented. For the first poll, participants were asked to select the best solutions for improving their community. By a wide margin, affordable housing was the top selection at all of the outreach events, with about 95 percent of participants selecting that option among their top three choices. The availability of good job opportunities near home was the second most popular selection (79 percent) followed by the availability of parks and open space (76 percent). The second poll asked what type of transportation improvements would most benefit the travel experience in their community in the year 2050. Responses for this question were more diverse, with high quality transit service being the top response at 73 percent, followed by the provision of more bicycle and pedestrian accessible destinations and route improvements. The third poll asked respondents to select their top three choices for reducing the impact of climate change over the next five years. Two options were selected by a significant majority of participants, including the conservation of natural lands and open space (67.5 percent), and transit accessible jobs and housing (63.5 percent). The fourth poll

question asked respondents to select their top three options for reducing regional risk of climate-related hazards over the next five years. With the most prevalent selection was to avoid new development in areas that are at high risk of wildfire, sea level rise, and flooding, with 83 percent of participants selecting that option. Protection of natural lands (65.5 percent) and reducing the impact of the urban heat island effect (52 percent) were the second and third most frequently selected options.

The Connect SoCal performance monitoring framework represents the full range of regional planning policy priorities as informed through the various outreach efforts. The performance measures presented in this report will serve to guide the assessment of Connect SoCal 2024 and the on-going monitoring of regional performance over time. The proposed measures are being presented in draft form in this report, and staff are seeking the input, feedback, and counsel of this Committee as development of Connect SoCal 2024 continues to move forward.

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 23/24 Overall Work Program (310.4874.04: Connect SoCal Performance Measurement & Monitoring).

**ATTACHMENT(S):**

1. Connect SoCal 2024 Goals
2. Connect SoCal 2024 Plan Performance Measures
3. Connect SoCal 2024 On-going Performance Monitoring Measures
4. PowerPoint Presentation - Connect SoCal 2024 Performance Measures

# Connect SoCal 2024 Goals

Goal	Vision	Objectives
<b>Mobility</b>	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.
<b>Communities</b>	Develop, connect, and sustain communities that are livable and thriving.	Reinforce vibrant, human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
		Produce and preserve a diversity of housing types to improve affordability, accessibility, and choices for all.
		Foster inclusive communities free from barriers that restrict access to opportunity, and actively seek to reduce racial and economic disparities.
<b>Environment</b>	Create a healthy region for the people of today and tomorrow.	Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stressors and disruptions, such as climate change.
		Integrate the region’s development pattern and transportation network to improve air quality, reduce greenhouse gas emissions, and enable more sustainable use of energy and water.
		Conserve and restore the region’s natural and agricultural resources.
<b>Economy</b>	Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.	Provide physical and digital infrastructure to improve access to education, vocational training, jobs, financial systems, and foster the growth of small business in underserved communities.
		Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.
		Improve regional multimodal transportation system infrastructure and efficiency to enhance the region’s global economic competitiveness.

# Connect SoCal 2024 Plan Assessment Performance Measures

Performance Measure	Connect SoCal Goal	Description
Access to Jobs	Mobility	Share of regional employment centers accessible during peak travel periods.
Major Destination Accessibility	Mobility	Share of major destinations accessible within 30 minutes by automobile or 45 minutes by transit.
Average Trip Distance	Mobility	Average distance traveled for work & for all trips, including trip lengths ten miles or less & 25 miles or less.
Travel Mode Share	Mobility	Share of total work trips & all trips by travel mode: auto, transit, non-motorized, & other.
Person Hours of Delay by Facility Type	Mobility	Excess travel time resulting from the difference between a reference speed & actual speed (mixed flow, HOV, & arterials).
Person-Delay per capita	Mobility	Daily amount of delay experienced per capita due to traffic congestion.
Truck Delay by Facility Type	Mobility	Excess heavy duty truck travel time based on difference between reference speed & actual speed (highways/arterials).
Average Travel Time	Mobility	Average travel time by mode: single occupancy vehicle (SOV), high-occupancy vehicle (HOV), walk, bike, & transit.
Travel Time Distribution by Mode	Mobility	Travel time distribution by mode: single occupancy vehicle (SOV), high-occupancy vehicle (HOV), & transit.
Transit Boardings per capita	Mobility	Number of annual transit boardings per capita.
Percent of Trips Less than 3 Miles	Communities	Share of work & non-work trips less than 3 miles in length.
Share of Household Growth in PDAs	Communities	Percent of total regional households located within Priority Development Areas (PDAs).
Physical Activity-Related Public Health Incidence & Costs	Communities	Public health incidences & costs related to lack of physical activity.
Air Pollution-Related Public Health Incidence & Costs	Communities	Public health incidences & costs related to air pollution.
Park Accessibility	Communities	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit.
Vehicle Miles Traveled (VMT) per capita	Environment	Daily vehicle miles traveled (VMT) per capita.
Greenhouse Gas (GHG) Emissions	Environment	Percent reduction in GHG emissions per capita (from 2005 levels).
Land Conversion to Urban Purposes	Environment	Total square miles of greenfield & rural lands converted to urban use.
Criteria Air Pollutant Emissions	Environment	ROG, CO, NOx, PM10, & PM2.5 emissions (tons per day).
Energy Consumption	Environment	Energy (electricity, natural gas, vehicle fuel) consumption per capita.
Water Consumption	Environment	Urban water consumption per capita.
New Jobs Due to Transportation System Investments	Economy	Number of new jobs added to regional economy directly related to plan transportation system investments.
New Jobs Due to Improved Economic Competitiveness	Economy	Number of new jobs added to the regional economy due to improved transportation system conditions.
Share of Employment Growth in PDAs	Economy	Percent of total regional employment growth occurring within Priority Development Areas (PDAs).
Transportation System Investment Benefit/Cost Ratio	Economy	Ratio of monetized user & social benefits to transportation system investment costs.

# Connect SoCal 2024 On-Going Monitoring Performance Measures

Performance Measure	Connect SoCal Goal	Description
Average Travel Time	Mobility	Average travel time for work & non-work trips by travel mode (SOV, HOV, walk, bike, & transit).
Commute Travel Mode Share	Mobility	Percentage of total work trips by travel mode (SOV, HOV, active transportation, transit, & work from home).
Percent of Reliable Person-Miles Traveled on the NHS	Mobility	Share of total person miles traveled on NHS roadways (Interstate & non-interstate) that produce dependable travel times as compared to expected travel times.
Active Transportation Mode Share	Mobility	Share of trips that use bicycle or pedestrian travel mode.
Annual Hours of Peak Hour Excessive Delay per capita	Mobility	Total annual hours of delay experienced per capita during peak travel periods.
Managed Lanes Utilization	Mobility	High-occupancy toll (HOT) & high occupancy vehicle (HOV) lane utilization.
Local Roads Pavement Condition	Mobility	Local roads pavement condition.
National Highway System (NHS) Bridge Condition	Mobility	Share of total regional NHS bridge deck area in 'Good' & in 'Poor' condition
National Highway System (NHS) Pavement Condition	Mobility	Share of total regional NHS pavement lane miles in 'Good' & in 'Poor' condition.
Number & Rate of Collision-Related Fatalities	Mobility	Total annual number & rate of motor vehicle collision-related fatalities.
Number & Rate of Collision-Related Serious Injuries	Mobility	Total annual number & rate of motor vehicle collision-related serious injuries.
Number of Active Transportation Fatalities & Serious Injuries	Mobility	Total annual number of collision-related bicycle & pedestrian fatalities & serious injuries.
Transit Equipment, Rolling Stock, Infrastructure, & Facility Condition	Mobility	Assessment of regional transit system equipment, rolling stock, infrastructure, & facility condition.
Transit Boardings per Capita	Mobility	Number of annual transit boardings per capita.
Transit Seat Utilization	Mobility	Transit seat capacity utilization during peak demand hour (available seats for all transit types).
Number of Transit System Fatalities, Injuries, Safety Events, & System Reliability	Mobility	Total annual number of transit system fatalities, injuries, & safety events.
Accessory Dwelling Unit (ADU) Development	Communities	Number of ADU units developed within Priority Development Areas (PDAs).
Housing Cost Burden	Communities	Share of median household income expended on housing costs.
Housing Vulnerable to Environmental Impacts	Communities	Percent of housing units constructed in environmental hazard areas (including wildland-urban interface areas).
Asthma Exacerbation	Communities	Share of population already diagnosed with asthma who had asthma related emergency room visit in previous year.
Asthma Incidence	Communities	Share of population in the region who were ever diagnosed with asthma.
Percent of Residents within 1/2 mile Walk to Open Space	Communities	Share of residents living within 1/2 mile walk to parks or open space.
Number of Park Acres per 1,000 Residents	Communities	Number of acres of parks (local, regional, & beach parks) for every 1,000 residents.
Households Located Near High-Volume Roadways	Communities	Share of households located within 500 feet of a freeway or other high-volume roadway.

# Connect SoCal 2024 On-Going Monitoring Performance Measures

Performance Measure	Connect SoCal Goal	Description
Vehicle Miles Traveled (VMT) per capita	Environment	Annual VMT generated per capita in the SCAG region.
Percent of Population in Climate Risk Areas	Environment	Share of regional population living in flood hazard, wildfire risk, sea level rise, & extreme heat areas.
Urban Heat Island reduction strategies	Environment	Strategies implemented to reduce urban heat island impacts through development of urban tree canopy.
Air Quality by Air Basin	Environment	Existing air quality condition in the various SCAG region air basins.
Habitat connectivity investments	Environment	Total value of regional investments to enhance habitat connectivity & safety.
Nature-based mitigation programs	Environment	Number of regional nature adaptation strategies & programs.
Williamson Act contract acres impacted	Environment	Percent of Williamson Act contract acreage impacted by urban growth or transportation projects.
Unemployment Rate	Economy	Percentage of labor force not employed.
Employment	Economy	Total number of regional jobs.
Percent of Interstate System Mileage Providing Reliable Truck Travel Time	Economy	Share of total Interstate mileage that produce dependable truck travel times as compared to expected travel times.



# Connect SoCal 2024 Draft Performance Measures

Mike Gainor, Senior Regional Planner  
Thursday, July 6, 2023

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

## Connect SoCal 2024 Goals

Connect SoCal is guided by four foundational regional goals as we move toward 2050:

Goal	Vision
<b>Mobility</b>	Build and maintain a robust transportation network.
<b>Communities</b>	Develop, connect, and sustain communities that are livable and thriving.
<b>Environment</b>	Create a healthy region for the people of today and tomorrow.
<b>Economy</b>	Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.

# Connect SoCal Performance Measures

## Types of performance measures to support development & implementation of Connect SoCal



## Plan Performance Assessment Measures

- Plan assessment measures evaluate how well the regional transportation system will be expected to perform in 2050 relative to Connect SoCal goals.
- Quantitative measures are identified to evaluate plan performance under several sets of planning assumptions.
- Planning assumptions are input into SCAG models to project future (2050) regional performance relative to each modeled scenario.
- Scenarios based on comparative 'Base Year' representing existing regional conditions in 2019.

# Plan Performance Assessment Measures

- The 'Baseline' projection forecasts 2050 regional conditions expected if Connect SoCal 2024 was not implemented.
- The 'Plan' scenario projects regional conditions in 2050 with the assumption that the program of regional multimodal transportation system improvement projects & strategies identified in Connect SoCal 2024 is fully implemented.
- SCAG models generate output relative to the plan measures to provide insight on how Connect SoCal impacts regional performance.

# Plan Performance Assessment Measures

Performance Measure	Connect SoCal Goal
Average Trip Distance	Mobility
Average Travel Time	Mobility
Travel Time Distribution by Mode	Mobility
Travel Mode Share	Mobility
Person Hours of Delay by Facility Type	Mobility
Person-Delay per capita	Mobility
Truck Delay by Facility Type	Mobility
Access to Jobs	Mobility
Major Destination Accessibility	Mobility
Transit Boardings per capita	Mobility
Percent of Trips Less than 3 Miles	Communities
Physical Activity-Related Public Health Incidence & Costs	Communities
Air Pollution-Related Public Health Incidence & Costs	Communities
Park Accessibility	Communities
Share of Household Growth in PDAs	Communities

# Plan Performance Assessment Measures

Performance Measure	Connect SoCal Goal
Vehicle Miles Traveled (VMT) per capita	Environment
Greenhouse Gas (GHG) Emissions	Environment
Land Conversion to Urban Purposes	Environment
Energy Consumption	Environment
Water Consumption	Environment
Criteria Air Pollutant Emissions *	Environment
New Jobs Due to Transportation System Investments	Economy
New Jobs Due to Improved Economic Competitiveness	Economy
Transportation System Investment Benefit/Cost Ratio	Economy
Share of Employment Growth in PDAs	Economy

\* Federal performance measure

## On-going Regional Monitoring Measures

- In addition to the plan assessment measures, SCAG develops a separate set of performance metrics to monitor progress being made over time toward achieving Connect SoCal goals.
- The monitoring of regional performance trends over time is key to understanding which investments & strategies are proving successful in meeting specific regional goals.
- An effective on-going monitoring program serves to inform & support future regional & local planning efforts & investments.

# On-going Regional Monitoring Measures

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- A total of 34 performance measures have been identified for the on-going regional monitoring program, 10 are new for Connect SoCal 2024.
- The on-going measures are correlated to the four Connect SoCal goal areas to ensure that progress toward achievement of regional objectives may be effectively monitored over time.
- The one-to-one correspondence is not exclusive, as many of the performance measures serve multiple regional goals.

# On-going Regional Monitoring Measures

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- Measures supportive of the Connect SoCal 'Mobility' goal relate to the efficiency of the regional multimodal transportation system for connecting people & freight to desired destinations.
- Mobility performance metrics include transportation infrastructure condition, system safety, multimodal options, & travel time reliability.
- The Mobility outcome is supported by 16 on-going regional performance measures.

# On-going Regional Monitoring Measures

Performance Measure	Connect SoCal Goal
Average Travel Time	Mobility
Commute Travel Mode Share	Mobility
Active Transportation Mode Share	Mobility
Local Roads Pavement Condition	Mobility
Transit Boardings per capita	Mobility
Transit Seat Utilization	Mobility
Percent of Reliable Person-Miles Traveled on the NHS *	Mobility
Annual Hours of Peak Hour Excessive Delay per capita *	Mobility
National Highway System (NHS) Bridge Condition *	Mobility
National Highway System (NHS) Pavement Condition *	Mobility
Number & Rate of Collision-Related Fatalities *	Mobility
Number & Rate of Collision-Related Serious Injuries *	Mobility
Number of Active Transportation Fatalities & Serious Injuries *	Mobility
Transit Equipment, Rolling Stock, Infrastructure, & Facility Condition *	Mobility
Transit System Fatalities, Injuries, Safety Events, & System Reliability *	Mobility
Managed Lanes Utilization **	Mobility

\* Federal performance measure

\*\* New measure for Connect SoCal 2024

# On-going Regional Monitoring Measures

- The 'Communities' goal is supported by on-going performance measures related to housing & public health (8 measures).
- Measures associated with the Connect SoCal 'Environment' goal focus on air quality, climate resilience, & land/habitat preservation (7 measures).
- The 'Economy' goal is supported by measures related to employment opportunities & freight movement (3 measures).

# On-going Regional Monitoring Measures

Performance Measure	Connect SoCal Goal
Housing Cost Burden	Communities
Asthma Exacerbation	Communities
Asthma Incidence	Communities
Percent of Residents within 1/2 Mile Walk to Open Space	Communities
Number of Park Acres per 1,000 Residents	Communities
Households Located Near High-Volume Roadways	Communities
Housing Vulnerable to Environmental Impacts **	Communities
Accessory Dwelling Unit (ADU) Development **	Communities
Vehicle Miles Traveled (VMT) per capita	Environment
Air Quality by Air Basin	Environment
Percent of Population in Climate Risk Areas **	Environment
Urban Heat Island Reduction Strategies **	Environment
Habitat Connectivity Investments **	Environment
Nature-based Mitigation Programs **	Environment
Williamson Act Contract Acres Impacted **	Environment
Percent of Interstate Mileage Providing Reliable Truck Travel Time *	Economy
Unemployment Rate **	Economy
Employment **	Economy

\* Federal performance measure

\*\* New measure for Connect SoCal 2024

# Connect SoCal Performance Measures

**THANK YOU!**

Mike Gainor  
 Senior Regional Planner  
[gainor@scag.ca.gov](mailto:gainor@scag.ca.gov)



**AGENDA NO. 6**  
**REPORT**

Southern California Association of Governments  
July 6, 2023

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Karen Calderon, Senior Regional Planner  
(213) 236-1983, calderon@scag.ca.gov  
**Subject:** Connect SoCal 2024 Program Environmental Impact Report (State  
Clearinghouse No.: 2022100337): Status Update on Additional  
Stakeholder Outreach and Preliminary Outline of Draft Contents

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*At the April 6, 2023 meeting SCAG staff provided the EEC with a status update on stakeholder outreach efforts and highlights of preliminary approaches to major components of the 2024 PEIR, including environmental setting, structure and environmental topics, analytical themes, mitigation approach, and alternatives analysis approach. This report provides the EEC with a status update on additional stakeholder outreach efforts since the April EEC meeting, a preliminary outline of draft contents, and a schedule of key milestones for the 2024 PEIR. Staff is seeking EEC’s feedback on the draft contents and plans to continue to keep EEC members informed of the PEIR progress and schedule, such that a recommendation for approval to release the 2024 Draft PEIR can be made to the Regional Council (RC) currently planned in Fall 2023.*

**BACKGROUND:**

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

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

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

**Status Update on 2024 PEIR Stakeholder Outreach:**

As previously reported at the April 2023 EEC meeting, the 2024 PEIR team (comprising SCAG staff and consultants) has complied with all applicable public and tribal outreach requirements, pursuant to CEQA and Assembly Bill (AB 52), for the 2024 Draft PEIR. In addition to the required outreach efforts, the PEIR team has—and will continue to—engage with stakeholders, including representatives of tribal governments, throughout the 2024 Draft PEIR development by providing periodic PEIR status updates and sharing the preliminary approaches to major components. Stakeholder outreach efforts for the 2024 Draft PEIR, to date, are presented in Table 1, below, and will continue to be updated as appropriate.

**Table 1: 2024 Draft PEIR Stakeholder Outreach (as of mid-June 2023)**

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

	Group	Public Agencies; General Public	Major Components
April 3, 2023	GLUE Counsel	Business; General Public	PEIR Overview/Status Update
Stakeholder Outreach Efforts Since the April EEC Meeting			
April 27, 2023	Ventura County Air Pollution Control District	Air Districts	PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
May 24, 2023	South Coast Air Quality Management District	Air Districts	PEIR Overview and Equity
June 29, 2023 (confirmed)	South Coast Air Quality Management District	Air Districts	PEIR Overview and Equity
July 2023 (confirmed)	Technical Working Group	Business; Environmental; Public Agencies; General Public	Preliminary Outline of Draft Contents

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

**Preliminary Outline of Draft Contents for the 2024 Draft PEIR:**

Building upon the certified Final PEIR for Connect SoCal 2020 and the 2024 Draft PEIR presentations and discussions at various targeted stakeholder outreach meetings discussed above, SCAG staff has prepared the following preliminary outline of draft contents for the 2024 Draft PEIR. While staff continues to evaluate appropriate approaches and develop draft contents for the 2024 Draft PEIR analysis, which is ongoing at this time, staff’s intent is to inform the EEC members of the PEIR team’s current thinking to offer the opportunity to review, comment, and become familiar with the PEIR’s preliminary contents such that a recommendation for approval to release the 2024 Draft PEIR document may be made to the RC in Fall 2023.

At the April 2023 EEC meeting, SCAG staff highlighted preliminary approaches to major components of the 2024 Draft PEIR, including environmental setting, structure and environmental topics, analytical themes, mitigation approach, and alternatives analysis approach. These approaches are reflected in the following preliminary outline of draft contents by chapters for the 2024 Draft PEIR. Key information of each chapter is summarized below. Appendices will be included as appropriate.

- **Executive Summary:** This will summarize key information presented in the PEIR, including a

table depicting significant environmental impacts and proposed SCAG and potential project-level mitigation measures for each significant environmental impact discussed in Chapter 3.

- **Chapter 1.0 – Introduction:** This chapter will provide background information on SCAG’s roles and responsibilities. The introduction will summarize the results of the scoping process and describes the PEIR as programmatic environmental document. This chapter will also describe the CEQA process, emphasizing the early identification of stakeholders and engagement through the scoping process and beyond. Supplemental materials, including the Notice of Preparation (NOP) of a Draft PEIR and comments received on the NOP, will be attached, as appropriate, in appendices to the 2024 Draft PEIR document. Furthermore, the chapter will include relevant information on CEQA streamlining, the environmental review process, and an overview of the contents in Chapters 2.0 through 5.0 of the PEIR.
- **Chapter 2.0 – Project Description:** This chapter will briefly summarize the Plan’s location and vision, goals, regional planning policies, and implementation strategies and highlight refinements or enhancements since Connect SoCal 2020. This chapter will include Plan goals and objectives. Regional growth forecast projections and major Plan components that have the potential to result in adverse effects on the environment will also be summarized.
- **Chapter 3.0 – Environmental Setting, Impacts, and Mitigation Measures:** For each of the 20 environmental topics identified in Appendix G of the CEQA Guidelines, the analysis will address Environmental Setting; Regulatory Framework; Thresholds of Significance; Methodology; Analysis of Direct, Indirect, and Cumulative Impacts; Mitigation Measures; and Level of Significance after Mitigation Measures. Each section will describe the regulatory framework with respect to current laws, regulations and recent CEQA case law, as well as the relevant Plan Policies and/or Implementation Strategies taken into consideration in evaluating the environmental effects of the Plan for that environmental topic. As required by the provisions of CEQA, determination of impacts will be based on a comparison of the Plan to existing conditions. Each section will identify its PEIR baseline and conduct a programmatic analysis of potential environmental impacts of the Plan for that topic.
- **Chapter 4.0 – Alternatives:** This chapter will describe a reasonable range of feasible alternatives to the Plan, which would feasibly attain most of the Plan’s objectives but would avoid or substantially lessen any of the significant effects of the Plan at a programmatic and region-wide level. It will include a qualitative comparison of the Plan to the No Project Alternative and the Intensified Land Use Alternative.
- **Chapter 5.0 – Other CEQA Considerations:** This chapter will identify the significant unavoidable environmental effects, significant irreversible environmental effects, irreversible damage from environmental accidents, and growth inducing impacts of the Plan.
- **Chapter 6.0 – Persons and Sources Consulted:** This chapter lists contributors to preparation of the PEIR and includes a list of sources consulted and used in preparing the PEIR.
- **Section 7.0 – Glossary:** This chapter will include acronyms used in the PEIR.

**Next Steps:**

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

**Table 3: Key Milestones for the Connect SoCal 2024 PEIR**

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

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

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

Milestones	Dates (Expected)
EEC Review of Status Update on Stakeholder Outreach and Highlights of Preliminary Approaches to 2024 Draft PEIR Major Components	April 6, 2023
EEC Review of Status Update on Additional Stakeholder Outreach and Preliminary Outline of Draft Contents	July 7, 2023 (this meeting)
EEC Review of the Summary of Stakeholder Outreach, Approaches to 2024 Draft PEIR Major Components, and Summary of Contents of the 2024 Draft PEIR, and Consideration to Recommend that RC Authorize Release of the 2024 Draft PEIR for Public Review and Comments (Action Item)	Fall 2023
EEC Review of the Summary of Public Comments on the 2024 Draft PEIR	February 2024
EEC Review of the Summary of Contents of the Proposed 2024 Final PEIR	March 2024
Consideration to Recommend that RC Certify the Proposed 2024 Final PEIR (Action Item)	April 2024

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



**FISCAL IMPACT:**

Work associated with this item is included in the current Fiscal Year 2022-2023 Overall Work Program (23-020.0161.04: Environmental Compliance, Coordination & Outreach).



**AGENDA NO. 7**  
**REPORT**

Southern California Association of Governments  
July 6, 2023

**To:** Transportation Committee (TC)  
**From:** Priscilla Freduah-Agyemang, Senior Regional Planner  
(213) 236-1973, agyemang@scag.ca.gov  
**Subject:** Regional Transit Target Setting

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

**EXECUTIVE SUMMARY:**

*Moving Ahead for Progress in the 21st Century Act (MAP-21) defined performance-based planning requirements for metropolitan transportation planning, including federally required performance measures specifically for Transit Asset Management (TAM) and state of good repair (SGR), as well as for transit safety. As a Metropolitan Planning Organization (MPO), SCAG has responsibilities for coordination, target setting, and progress reporting on these measures as part of the long-range plan, Connect SoCal or the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the Federal Transportation Improvement Program (FTIP). For the past year, SCAG staff have been coordinating with the County Transportation Commissions (CTCs) and transit operators through the Regional Transit Technical Advisory Committee (RTTAC) to develop draft regional TAM and transit safety targets. SCAG staff will integrate these targets into the draft Connect SoCal 2024 that will be released this fall. This staff report provides an update on the approach to the target setting process.*

**BACKGROUND:**

Moving Ahead for Progress in the 21st Century Act (MAP-21) defined performance-based planning requirements for metropolitan transportation planning, including federally required performance measures specifically for Transit Asset Management (TAM) and for transit safety. As a Metropolitan Planning Organization (MPO), SCAG has responsibilities for coordination, target setting, and progress reporting on these measures as part of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), or Connect SoCal, and the Federal Transportation Improvement Program (FTIP), under the Metropolitan Planning Final Rule (23 CFR 450). These statutes and

regulations guide the operation and delivery of transit and rail, specify requirements for providers and affect how transit must be considered in the federally defined metropolitan planning processes. The RTP/SCS must include a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, including progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data. Similarly, the FTIP must include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the targets identified in the RTP/SCS, linking investment priorities to the performance targets.

SCAG has metropolitan planning agreements in place with the County Transportation Commissions (CTCs) and transit providers that were updated in 2018 to incorporate provisions for data sharing and the coordinated development of transit performance targets.

#### **DISCUSSION:**

The approach to updating the TAM targets and developing transit safety targets follows the approach previously approved by the Regional Council and used for the 2020 TAM targets and the 2021 initial transit safety targets, including coordination with the CTCs and the transit agencies on the Regional Transit Technical Advisory Committee (RTTAC).

#### **Transit Asset Management (TAM)**

In July 2016, the Federal Transit Administration (FTA) published the TAM Final Rule, which outlined how agencies can increase system reliability and performance through the adoption of a TAM Plan. The rule requires operators to adopt a TAM Plan and update it at minimum every four years, inventory their assets, set performance targets, come up with a list of prioritized investments, and report to the National Transit Database (NTD) annually. The rule also requires operators to coordinate with their respective MPOs (SCAG) to set regional TAM targets.

TAM requirements apply to all recipients and sub-recipients of federal financial assistance under Federal Transit Act Chapter 53 (49 USC, Chapter 53) that own, operate, or manage capital assets used in providing public transportation. The TAM Final Rule (49 CFR 625) establishes a National TAM System to monitor and manage public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance.

In January 2022, the FTA published an update in accordance with the Bipartisan Infrastructure Law that continues the TAM program with two minor updates. The law requires the consideration of TAM plan elements in two other FTA programs:

- Fixed Guideway Capital Investment Grants (Section 5309): Added a requirement to determine whether a project sponsor has made progress toward meeting their TAM performance targets.

- State of Good Repair Grants (Section 5337): Added a requirement to consider whether an applicant has identified rail vehicle replacements as a priority in the recipient’s TAM program.

**Selection of TAM Targets**

TAM is meant to help prioritize funding in a way that maintains transit/rail assets in a state of good repair (SGR) based on the conditions and performance of the assets. The Final Rule requires transit agencies to set TAM performance targets based on SGR performance targets. The measures are divided into asset classes to specify useful life benchmarks (i.e., the expected life cycle or the acceptable period of use in service for a capital asset) by asset type.

The region’s first TAM targets were integrated into Connect SoCal 2020. Since then, as required, progress on the targets has been reported in the FTIP. SCAG is updating the TAM performance targets for inclusion in Connect SoCal 2024. Staff is developing the targets in collaboration with the CTCs and the transit agencies in the region. The targets are based on agency TAM plans and targets, and transit agencies reported asset data and conditions through the SCAG TAM database portal (TransAM). The targets will be identified based on the four FTA categories of assets—equipment, rolling stock, infrastructure, and facilities—and performance measures for each class. All vehicles are measured with Useful Life Benchmarks, and facilities require a condition assessment and the use of the FTA Transit Economic Requirements Model (TERM) model or a similar tool. In the region, only Los Angeles County Metropolitan Transportation Authority (Metro) and Metrolink are currently rail operators and expected to address the infrastructure category.

The TAM targets are determined using weighted three-year county averages and based on operator targets. This approach was developed in coordination with the CTCs and transit operators through the RTTAC and is consistent with the methodology used for the transit targets that were adopted as part of Connect SoCal 2020. This represents a reasonable approach, particularly as local funding decisions for transit are made at the county level. The development of these targets includes consideration of the California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation (Cal. Code Regs. Tit. 13 § 2023.1), which requires all transit agencies to transition to 100 percent zero emission bus (ZEB) fleets by 2040.

The preliminary TAM targets for inclusion in the draft Connect SoCal 2024 are detailed in the table that follows.

	<b>Rolling Stock</b> <i>(% of revenue vehicles &gt; ULB*)</i>	<b>Equipment</b> <i>(% of non-revenue vehicles &gt; ULB*)</i>	<b>Facilities</b> <i>(% of facilities &lt; TERM** scale 3)</i>	<b>Infrastructure</b> <i>(% of track segments with restrictions)</i>
Imperial	0.0%	n/a	n/a	n/a



Los Angeles	17.4%	35.5%	1.5%	2.11%
Orange	12.7%	18.4%	0.0%	n/a
Riverside	5.3%	19.8%	8.7%	n/a
San Bernardino	6.2%	19.7%	10.3%	n/a
Ventura	12.2%	21.3%	0.0%	n/a
Metrolink	0.4%	50.5%	20.0%	1.83%
<b>SCAG Region</b>	<b>14.9%</b>	<b>34.1%</b>	<b>2.8%</b>	<b>1.89%</b>

\* ULB = Useful Life Benchmark

\*\* TERM = Transit Economic Requirements Model

**Public Transportation Agency Safety Plan (PTASP)**

Similar to the TAM rule, in July 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which became effective on July 19, 2019. The PTASP Final Rule (49 C.F.R. Part 673) requires certain operators of public transportation systems that are recipients or sub recipients of federal financial assistance under 49 U.S.C Chapter 53 to develop safety plans that include the processes and procedures necessary for implementing Safety Management Systems (SMS). SMS components of a safety plan include Safety Management Policies, Safety Risk Management, Safety Assurance and Safety Promotion. Transit agencies are meant to consider the results of asset condition assessments while performing safety risk management and safety assurance activities. The rule provides exemptions for commuter rail agencies regulated by the Federal Railroad Administration (FRA), ferries, and recipients that only receive federal financial assistance under Section 5310, Section 5311, or both.

The PTASP is intended to improve public transportation safety by guiding transit agencies to proactively manage safety risks in their systems. The PTASP must include seven safety performance targets by modal types, and transit agencies must coordinate with their respective MPOs to the maximum extent practicable, in the selection of regional performance targets. Each transit agency must annually certify via FTA’s Certification and Assurances process that its safety plan meets the requirements of the Final Rule.

As part of the Bipartisan Infrastructure Law, on February 17, 2022, the FTA published changes in the process for developing PTASPs, including the need to create safety committees for operators in large, urbanized areas and a requirement for operators in small, urbanized areas to include a frontline employee representative in the development of PTASPs.

Per the PTASP Final Rule, an operator is required to set safety performance targets based on the safety performance measures established in the National Public Transportation Safety Plan (NSP) (49 CFR673.11(a)(3)) based on four main categories:

1. Fatalities: Total number of reportable fatalities and rate per total vehicle revenue miles (VRM) by mode
2. Injuries: Total number of reportable injuries and rate per total VRM by mode
3. Safety Events: Total number of reportable events and rate per total VRM by mode
4. System Reliability: Mean distance between major mechanical failures by mode

The thresholds for reportable fatalities, injuries, and safety events are defined in the National Transit Database (NTD) Safety and Security Reporting Manual.

**Selection of Transit Safety Targets**

To fulfill the requirements of the final rule, SCAG developed initial safety targets which were adopted by the Regional Council in June 2021. For Connect SoCal 2024, staff is developing updated transit safety performance targets in partnership with the CTCs and transit agencies. Following the same methodology that was used for the initial safety targets adopted by the Regional Council, the updated set of transit safety targets will be based on county weighted averages and agency PTASPs. The preliminary transit safety targets for inclusion in the draft Connect SoCal 2024 are detailed in the tables that follow.

**Fixed Route Bus**

	Fatalities	Fatality Rate*	Injuries	Injuries Rate*	Safety Events	Safety Events Rate*	System Reliability
Imperial	0	0	14	0.0	28.0	0.24	102,868
Los Angeles	0	0	510	0.6	493	0.34	10,843
Orange	0	0	84	0.6	136	1.02	14,912
Riverside	0	0	22	0.2	31	0.23	16,255
San Bernardino	0	0	28	0.1	28	0.10	17,070
Ventura	0	0	6	0.2	17	0.17	24,045
<b>SCAG Region</b>	<b>0</b>	<b>0</b>	<b>663</b>	<b>0.5</b>	<b>733</b>	<b>0.37</b>	<b>12,868</b>

\* Per 100,000 Vehicle Revenue Miles

**Demand Response**

	Fatalities	Fatality Rate*	Injuries	Injuries Rate*	Safety Events	Safety Events Rate*	System Reliability
Imperial	0	0	7	0.0	10	0.20	36,595
Los Angeles	0	0	28	0.1	57	0.22	48,920
Orange	0	0	0	0.0	0	0.00	14,000



Riverside	0	0	7	0.1	9	0.19	16,205
San Bernardino	0	0	5	0.1	5	0.09	62,837
Ventura	0	0	5	0.3	9	0.23	41,899
<b>SCAG Region</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0.1</b>	<b>89</b>	<b>0.16</b>	<b>43,066</b>

\* Per 100,000 Vehicle Revenue Miles

**Rail**

	Fatalities	Fatality Rate*	Injuries	Injuries Rate*	Safety Events	Safety Events Rate*	System Reliability
Los Angeles	0	0	92	0.5	33	0.16	50,624

\* Per 100,000 Vehicle Revenue Miles

**NEXT STEPS:**

SCAG staff will continue to coordinate with the CTCs and transit agencies to finalize the draft TAM and transit safety targets. The targets will be consistent with the Connect SoCal financial forecast and recommended strategies, and will be integrated into the draft Connect SoCal 2024 that will be brought forward to the Transportation Committee for consideration this fall.

**FISCAL IMPACT:**

Funding for staff work on this issue is included in FY22/23 OWP 140.0121.08 Transit Performance Monitoring and Target Setting.



**AGENDA NO. 8**  
**REPORT**

Southern California Association of Governments  
July 6, 2023

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

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

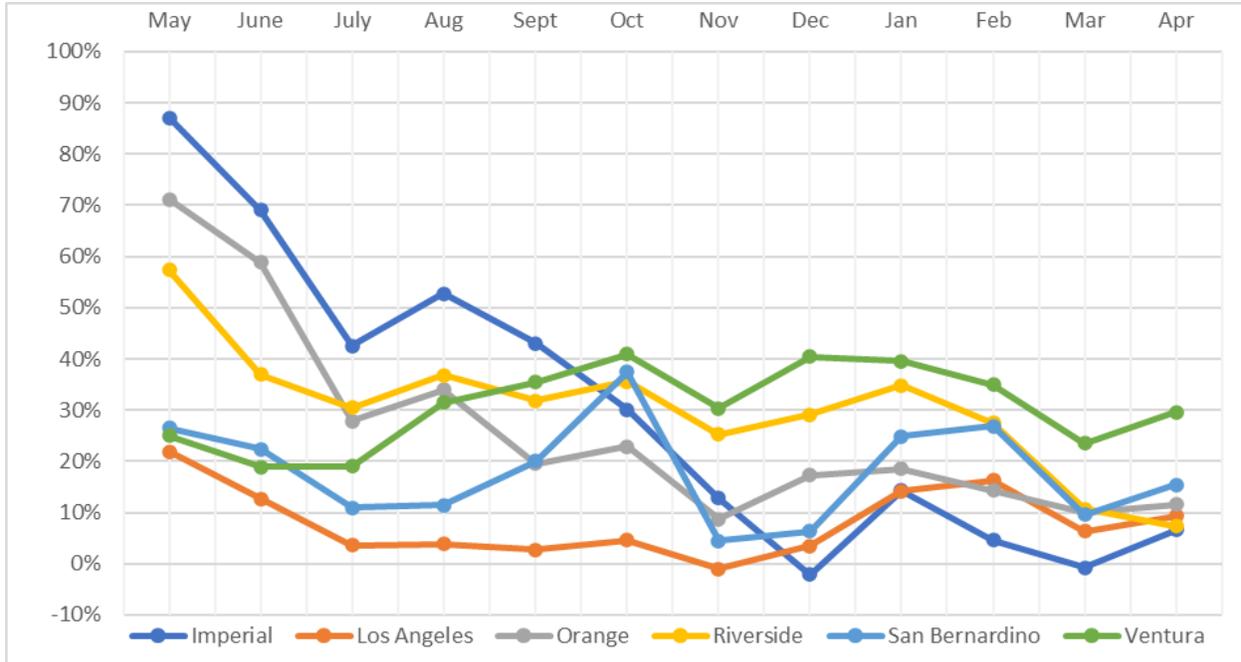
**EXECUTIVE SUMMARY:**

*Since before the COVID-19 pandemic, SCAG staff has monitored transit system performance and reported it to the Regional Transit Technical Advisory Committee and in Connect SoCal. In response to last summer's Transportation Committee member comments, staff committed to presenting quarterly transit ridership data for transit operators across the region. Though transit ridership has improved over the course of the past few years, it is still significantly less than it was prior to the pandemic. Overall, the region's bus ridership levels are currently 26% below what they were pre-pandemic. For Metro, bus ridership has recovered more than rail ridership. For example, when comparing April 2022 to April 2023, bus ridership was down 23% and rail ridership was down 36%. The issue with rail ridership recovery extends to Metrolink whose ridership is currently 57% lower than it was pre-pandemic at this time. Though some transit operators are optimistic that higher gas prices and worsening traffic congestion may motivate more ridership, many remain uncertain of what the longer-term future normal may look like, particularly if remote working remains a norm for discretionary riders who tend to take rail.*

**BACKGROUND:**

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

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



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of April 2023.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Ventura County experiencing the most significant increase (30%, comparing April 2022 to April 2023), San Bernardino and Orange Counties reflecting modest gains (15% and 12% respectively, comparing April 2022 to April 2023), and Los Angeles, Imperial, and Riverside Counties reflecting low gains (9%, 7%, and 7% respectively, comparing April 2022 to April 2023). Regional bus ridership overall increased 10% over the same time period. Note: the April increases across the board are lower than they were for the preceding months. For example, bus ridership overall increased 17% comparing February 2021 to February 2022 and 15% comparing January 2021 to January 2022.

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

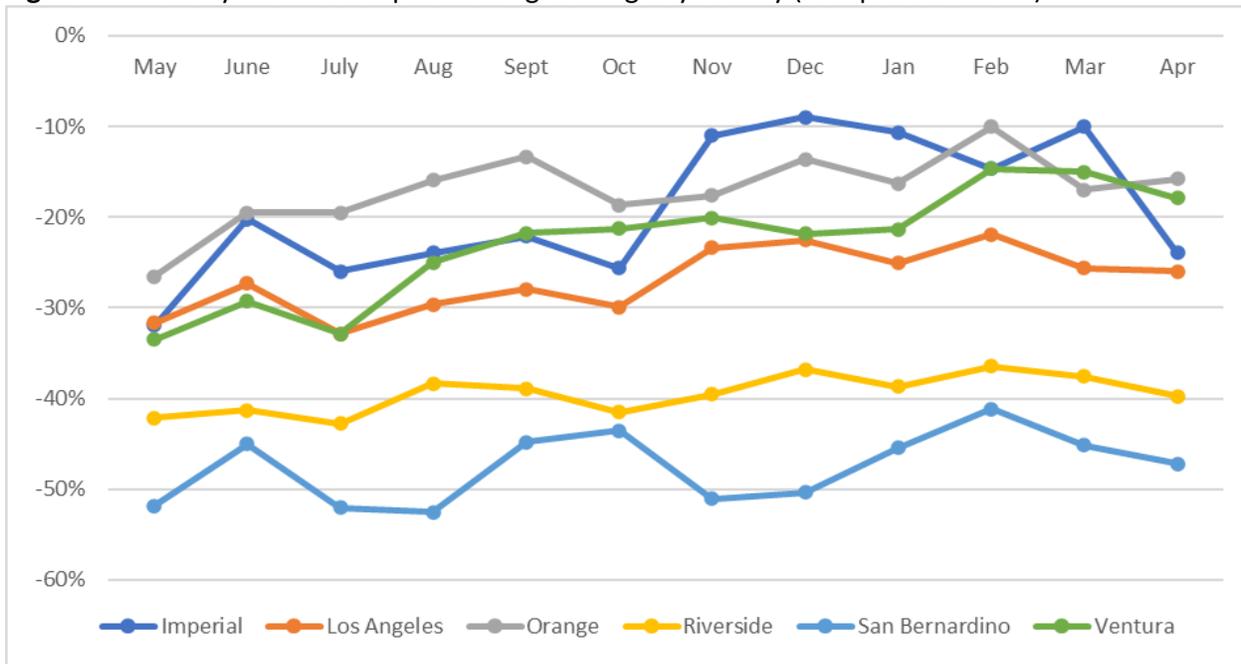
Bus Operator	Qtr4	Qtr1	Qtr2	Qtr3
	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Apr*
Anaheim Transportation Network	2869%**	36%	9%	13%
Antelope Valley Transit Authority	23%	24%	0%	4%
Beach Cities Transit (City of Redondo Beach)	43%	19%	-3%	-19%
City of Commerce Municipal Buslines	181%	155%	152%	58%

City of Glendale	54%	55%	39%	36%
City of Los Angeles Department of Transportation	47%	23%	22%	9%
City of Pasadena	30%	20%	22%	-5%
Culver City Municipal Bus Lines	23%	2%	19%	23%
Foothill Transit	19%	13%	19%	10%
Gold Coast Transit	21%	28%	36%	32%
City of Gardena Transportation Department	24%	-1%	32%	20%
Imperial County Transportation Commission	79%	46%	13%	6%
Long Beach Transit	13%	3%	4%	-14%
Los Angeles County Metro	16%	1%	0%	14%
Montebello Bus Lines	14%	-2%	-21%	-6%
Norwalk Transit System	17%	32%	-5%	-7%
Omnitrans	25%	17%	12%	17%
Orange County Transportation Authority	41%	25%	19%	14%
Riverside Transit Agency	63%	39%	37%	20%
Santa Clarita Transit	21%	39%	30%	-3%
Santa Monica's Big Blue Bus	35%	26%	25%	21%
SunLine Transit Agency	19%	23%	18%	16%
Torrance Transit System	-6%	-27%	-17%	0%
Ventura Intercity Service Transit Authority	51%	32%	20%	9%
Victor Valley Transit Authority	-6%	-10%	51%	29%
<b>TOTAL</b>	24%	7%	5%	12%

Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of April 2023. \*This quarter includes an additional month of data, April 2023, to allow for the utilization of the most up-to-date data. \*\*This extreme percentage may be due to a data reporting error or due to service cuts (see pages 1 and 2 of the following report: <https://rideart.org/wp-content/uploads/2022/01/Agenda-Item-17-Annual-Report.pdf>).

Overall, these trends are better than where the region was in April 2021 when overall transit ridership was down by 47%. However, bus ridership is still nowhere near what it was pre-pandemic for all counties aside from Orange and Ventura Counties as reflected in Figure 2 below. In Imperial and Los Angeles Counties, bus ridership remains 24% and 26% below where it was pre-pandemic for the most recent month of data, April. In Riverside and San Bernardino Counties, bus ridership is 40% and 47% below where it was pre-pandemic for the most recent month of data, April. Overall, the region's bus ridership levels are currently 26% below what they were pre-pandemic.

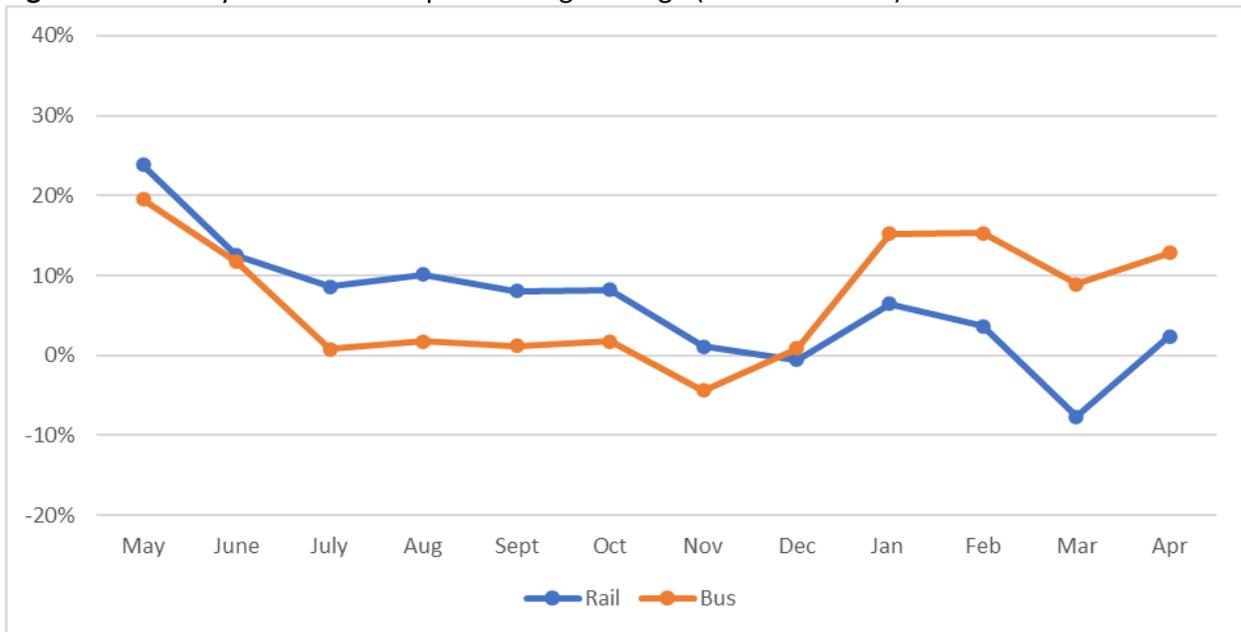
**Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)**



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of April 2023.

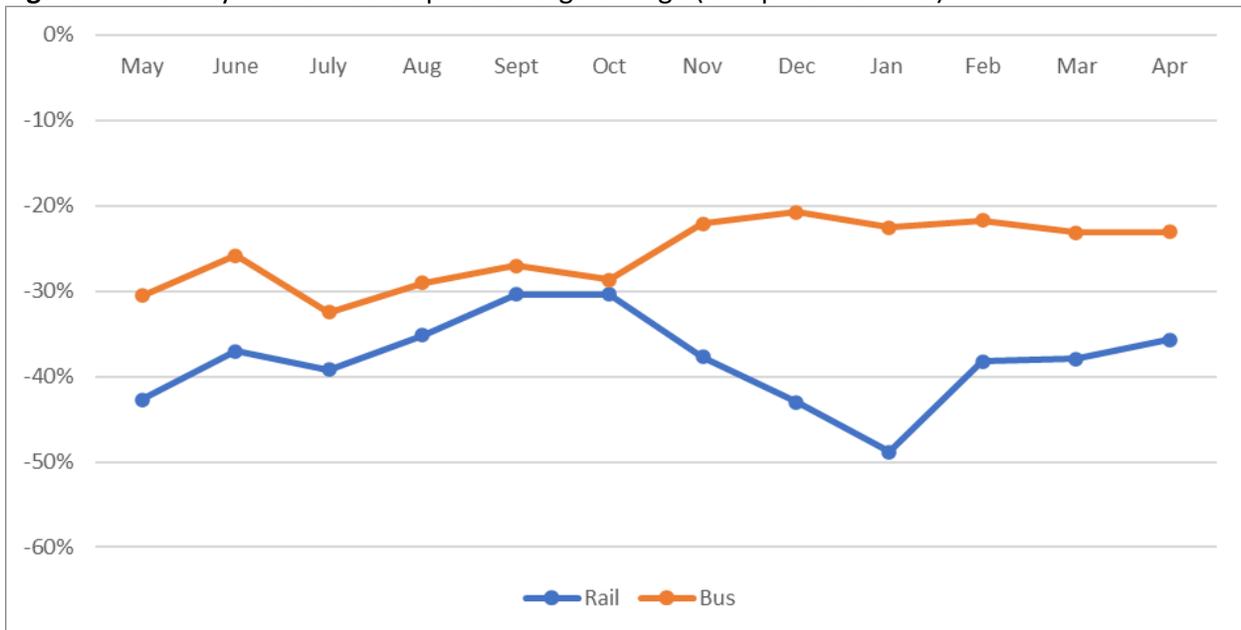
Data reported by Metro for its bus and rail systems through April 2023 are reflected in Figures 3 and 4 below. Metro bus ridership is up by nearly 13% in April 2023 compared to April 2022. Metro rail ridership is up by only 2% for the same time period. Similar to other transit operators, Metro ridership increases were more significant in May when they were 20% (bus) and 24% (rail). While these trends are better than where the region was in April 2021, they are still well below pre-pandemic levels. For example, when comparing April 2019 to April 2023, bus ridership was down 23% and rail ridership was down 36%.

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



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of April 2023.

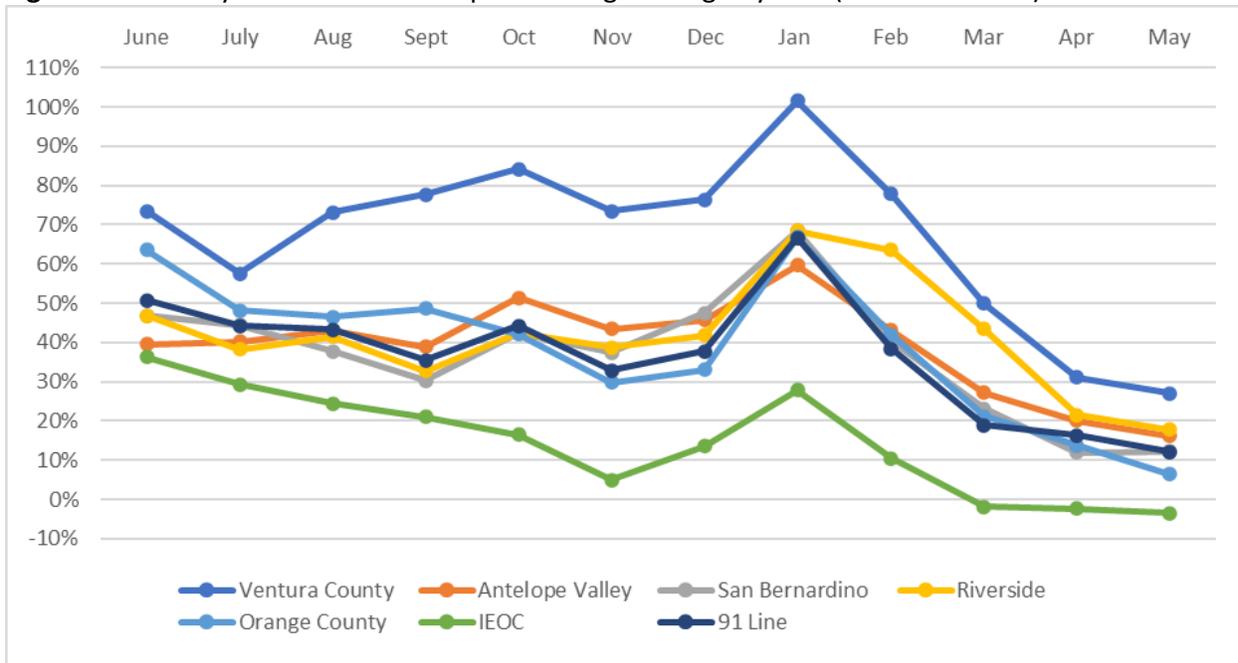
**Figure 4. Monthly Metro Ridership Percentage Change (Compared to 2019)**



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of April 2023.

Figures 5 and 6 below reflect total monthly ridership data reported by Metrolink by line through May 2023. Overall, Metrolink commuter rail ridership is up by approximately 11% in May 2023 compared to May 2022, with the Ventura County Line experiencing the most significant increase (27%), and the Riverside (18%), Antelope Valley (16%), San Bernardino (12%), 91 Line (12%) and Orange County (7%) lines reflecting modest ridership increases. The Inland Empire-Orange County (IEOC) line is the only Metrolink line experiencing a loss in ridership (-4%, comparing May 2022 and May 2023). It is important to note that the May increases across the board are significantly lower than they were for the preceding months. For example, Metrolink ridership overall increased 41% comparing February 2022 to February 2023 and 63% comparing January 2022 to January 2023.

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

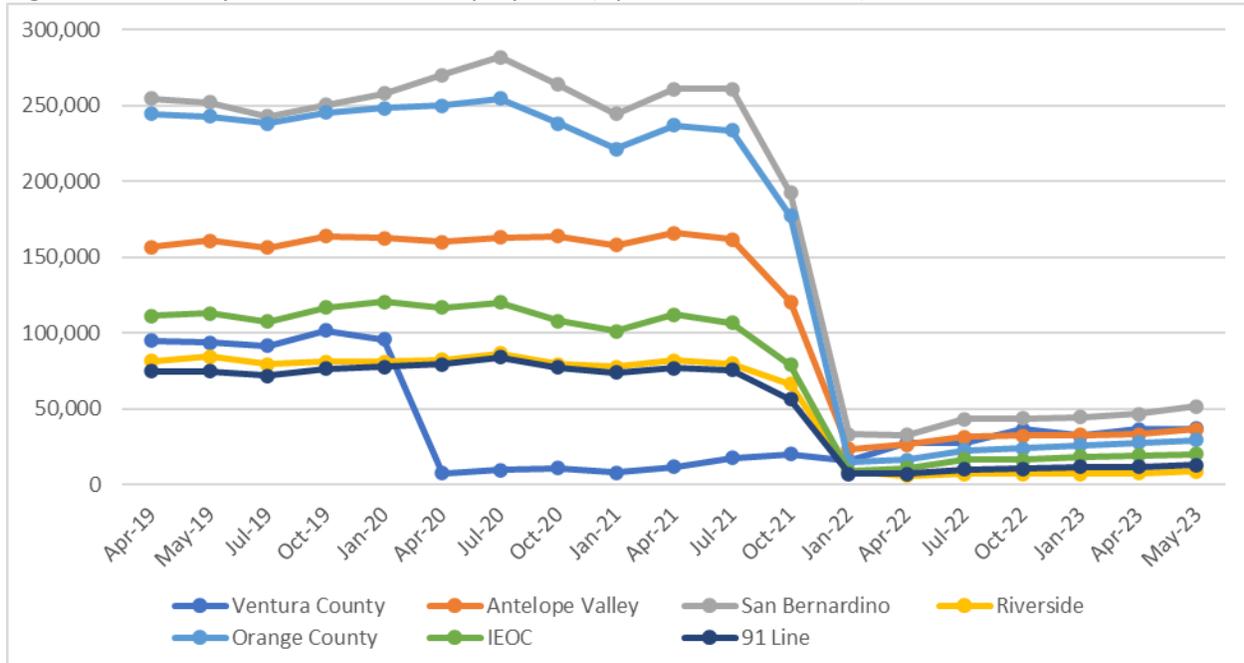


Source: Southern California Regional Rail Authority, as of May 2023.

In addition, total ridership is still 57% lower than it was pre-pandemic at this time (May 2023 compared to May 2019). Metrolink estimates that it has only recovered roughly 40% of its pre-pandemic ridership. Pre-pandemic, 80% of Metrolink trips were commute trips. That figure has declined to just over half (52%) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20% pre-pandemic to currently 48%. Metrolink has

noted that higher gas prices and worsening traffic congestion may help it to continue to attract traditional commuters.<sup>1</sup>

**Figure 6. Monthly Metrolink Ridership by Line (April 2019 to Present)**



Source: Southern California Regional Rail Authority, as of May 2023.

**American Public Transportation Association (APTA) Ridership Trends Dashboard**

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

**NEXT STEPS:**

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

<sup>1</sup> Metrolink 2022 Customer Survey Staff Report: <https://d2kbo27fdvtw.cloudfront.net/metrolink/97954c01397b5cd4e13a0002dbcc1ef20.pdf>



**FISCAL IMPACT:**

None.



**AGENDA NO. 9**  
**REPORT**

Southern California Association of Governments  
July 6, 2023

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

**From:** Nolan Borgman, Planning Supervisor  
213-236-1962, borgman@scag.ca.gov

**Subject:** REAP 2.0 CTC Partnership Program Award List

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR TC:**

Recommend that the Regional Council: (1) approve the REAP 2.0 County Transportation Commission (CTC) Partnership Program Project Award List and Contingency List; and (2) authorize the SCAG Executive Director or his designee to enter into agreements with the designated CTCs under this program and execute all documents incident to the agreements.

**RECOMMENDED ACTION FOR RC:**

1. Approve the REAP 2.0 CTC Partnership Program Project Award List and Contingency List; and
2. Authorize the SCAG Executive Director or his designee to enter into agreements with the designated CTCs under this program and execute all documents incident to the agreements.

**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. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*Consistent with the CTC Partnership Program Guidelines approved by the Transportation Committee (TC) and Regional Council (RC) on October 6, 2022, staff is seeking approval of the REAP 2.0 County Transportation Commission (CTC) Partnership Program project award and contingency lists. The project award list consists of 33 projects totaling \$80 million. Due to the constraints of the schedule established by the REAP 2.0 expenditure deadline of June 30, 2026, staff is bringing this approval request to both TC and RC simultaneously. Upon approval of the recommendation and the California Department of Housing and Community Development’s approval of SCAG’s Full REAP 2.0 Application, staff will enter agreements with the CTCs to encumber the funds, allowing the CTCs to initiate their SCAG-funded work on the projects.*

**BACKGROUND:**

The State's Regional Early Action Planning Grants of 2021 program (REAP 2.0) supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty through the following program objectives:

1. Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability;
2. Affirmatively Furthering Fair Housing; and
3. Reducing Vehicle Miles Traveled.

REAP 2.0 is a grant program established by AB 140 (July 2021) in the mid-year budget revise for the State's FY 21-22 budget. Funding comes from the state general fund, and approximately \$600 million is available statewide. The program is available to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region formula share is \$246,024,084. All REAP 2.0 funds are to be obligated by June 30, 2024 and expended with a final closeout report due by June 30, 2026.

SCAG has allocated \$95 million to two REAP 2.0 transportation initiatives called the Transportation Partnership Programs – the CTC Partnership Program and the Regional Pilot Initiatives (RPI) Program. Both programs were first introduced to the Regional Council on July 7, 2022, when the Regional Council approved SCAG's REAP 2.0 Program Development Framework.

The CTC Partnership Program is an \$80 million competitive program developed in close partnership between SCAG and the County Transportation Commissions (CTCs) to fund county-specific pilots and projects. The eligible recipients are the six CTCs within the SCAG region: Imperial County Transportation Commission (ICTC), Los Angeles County Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (VCTC).

The CTC Partnership Program Guidelines, available on the SCAG REAP 2.0 program website, were approved by TC and RC on October 6, 2022. In alignment with REAP 2.0 and SCAG goals, the Guidelines specified eligible activities across the following categories:

1. Realizing Multimodal Communities
2. Shifting travel behavior through reducing driving
3. Increasing transit ridership

**OUTREACH:**

SCAG collaborated with the CTCs individually and through the creation of a CTC Partnership Program Working Group, and conducted general public and stakeholder outreach. The CTC Partnership Program Guidelines were discussed during the June 2022 meeting of the CTC Working Group. In August and September 2022, SCAG staff met one-on-one with the CTCs to identify

potential projects and to receive input in advance of developing final program guidelines. SCAG continued to meet with the CTCs monthly prior to the Call for Projects opening, including in-person site visits to each CTC.

The draft guidelines were released on September 20, 2022 and remained open for public comment for 22 days. The program was made available on SCAG's REAP 2.0 program website, and encouraged comment from all people who work, live, or have an interest in the SCAG region. SCAG staff shared the opportunity to share public comment through newsletters, targeted email blasts and meeting announcements. SCAG staff presented the CTC Partnership program to tribal representatives by virtual workshop on September 28, 2022, as well as presentations to stakeholders and the general public at virtual workshops on October 17, 2022 and October 20, 2022. SCAG also presented to the Regional Transit Technical Advisory Committee on March 29, 2023.

#### **SUMMARY OF REVIEW PROCESS:**

On April 12, 2023, SCAG released the CTC Partnership Program Call for Projects. Prior to closing the Call on May 9, 2023, SCAG held an application workshop and made office hours available to applicants. On May 10, 2023, prior to disseminating applications for panel review, staff conducted an initial review and deemed the applications complete. SCAG received a total of 37 projects totaling over \$115 million.

Review criteria included:

- Eligibility: Each project had to meet all three REAP 2.0 goals and could not receive a zero (0) in any scoring category.
- Average score: Proposals were reviewed and scored by six-member panels according to the scoring rubric in the CTC Partnership Program Guidelines and scoring criteria in the CTC Partnership Program Application.
- Prioritization: Sub-applicants were asked to rank each of their projects in order of priority.
- Allocation Targets, based on California Department of Finance population projections for 2030, as included in the guidelines.
- A minimum of 70% of funds allocated towards Implementation Projects, as stipulated in the REAP 2.0 Guidelines.

#### **SUMMARY OF AWARD RECOMMENDATIONS:**

SCAG recommends funding 33 projects. These projects are well-aligned with REAP 2.0 and SCAG goals. Notices of intent to award were sent to the CTCs on June 12, 2023. A full list of project awards and contingency list is available in Attachment 1. A summary of awards across counties is provided below.

County	Projects Requested	Fully Funded	Partially Funded	Unfunded	Total Award
Imperial	1	1	-	-	\$1,000,000
Los Angeles	11	6	3	1	\$41,279,497
Orange	11	10	1	-	\$13,290,000
Riverside	7	4	1	2	\$11,088,635
San Bernardino	2	1	1	-	\$9,564,868
Ventura	5	4	-	1	\$3,777,000
<b>Total SCAG Region</b>	<b>37</b>	<b>27</b>	<b>6</b>	<b>4</b>	<b>\$80,000,000</b>

Project awards are split across the three eligible projects categories:

- \$35 million invested in projects to Increase Transit Ridership
- \$36 million invested in projects to realize Multimodal Communities
- \$9 million invested in projects to shift Travel Behavior

With the CTC Partnership Program, SCAG will fund a diverse set of transformative planning and implementation projects that expand access, increase mobility options, bring jobs and housing closer together, and achieve a more sustainable growth pattern across the region.

Please note that contingency projects will be awarded as funding becomes available (e.g., due to an initially awarded project’s inability to comply with the State’s REAP 2.0 requirements). Available funding will be prioritized for projects receiving partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed to fully fund the partial award, the surplus funds will be awarded to projects on the contingency list within the county where the funding was initially awarded. Surplus funds may also be made available for partial award in another county as deemed necessary to comply with the State’s REAP 2.0 requirements.

**NEXT STEPS:**

Upon approval, staff will notify the State Partners of its recommendations. Once SCAG’s Full Application is approved by the State, SCAG will initiate Memorandums of Understandings with the CTCs to encumber the funds, allowing the CTCs to initiate their SCAG-funded work on the projects.

**FISCAL IMPACT:**

The funding for this program in the amount of \$80 million has been included in the REAP 2.0 work plan. Funding is subject to REAP 2.0 funding approval from the California Department of Housing and Community Development.



**ATTACHMENT(S):**

1. CTC Partnership Program Award and Contingency List
2. PowerPoint Presentation - CTC Partnership Program Award List

**County Transportation Commission Partnership Program Award List**

	<b>CTC</b>	<b>Project</b>	<b>Requested Budget</b>	<b>Award</b>	<b>Awarded Budget</b>
1	ICTC	Calexico Intermodal Transportation Center	\$ 1,000,000	Full	\$ 1,000,000
2	LA Metro	Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay	\$ 404,250	Full	\$ 404,250
3	LA Metro	Countywide Signal Priority Cloud Based Solution	\$ 4,004,028	Full	\$ 4,004,028
4	LA Metro	Connecting Communities with Stress Free Connections	\$ 5,250,000	Full	\$ 5,250,000
5	LA Metro	First Last Mile Revolution: Transforming Metro Connections to Housing	\$ 1,050,000	Full	\$ 1,050,000
6	LA Metro	Traffic Reduction Study	\$ 1,000,000	Full	\$ 1,000,000
7	LA Metro	Enhanced GoSGV E-Bike Share Program	\$ 2,625,469	Full	\$ 2,625,469
8	LA Metro	North Hollywood Transit Center	\$ 15,000,000	Full	\$ 15,000,000
9	LA Metro	Mobility Wallets Pilot 2.0: Challenge and Low-Income	\$ 10,000,000	Partial	\$ 4,023,750
10	LA Metro	Urban Wilderness Access Feasibility Plan	\$ 945,000	Partial	\$ 372,000
11	LA Metro	Metro Bike Share In-fill Expansion	\$ 12,075,000	Partial	\$ 7,550,000
12	OCTA	Fullerton Park and Ride Transit Oriented Development Site Design Concepts	\$ 500,000	Full	\$ 500,000
13	OCTA	Active Transportation Outreach and Engagement Support	\$ 400,000	Full	\$ 400,000
14	OCTA	Orange County Cyclic Counts 2024-2025	\$ 400,000	Full	\$ 400,000
15	OCTA	Bikeways Connectivity Study	\$ 500,000	Full	\$ 500,000
16	OCTA	First Street Multimodal Boulevard Design	\$ 4,300,000	Full	\$ 4,300,000
17	OCTA	Orange County Mobility Hubs Pilot Concept of Operations	\$ 300,000	Full	\$ 300,000
18	OCTA	McFadden Avenue Transit Signal Priority Pilot	\$ 3,690,000	Full	\$ 3,690,000
19	OCTA	Reconnecting Communities through Complete Streets	\$ 550,000	Full	\$ 550,000
20	OCTA	Harbor Boulevard Cloud-Based Transit Signal Priority Stage 1	\$ 400,000	Full	\$ 400,000
21	OCTA	Next Safe Travels Education Program (STEP) 2.0	\$ 1,250,000	Full	\$ 1,250,000
22	OCTA	Harbor Boulevard Cloud-Based Transit Signal Priority Stage II	\$ 2,400,000	Partial	\$ 1,000,000
23	RCTC	Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network	\$ 2,005,000	Full	\$ 2,005,000
24	RCTC	RCTC Core Capacity Innovative Transit Study	\$ 3,000,000	Full	\$ 3,000,000
25	RCTC	Vehicle Miles Traveled Study	\$ 2,005,000	Full	\$ 2,005,000
26	RCTC	RTA (Riverside Transit Agency) GoMicro Microtransit Pilot Program Extension	\$ 2,378,635	Full	\$ 2,378,635

27	RCTC	CV Link Community Connectors Analysis	\$ 3,905,000	Partial	\$ 1,700,000
28	SBCTA	San Bernardino County VMT Mitigation Bank	\$ 3,045,000	Full	\$ 3,045,000
29	SBCTA	Countywide Multi-Modal Complete Streets Program	\$ 24,957,081	Partial	\$ 6,519,868
30	VCTC	Countywide Paratransit Integration Study	\$ 300,000	Full	\$ 300,000
31	VCTC	Countywide Transit Stops Inventory & Accessibility Assessment / Capital Improvements Grant Program	\$ 1,500,000	Full	\$ 1,500,000
32	VCTC	Community Traffic Calming & Pedestrian and Bicycle Safety Program	\$ 300,000	Full	\$ 300,000
33	VCTC	Santa Paula Branch Line Active Transportation - Master Plan Update and Validate Connections to Serve New Housing and Reduce VMT	\$ 1,677,000	Full	\$ 1,677,000
					\$80,000,000

**CTC Partnership Program Contingency List**

	<b>CTC</b>	<b>Project Title</b>	<b>Requested</b>	<b>Original Recommendation</b>	<b>Original Recommended Amount</b>	<b>Unfunded Remainder</b>
1	SBCTA	Countywide Multi-Modal Complete Streets Program	\$24,957,081	Partial	\$6,519,868	\$18,437,213
2	LA Metro	Metro Bike Share In-Fill Expansion	\$12,075,000	Partial	\$7,550,000	\$4,525,000
3	LA Metro	Mobility Wallets Pilot 2.0: Challenge and Low-Income	\$10,000,000	Partial	\$4,023,750	\$5,976,250
4	OCTA	Harbor Boulevard Cloud-Based Transit Signal Priority Stage II	\$2,400,000	Partial	\$1,000,000	\$1,400,000
5	RCTC	CV Link Community Connectors Analysis	\$3,905,000	Partial	\$1,700,000	\$2,205,000
6	RCTC	Revised Active Transportation Plan for Coachella Valley	\$754,000	Unfunded	0	\$754,000
7	VCTC	VMT Adaptive Mitigation Program (AMP)	\$200,000	Unfunded	0	\$200,000
						\$33,497,463

*Contingency projects will be awarded as funding becomes available (e.g., due to an initially awarded project’s inability to comply with the State’s REAP 2.0 requirements). Available funding will be prioritized for projects receiving partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed to fully fund the partial award, the surplus funds will be awarded to projects on the contingency list within the county where the funding was initially awarded. Surplus funds may also be made available for partial award in another county as deemed necessary to comply with the State’s REAP 2.0 requirements.*



# REAP 2.0 CTC Partnership Program

## Award Recommendations

July 6, 2023

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

CTC Partnership Program

## CTC Partnership Program

\$80 million competitive grant program to fund transformative projects throughout the region



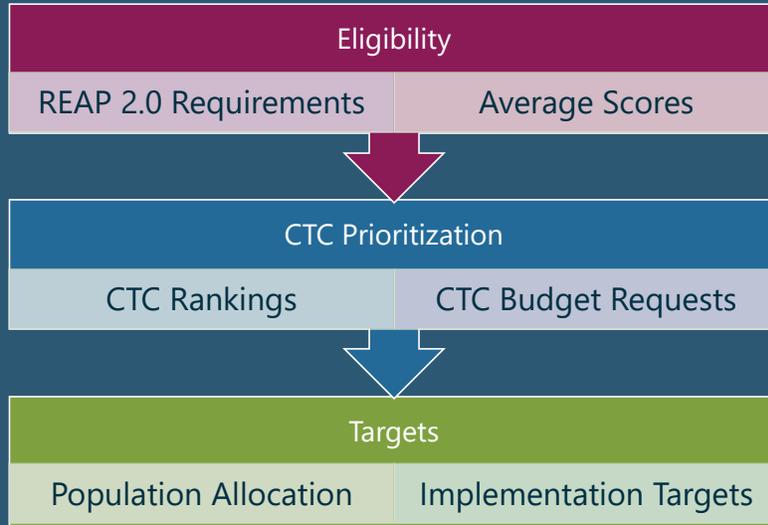
# CTC Partnership Program Timeline



# Scoring System

Scoring Criteria	Points Possible	Points Received
<b>SCAG Goals &amp; SCS Implementation</b>	<b>20 Points</b>	
Supports Connect SoCal Implementation	5	
Stakeholder Engagement	5	
Project Readiness	5	
Project Feasibility	5	
<b>Project Location</b>	<b>10 Points</b>	
Geographic Impact	5	
Connection to State Priorities	5	
<b>Project Priorities</b>	<b>10 Points</b>	
Connection to Local Priorities	5	
Connection to State Priorities	5	
<b>Project Performance Evaluation</b>	<b>10 Points</b>	
Performance Measurement Plan	5	
Performance Metrics	5	

# Review Criteria



# SUMMARY OF PROPOSALS

## Proposals Received

- 37 Proposals totaling \$115,831,713

CTC	2030 Population Target	Budget Requested	Differential
ICTC	\$800,000	\$1,000,000	-\$200,000
LA Metro	\$41,760,000	\$52,610,997	-\$10,850,997
OCTA	\$13,280,000	\$14,690,000	-\$1,410,000
RCTC	\$11,040,000	\$15,551,635	-\$4,511,635
SBCTA	\$9,600,000	\$28,002,081	-\$18,402,081
VCTC	\$3,520,000	\$3,977,000	-\$457,000
	<b>\$80,000,000</b>	<b>\$115,831,713</b>	<b>-\$35,831,713</b>

## Award Recommendations

County	Quantity requested	Quantity fully funded	Quantity partially funded	Quantity unfunded	Recommended total award
Imperial	1	1	-	-	\$1,000,000
Los Angeles	11	6	3	1	\$41,279,497
Orange	11	10	1	-	\$13,290,000
Riverside	7	4	1	2	\$11,088,635
San Bernardino	2	1	1	-	\$9,564,868
Ventura	5	4	-	1	\$3,777,000
<b>Total SCAG Region</b>	<b>37</b>	<b>27</b>	<b>6</b>	<b>4</b>	<b>\$80,000,000</b>

# Progress Towards REAP 2.0 Goals



## CTC RECOMMENDED AWARD LISTS

# ICTC

Project Name	Project Award Amount	Recommendation
Calexico Intermodal Transportation Center	\$1,000,000	Full
<b>TOTAL</b>	<b>\$1,000,000</b>	

# LA Metro

Project Name	Project Award Amount	Recommendation
North Hollywood Transit Center	\$15,000,000	Full
Enhanced GoSGV E-Bike Share Program	\$2,625,469	Full
Traffic Reduction Study	\$1,000,000	Full
First Last Mile Revolution: Transforming Metro Connections to Housing	\$1,050,000	Full
Connecting Communities with Stress Free Connections	\$5,250,000	Full
Countywide Signal Priority Cloud Based Solution	\$4,004,028	Full
Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay	\$404,250	Full
Metro Bike Share In-fill Expansion	\$7,550,000	Partial
Mobility Wallets Pilot 2.0: Challenge and Low-Income	\$4,023,750	Partial
Urban Wilderness Access Feasibility Plan	\$372,000	Partial
Residential Micro Parking Options for Increasing EV sales while Reducing Housing Development Costs in the South Bay Sub-Region	\$0	Unfunded
<b>TOTAL</b>	<b>\$41,279,497</b>	

# OCTA

Project Name	Project Award Amount	Recommendation
Next Safe Travels Education Program (STEP) 2.0	\$1,250,000	Full
Harbor Boulevard Cloud-Based Transit Signal Priority Stage 1	\$400,000	Full
Reconnecting Communities through Complete Streets	\$550,000	Full
McFadden Avenue Transit Signal Priority Pilot	\$3,690,000	Full
First Street Multimodal Boulevard Design	\$4,300,000	Full
Orange County Mobility Hubs Pilot Concept of Operations	\$300,000	Full
Bikeways Connectivity Study	\$500,000	Full
Orange County Cyclic Counts 2024-2025	\$400,000	Full
Active Transportation Outreach and Engagement Support	\$400,000	Full
Fullerton Park and Ride TOD Site Design Concepts	\$500,000	Full
Harbor Boulevard Cloud-Based Transit Signal Priority Stage II	1,000,000	Partial
<b>TOTAL</b>	<b>\$13,290,000</b>	

# RCTC

Project Name	Project Award Amount	Recommendation
RTA (Riverside Transit Agency) GoMicro Microtransit Pilot Program Extension	\$2,378,635	Full
Vehicle Miles Traveled Study	\$2,005,000	Full
RCTC Core Capacity Innovative Transit Study	\$3,000,000	Full
Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network	\$2,005,000	Full
CV Link Community Connectors Analysis	\$1,700,000	Partial
Coachella Valley Multimodal Corridor Plan	\$0	Unfunded
Revised Active Transportation Plan for Coachella Valley	\$0	Unfunded
<b>TOTAL</b>	<b>\$11,088,635</b>	

# SBCTA

Project Name	Project Award Amount	Recommendation
San Bernardino County VMT Mitigation Bank	\$3,045,000	Full
Countywide Multi-Modal Complete Streets Program	\$6,519,868	Partial
<b>TOTAL</b>	<b>\$9,564,868</b>	

# VCTC

Project Name	Project Award Amount	Recommendation
Santa Paula Branch Line Active Transportation - Master Plan Update and Validate Connections	\$1,677,000	Full
Community Traffic Calming & Pedestrian and Bicycle Safety Program	\$300,000	Full
Countywide Transit Stops Inventory & Accessibility Assessment / Capital Improvements Grant Program	\$1,500,000	Full
Countywide Paratransit Integration Study	\$300,000	Full
Vehicle Miles Traveled (VMT) Adaptive Mitigation Program (AMP) Implementation	\$0	Unfunded
<b>TOTAL</b>	<b>\$3,777,000</b>	

## Next Steps

- Begin negotiating MOUs
- Begin projects and ongoing coordination
- Return to Transportation Committee and Regional Council regularly with updates.
- Projects must end December 31, 2025



# THANK YOU!

For more information, please visit:

[www.scag.ca.gov/reap2021](http://www.scag.ca.gov/reap2021)



**AGENDA NO. 10**  
**REPORT**

Southern California Association of Governments  
July 6, 2023

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

**From:** Nolan Borgman, Planning Supervisor  
213-236-1962, borgman@scag.ca.gov

**Subject:** REAP 2.0 Regional Pilot Initiatives Framework

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED TC ACTION:**

Recommend that the Regional Council approve the REAP 2.0 Regional Pilot Initiatives Program Framework.

**RECOMMENDED RC ACTION:**

Approve the REAP 2.0 Regional Pilot Initiatives Program Framework.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Staff is seeking approval of the REAP 2.0 Regional Pilot Initiatives (RPI) Program Framework. The RPI Program Framework identifies program areas for which staff seeks to test new technologies and innovative models with the potential to scale regionally to achieve transformative impact. Over the last several months, staff has identified, developed, and refined program areas; conducted industry research; studied private sector participation; outlined methods of performance evaluation; and is in the process of surveying public stakeholders. This report highlights staff’s progress and provides an opportunity for input on the program areas prior to project-level scoping, initiating procurements, and selecting public sector partners. Due to timeline constraints, staff is bringing this approval request to both the Transportation Committee (TC) and the Regional Council (RC) simultaneously.*

**BACKGROUND:**

The State's Regional Early Action Planning Grants of 2021 program (REAP 2.0) supports accelerating housing production, reducing greenhouse gas emissions, and aiding historically underserved communities and areas of concentrated poverty through the following program objectives:

1. Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability;
2. Affirmatively Furthering Fair Housing; and
3. Reducing Vehicle Miles Traveled.

REAP 2.0 is a grant program established by AB 140 (July 2021) in the mid-year budget revise for the State's FY 21-22 budget. Funding comes from the state general fund, and approximately \$600 million is available statewide. The program is available to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region formula share is \$246,024,084. All REAP 2.0 funds are to be obligated by June 30, 2024 and expended with a final closeout report due by June 30, 2026.

SCAG has allocated \$95 million in REAP 2.0 funding to two REAP 2.0 Transportation Partnership Programs – the Regional Pilot Initiatives (RPI) Program and the County Transportation Commission (CTC) Partnership Program. Both programs were first brought to the RC on July 7, 2022, when the RC approved SCAG's REAP 2.0 Program Development Framework.

The RPI Program is a \$15 million program focused on demonstrating innovative, next generation technologies and models of regional significance, specifically those with the potential to change transportation and housing paradigms towards building more sustainable communities.

RPI relies on partnerships with the public sector (local jurisdictions, transit agencies, CTCs, etc.) to permit, construct and operate these pilots, and with private sector vendors to implement the pilots where appropriate.

**OUTREACH AND PROGRAM DEVELOPMENT**

In addition to seeking input through SCAG's REAP 2.0 program-wide channels, workshops, and meetings, staff conducted extensive RPI specific outreach. SCAG conducted over 35 interviews from the public, private, academic, and non-profit sectors; conducted in-reach to SCAG staff; compiled a library of over four dozen relevant sources, including all REAP 2.0 documents and relevant SCAG prior work products; and attended four mobility innovation conferences. SCAG is also in the process of conducting a stakeholder survey.

Informed by extensive research, alignment with REAP 2.0 and Connect SoCal, and recommendations from existing SCAG plans and work products, SCAG has identified the following program areas in developing the RPI Framework:

1. Big Data Research
2. Accelerating Active Transportation

3. Mobility Hubs
4. Mobility Wallets and Universal Basic Mobility (UBM)
5. Curb Space Management
6. Transportation Demand Management Technology

The RPI Program Framework was developed to build on existing studies and plans developed by SCAG, align with REAP 2.0 Goals and Objectives, and bring the Key Connection Strategies from Connect SoCal 2020 to life. Existing studies that informed the Program Framework include the Mobility as a Service White Paper, Regional Dedicated Transit Lanes Study, Transportation Demand Management Strategic Plan and Final Report, and Curb Space Management Study.

RPI relies on partnerships with the public sector (local jurisdictions, transit agencies, CTCs, etc.) to permit, construct and operate these pilots, and with the private sector to implement the pilots where appropriate. SCAG aims to build on the practice of providing support to local jurisdictions through partnerships. By supporting scalable pilots, SCAG will streamline approaches and align practices, provide resources and opportunities to smaller and under-resourced jurisdictions, and expand capacity throughout the region.

The RPI pilot projects will span the following program areas:

Program Area	Description
Big Data Research	<p>Big data, an aggregation of a variety of data sources including navigation GPS and location-based services data, can be useful in understanding travel patterns, assessing demand across different travel modes, and offering more fine-grained local travel data. Big data analytical tools help provide a better understanding of the transportation system by translating large volumes of travel behavior data into actionable insights.</p> <p>Big Data Research projects will work with small and underserved local jurisdictions to identify and research key transportation planning and policy questions using powerful analytical tools like the StreetLight Insight Big Data Platform, also funded by REAP 2.0, to which SCAG procured regional access in February 2023.</p> <p>These projects will drive usage of the existing big data platform contract, build capacity for the use of tools and data-driven decision-making, and will have the flexibility to tailor the work to specific local community needs and contexts.</p> <ul style="list-style-type: none"> <li>• Potential public/non-governmental organizations (NGO) partners</li> </ul>

	<p>include jurisdictional departments, transit agencies, and transportation management organizations.</p> <ul style="list-style-type: none"> <li>• Potential private partners include big data software vendors and firms specializing in data analysis.</li> </ul>
<p>Accelerating Active Transportation</p>	<p>Innovative active transportation projects will employ new processes to achieve outcomes such as efficient delivery of complete, connected, and safe pedestrian and bicycle route networks; and use that is responsive to community needs and contexts. Pilot projects may include electric bike (e-bike) programs that subsidize and distribute e-bikes to users and quick-build active transportation networks that demonstrate the effectiveness of scalable infrastructure.</p> <ul style="list-style-type: none"> <li>• Potential public/NGO partners include jurisdictional departments of transportation, universities, and bike advocacy organizations.</li> <li>• Potential private partners include implementation and design firms, bike vendors, and bike shops.</li> </ul>
<p>Mobility Hubs</p>	<p>Mobility Hubs serve as community anchors that enable travelers of all backgrounds to access at least two or three transportation options that can include transit, bikeshare, carshare, and other shared-mobility options. SCAG’s mobility hub pilot projects will see partnerships with public sector agencies to create or enhance mobility hubs through interventions such as placemaking and signage, amenities, and co-location of modes. Projects will have the flexibility to adjust the number of hubs, typologies, and types of investments selected to be responsive to local needs and contexts.</p> <ul style="list-style-type: none"> <li>• Potential public/NGO partners include transit agencies, central business districts, utilities, and jurisdictional departments of transportation.</li> <li>• Potential private partners include transportation providers such as micromobility, bike share, carshare, vanpool, and transportation network companies, charging infrastructure providers, consulting and communications firms, and general management companies/developers.</li> </ul>

<p>Mobility Wallets and Universal Basic Mobility (UBM)</p>	<p>Mobility Wallets seek to simplify and streamline payment for transit and other modes. Universal Basic Mobility (UBM) builds on this concept by providing subsidies for mobility services, using the established wallet. Together, these concepts increase accessibility to a diverse set of reliable, safe, and affordable modes of transportation, resulting in a reduced dependency on private vehicles.</p> <p>The projects will focus on actions that make modes other than driving alone more seamless, accessible, and integrated. SCAG’s pilot projects will explore how customer experience improvements, pricing incentives and subsidies, and coordination to expand access and improve mobility will affect travel behavior in the region and reduce VMT.</p> <ul style="list-style-type: none"> <li>• Potential public/NGO partners include the California Integrated Travel Project (Cal-ITP), transit agencies, affordable housing developers, equity advocacy organizations and other community-based organizations,</li> <li>• Potential private partners include fare payment hardware, software and service providers, payment processing companies and banks, consulting and communications firms, and housing developers.</li> </ul>
<p>Curb Space Management</p>	<p>Curb Space Management pilot projects may explore new technologies and innovations, including dynamic curb pricing, curb use designations, and other operational strategies. Pilots may include designating areas for loading and street parking, reallocating space for bicycle parking, shared-used mobility and parklets, technology for bus stop and bus lane enforcement, and technology to map and track curb use.</p> <ul style="list-style-type: none"> <li>• Potential public/NGO partners include jurisdictional departments, central business districts, and public curb space users.</li> <li>• Potential private partners include big data and curb management software providers, transportation providers such as micromobility, bike share, carshare, vanpool, and transportation network companies, charging infrastructure providers, consulting and communications firms, and general management companies/developers.</li> </ul>
<p>Transportation</p>	<p>Transportation Demand Management (TDM) Technology focuses on</p>

<p>Demand Management (TDM) Technology</p>	<p>innovative programs or projects that reduce the demand for solo vehicle trips. Examples of pilots may include convening regional forums designed for TDM policymakers and implementers; creating a regional TDM data clearinghouse, including supports for cities, employers, and agencies transitioning to reporting more on Vehicle Miles Traveled (VMT); piloting residential TDM programs where tenants gain access to more travel options; and/or piloting innovative TDM software that facilitates access and use of TDM-related services.</p> <ul style="list-style-type: none"> <li>• Potential public/NGO partners include Air Quality Management Districts, transportation management organizations, transit agencies, jurisdictions with TDM ordinances, County Transportation Commissions (CTCs), large public employers, and zoning administrators.</li> <li>• Potential private partners include large employers, developers, event producers and venues, and TDM technology companies.</li> </ul>
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**NEXT STEPS**

SCAG will continue outreach, begin identifying public partners and begin scoping specific projects and partnering arrangements. Specific project scopes, including MOUs with public sector agencies, and procurement goals for private sector vendors will be articulated in the final RPI Report, which will be brought to TC and RC as information items prior to the formal launch of individual projects.

**FISCAL IMPACT:**

The funding for the RPI program has been included in the REAP 2.0 budget. Funding for the RPI Program is subject to approval from the California Department of Housing and Community Development on SCAG’s final REAP 2.0 Application.

**ATTACHMENT(S):**

1. PowerPoint Presentation - REAP 2.0 Regional Pilot Initiatives Framework

# Regional Pilot Initiatives (RPI)

Program Framework

July 6, 2023

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

## REGIONAL EARLY ACTION PLANNING (REAP) 2.0

“Transformative planning and implementation activities” which implement the regional Sustainable Communities Strategy (SCS)

REAP 2.0 Objectives



Promote infill housing development



Reduce Vehicle Miles Travelled



Affirmatively Further Fair Housing



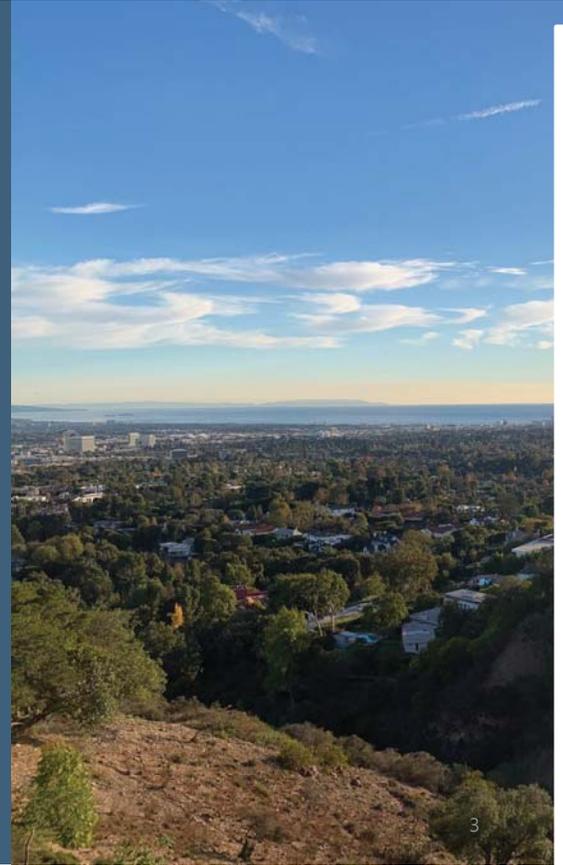
**CTC Partnership Program:** Fund a \$80m competitive call for projects with the CTCs to advance high-impact and transformative concepts consistent with Key Connection strategies in Connect SoCal.



**Regional Pilot Initiatives (RPI) Program:** Launch a \$15m transformative regional transportation program to implement innovative pilot projects and programs region-wide.

# AGENDA

- Program Development
- Program Areas
- Potential Partners
- Next Steps



# PROGRAM DEVELOPMENT

## Conducted Industry Research

- Comprehensive Literature Review
- Interviews
- Case Studies
- Best Practice Identification

## Studied Private Sector Participation

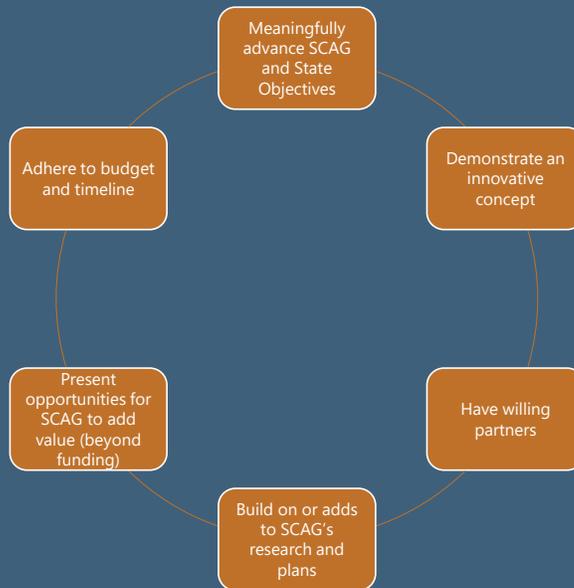
- Identified Business Models

## Outlined Methods of Performance Evaluation

- In line with REAP goals

## Public Stakeholder Survey

# IDENTIFYING PROGRAM AREAS



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# PROGRAM AREAS

1. Big Data Research
2. Accelerating Active Transportation
3. Mobility Hubs
4. Mobility Wallets and Universal Basic Mobility (UBM)
5. Curb Space Management
6. Transportation Demand Management

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# KEY PLAYERS

RPI PROJECT LEVEL

- State Partners
  - Departments within the State of California responsible for designing and overseeing the REAP 2.0 program
  - Includes Housing and Community Development, CARB, Office of Planning & Research, Strategic Growth Council
- Southern California Association of Governments (SCAG)
  - Metropolitan Planning Organization allocated REAP 2.0 funds by the State
- Partnerships for Innovative Deployment
  - Department within SCAG's Transportation Subdivision responsible for the REAP 2.0 Transportation Partnership Programs, including the Regional Pilot Initiatives program
- SCAG Subject Matter Experts
  - SCAG staff, primarily from the Transportation Subdivision, will be involved in the program design and ongoing evaluation
- Consultant
  - Cambridge Systematics will report to PID and help develop and execute the RPI program
- Public Partner
  - Jurisdiction, agency, special purpose entities, etc. who partner with SCAG to implement an RPI project
- Private Partner
  - Vendor who provides products or services to SCAG and public partner to achieve an RPI project

RPI PROGRAM LEVEL

# BIG DATA RESEARCH

**GOAL:** work with small and underserved local jurisdictions to identify and research key transportation planning and policy questions using powerful analytical tools like the StreetLight Big Data Platform, also funded by REAP 2.0.

Potential Public Partners	Potential Private Partners
<ul style="list-style-type: none"> <li>• Jurisdictions</li> <li>• Transit agencies</li> <li>• Transportation Management Organizations</li> </ul>	<ul style="list-style-type: none"> <li>• Big data software vendors</li> <li>• Firms specializing in data analysis</li> </ul>

# ACCELERATING ACTIVE TRANSPORTATION

**GOAL:** Innovative active transportation projects will employ new processes to achieve outcomes such as efficient delivery of complete, connected, and safe pedestrian and bicycle route networks; and use that in responsive to community needs and contexts, including e-bikes.

Potential Public Partners	Potential Private Partners
<ul style="list-style-type: none"> <li>• Jurisdictions</li> <li>• Universities</li> <li>• Bike Advocacy Organizations</li> </ul>	<ul style="list-style-type: none"> <li>• Implementation and design firms</li> <li>• Bike vendors</li> <li>• Bike shops</li> </ul>

# MOBILITY HUBS

**GOAL:** Mobility Hubs serve as community anchors that enable travelers of all backgrounds to access at least two or three transportation options that can include transit, bikeshare, carshare, and other shared-mobility options. SCAG's mobility hub pilot projects will see partnerships with public sector agencies to create or enhance mobility hubs through interventions such as placemaking and signage, amenities, and co-location of modes.

Potential Public Partners	Potential Private Partners
<ul style="list-style-type: none"> <li>• Jurisdictions / DOTs</li> <li>• Transit Agencies</li> <li>• Central Business Districts</li> </ul>	<ul style="list-style-type: none"> <li>• Micromobility, bike share, carshare, vanpool, and transportation network companies</li> <li>• Charging infrastructure providers</li> <li>• Planning design firms</li> </ul>

# MOBILITY WALLETS AND UNIVERSAL BASIC MOBILITY

**GOAL:** Pilot projects will focus on actions that make modes other than driving alone more seamless, accessible, and integrated.

Potential Public Partners	Potential Private Partners
<ul style="list-style-type: none"> <li>California Integrated Travel Project (Cal-ITP)</li> <li>Transit agencies</li> <li>Affordable housing operators</li> <li>Equity advocacy organizations and other CBOs</li> </ul>	<ul style="list-style-type: none"> <li>Fare payment hardware, software and service providers</li> <li>Payment processing companies and banks</li> <li>Consulting firms</li> <li>Housing developers</li> </ul>

# CURB SPACE MANAGEMENT

**GOAL:** Pilot projects may explore new technologies and innovations, including dynamic curb pricing, curb use designations, and other operational strategies.

Potential Public Partners	Potential Private Partners
<ul style="list-style-type: none"> <li>Jurisdictions</li> <li>Central Business Districts</li> <li>Public curb space users</li> </ul>	<ul style="list-style-type: none"> <li>Big data and curb management software providers</li> <li>Micromobility, bike share, carshare, vanpool, and transportation network companies</li> <li>Charging infrastructure providers</li> <li>Planning design firms</li> </ul>

# TRANSPORTATION DEMAND MANAGEMENT TECHNOLOGY

**GOAL:** Innovative programs or projects that reduce the demand for solo car trips and the technology tools to enable data analytics for policy development.

Potential Public Partners	Potential Private Partners
<ul style="list-style-type: none"><li>• Air Quality Management Districts</li><li>• Transportation management organizations</li><li>• CTCs/ Transit agencies</li><li>• Jurisdictions with TDM ordinances</li><li>• Large public employers</li></ul>	<ul style="list-style-type: none"><li>• TDM technology SaaS companies</li></ul>

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## Next Steps

- Identify Public Partners for Each Program Area
  - MOUs with Public Partners by 12/23
- Identify Private Partnership Procurement Models
  - RFPs for Private Partners by 12/23
- Develop Scopes of Work and Budgets for each Program Area
- Return to TC as each project comes to fruition
- Report back to TC on a quarterly basis, RC semi-annually
- REAP Program ends June 30, 2026

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# THANK YOU!

For more information, please visit:  
[www.scag.ca.gov/reap2021](http://www.scag.ca.gov/reap2021)



**AGENDA NO. 11**  
**REPORT**

Southern California Association of Governments  
July 6, 2023

**To:** Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**Subject:** LOSSAN Rail Corridor Resiliency Subcommittee Update

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The California State Senate Transportation Committee recently created a new Subcommittee on Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Resiliency, led by Senator Catherine Blakespear who represents areas of Orange and San Diego Counties. The Subcommittee’s purpose is to study the effects of coastal erosion on the LOSSAN corridor railroad right-of-way (ROW) and passenger train operations along the ROW stretching from San Luis Obispo to San Diego, where the Amtrak Pacific Surfliner as well as Metrolink provide daily intercity and commuter rail services. As an ex-officio member of both the LOSSAN and Metrolink Boards, SCAG is represented on the Subcommittee by President Art Brown. At the July 6 Transportation Committee meeting, Senator Blakespear will share an update on the Subcommittee’s work.*

**BACKGROUND:**

The LOSSAN passenger and freight railroad corridor is a 351-mile-long corridor connecting San Luis Obispo, Los Angeles, and San Diego. The Amtrak Pacific Surfliner and Metrolink commuter rail services operate on the corridor, as well as Amtrak long distance services. The official corridor name was created when stakeholders formed a management and planning Joint Powers Authority (JPA) in 1989. At that time, the corridor included service from Los Angeles to San Diego. In 2002, the agency expanded to include the entire Pacific Surfliner corridor north to San Luis Obispo. The Amtrak Pacific Surfliner is managed locally by the LOSSAN Agency and is governed by a board of directors. Member agencies include:

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San Luis Obispo Council of Governments (SLOCOG)  
Santa Barbara County Association of Governments (SBCAG)  
Ventura County Transportation Commission (VCTC)  
Los Angeles County Metropolitan Transportation Authority (Metro)  
Orange County Transportation Authority (OCTA)  
Riverside County Transportation Commission (RCTC)  
North County Transit District (NCTD)  
San Diego Association of Governments (SANDAG)  
San Diego Metropolitan Transit System (MTS)  
California Department of Transportation Division of Rail and Mass Transportation (DRMT) (ex-officio)  
Southern California Association of Governments (SCAG) (ex-officio)  
Amtrak (ex-officio)

The Pacific Surfliner is the second busiest service in Amtrak's national network, only behind the Northeast Corridor, and moves nearly nine percent of Amtrak's total national ridership. Prior to the COVID-19 pandemic, there were 13 daily round trips between Los Angeles Union Station and San Diego's Santa Fe Depot, five round trips between Los Angeles and Santa Barbara and Goleta, and two daily round trips serving San Luis Obispo. Additionally, the Metrolink Ventura County, Antelope Valley, Orange County, 91/Perris Valley, and Inland Empire/Orange County Lines operated on portions of the corridor.

Over the past several years, weather-related events and impacts have impacted and even arrested rail service in various locations along the corridor, most notably the Del Mar Bluffs in San Diego County and three different landside/erosion events in different locations halting service in San Clemente. Erosion is also happening where the ROW operates along the coast in Ventura and Santa Barbara Counties. Due to these events and impacts, the California State Senate has formed the new Subcommittee on LOSSAN Rail Corridor Resiliency. The Subcommittee is charged with "working with rail stakeholders to identify and secure investment opportunities to remediate the coastal erosion issues and ensure the corridor is positioned to be a high-quality, transportation option for generations to come." In addition to the Subcommittee's Chair, Senator Catherine Blakespear, other subcommittee members include Senator Monique Limón (Santa Barbara and Ventura Counties), Senator Josh Newman (Orange County), Senator Janet Nguyen (Orange County) and Senator Thomas J. Umberg (Orange County).

The Subcommittee held an initial hearing, *Setting the Stage for a Resilient Rail Future*, on May 16, 2023. The LOSSAN Agency's Managing Director Jason Jewell, the CEO of OCTA, Darrell Johnson, and the Deputy CEO of SANDAG, Ray Major, provided testimony on their agencies' roles along the corridor, planning efforts, and mitigation plans for erosion issues. Mr. Jewell of LOSSAN discussed erosion on the northern portion of the corridor in Ventura and Santa Barbara Counties; Mr. Major of SANDAG discussed the relocation of tracks inland from the Del Mar bluffs, for which SANDAG



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recently received \$300 million in grant funding for planning, environmental, and design work; and Mr. Johnson of OCTA discussed possible track relocation inland from San Clemente, for which OCTA recently received \$5 million in grant funding to develop long-term solutions. At the hearing, Senator Blakespear emphasized that more state and federal support are needed and pointed to the ongoing federal support of the Amtrak Northeast Corridor. The Subcommittee plans to hold additional hearings (dates TBD). Materials for the Subcommittee are available online here: <https://stran.senate.ca.gov/slrcr>.

**NEXT STEPS:**

SCAG staff will provide periodic and timely updates regarding the LOSSAN Rail Corridor Resiliency Subcommittee's proceedings and other developments along the LOSSAN Corridor.

**FISCAL IMPACT:**

Staff work related to this project is included in the current OWP under Work Element No. 23-140.SCG00121-02 - Passenger Rail Planning.



**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
**From:** Camille Guiriba, Senior Regional Planner  
(213) 236-1809, guiriba@scag.ca.gov  
**Subject:** Connect SoCal 2024: Outreach Update

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*This spring, SCAG conducted outreach for Connect SoCal 2024, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This staff report provides a summary of outreach activities and findings. Through the outreach effort, SCAG gathered input from more than 3,600 residents across the region by conducting 20 in-person workshops and seven virtual workshops, hosting 20 pop-up and street team engagements, and partnering with 15 community-based organizations. SCAG also employed a robust digital and traditional advertising campaign which directed residents to the workshops and pop-up events, and to take the survey online. Among the common themes in the feedback collected were concerns related to housing affordability, transportation safety, climate change and economic opportunities. Staff is actively preparing the draft plan to be released this fall and will be incorporating the feedback collected through outreach to incorporate into the draft plan’s vision, goals, policies, and strategies.*

**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.

California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes) requires SCAG and other metropolitan planning organizations to engage the region in the development process of the SCS through a series of workshops and public hearings. The plan development process is an opportunity to encourage the active participation of a broad range of stakeholder groups throughout the region. Workshops are intended to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. Effective engagement ensures that SCAG members can make informed decisions on regional policy through Connect SoCal 2024, along with the specific projects and plans it embodies.

On April 7, 2022, SCAG's Regional Council adopted an updated Public Participation Plan (PPP) designed to make information clear, concise and current, with methods that can adapt to evolving technologies and best practices. The PPP provides a baseline of policies and standards for outreach and engagement activities to ensure that SCAG's approach is effective and inclusive. Guided by the principles of the PPP, SCAG conducted the initial round of outreach for Connect SoCal 2024 in Spring 2023.

**OUTREACH UPDATE:**

This memo summarizes activities and findings from Connect SoCal 2024 outreach during Spring 2023. Through the outreach activities, participants engaged with issues related to the Connect SoCal 2024 goal areas (Mobility, Economy, Community, and Environment) with additional focus on the special topics of Equity and Resilience.

Staff gathered input from residents primarily via a survey which providing contextual and educational information. Residents were directed to the Connect SoCal 2024 survey through four primary engagement methods:

- Public Workshops (in-person and remote)
- Pop-Up and Street Team Engagements
- Digital and traditional advertising
- The Connect SoCal Community Partnership Program

**Survey**

The survey focused on nine questions asking participants for their thoughts on regional challenges, their vision for the future of the region, travel mode perceptions and preferences, transportation and land use improvements, community resilience, and regional equity issues. Demographic questions were also included to further understand the diversity of respondents. The survey was available online in English, Spanish, Chinese, Korean, and Vietnamese and paper versions of the survey were also collected through Pop-Ups and Community Partner activities.

### **Public Workshops**

Public workshops included informal presentations on issues related to the Connect SoCal goal areas and additional special topics. At each in-person workshop, seven automated slideshow presentations appeared on large format screens, placed throughout the meeting space. Presentations were paired with interactive activities to allow participants to answer questions, write comments or indicate preferences. The virtual meetings comprised of the same presentations and interactive exercises as the in-person meetings adapted for the virtual environment.

### **Pop-Up and Street Team Engagements**

Through pop-up and street team engagements, staff went into the community to educate members of the public about issues related to Connect SoCal 2024 and the plan process, while gathering meaningful input from a diverse range of audiences and locations. Locations included farmers markets, transit stations, community events, festivals/fairs, and other public spaces. Pop-up and Street Team locations were specifically chosen to fill in geographic gaps where workshops were not being offered. The purpose of these engagements was to reach a broader audience by connecting with community members that may not attend the conventional public workshops.

The pop ups involved eye-catching, colorful displays to attract members of the community to the table. To gather input from the public, staff encouraged passersby to take the survey on available hand-held devices or their personal mobile device. Paper surveys were also made available in English, Spanish, Chinese, Korean, and Vietnamese. Staff also distributed cards with a QR code to the survey for those who did not have time to stop to take it so that they could take the survey at their convenience. Pop-Up participants could also provide comments by talking with staff or writing them down. Street team staff used a similar approach during less formal events without tabling materials.

### **Digital and Traditional Advertising**

SCAG also used paid advertising to provide information about the plan via an animated explainer video and SCAG's website, directing residents to the workshops and pop-up events, and to take the survey online. The purpose of the media activity was to meet people where they are and allow them to engage and provide input at a level workable for them, without necessarily attending an in-person or scheduled event.

Digital ads ran in English, Spanish, Vietnamese, Chinese and Korean with the video, website and survey link. Most of the advertising budget was spent on targeting residents in zip codes across the SCAG region within CalEnviroScreen designated Disadvantaged Communities<sup>1</sup>. The remaining budget was used later in the outreach phase to target residents in zip codes there were few survey respondents. All in all, the online ads were seen over 7.5 million times.

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<sup>1</sup> <https://oehha.ca.gov/calenviroscreen/sb535>

Finally, there was also an extensive traditional media campaign across the region to encourage input in person or online, which were seen or heard nearly 42 million times:

- More than 100 transit shelter ads in Los Angeles, Orange, and Riverside Counties.
- Fifteen (15) billboards in Riverside, San Bernardino, Ventura and Imperial Counties.
- Ads in ten (10) print newspaper outlets for Black audiences and in-language preferred speakers of Spanish, Chinese, Korean and Vietnamese.
- Radio ads during local traffic/weather reports in all counties except Imperial and Ventura Counties.

In addition, SCAG used its own social media platforms to promote public input via the survey, workshops and pop-up events. In total, organic social media posts earned nearly 11,400 impressions. Staff also utilized email communications to promote the input opportunities to more than 19,000 contacts that include a broad range of SCAG region stakeholders. The email outreach included a series of emails as well as weekly, monthly and quarterly newsletters. In total 73,225 emails were sent across 14 emails which generated approximately 28,613 opens (39%) and 1,898 clicks (2.6%).

### **Community Partnership Program**

In alignment with SCAG's Racial Equity Early Action Plan, the Connect SoCal Community Partnership Program is a continuation of SCAG's commitment to fostering partnerships with community-based organizations (CBOs), receiving direct feedback from historically underrepresented populations, and moving toward meaningful community participation in planning processes. SCAG worked with 15 Community Partners with a demonstrated history of engaging target populations and geographies across the six-county region. Target populations included: (1) children and youth, (2) individuals with access and functional needs, (3) low-income communities of color, (4) older adults or retired persons, (5) populations with limited English proficiency, and (6) women and female-headed households. Community Partners conducted a variety of engagement activities to increase participation and solicit feedback from residents on Connect SoCal topics.

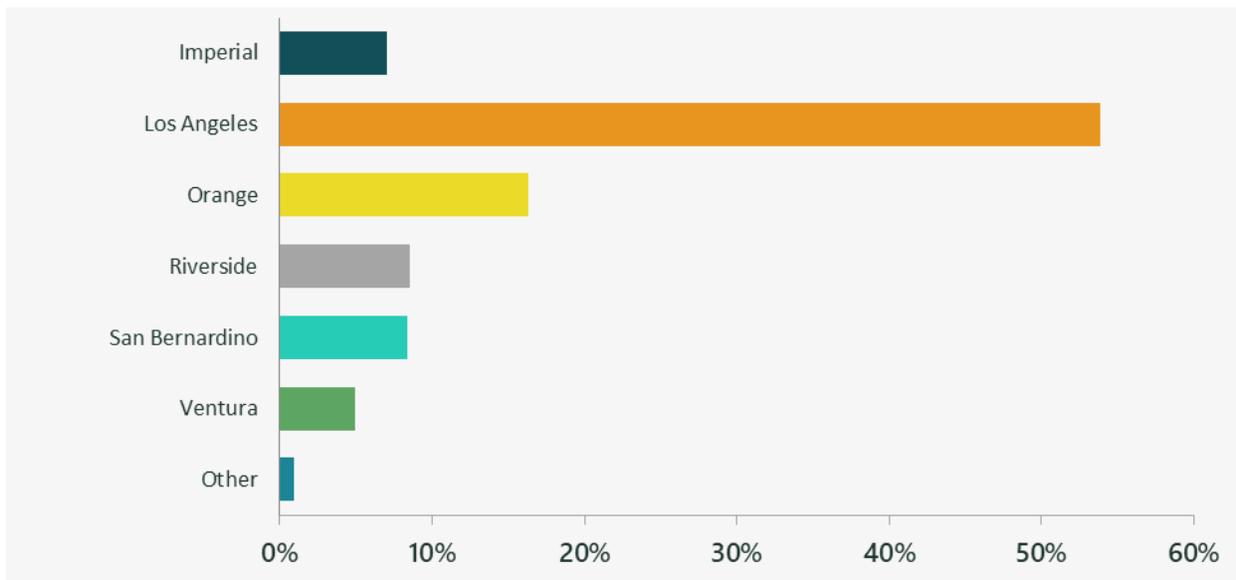
## **RESULTS AND FINDINGS:**

### **Survey Findings**

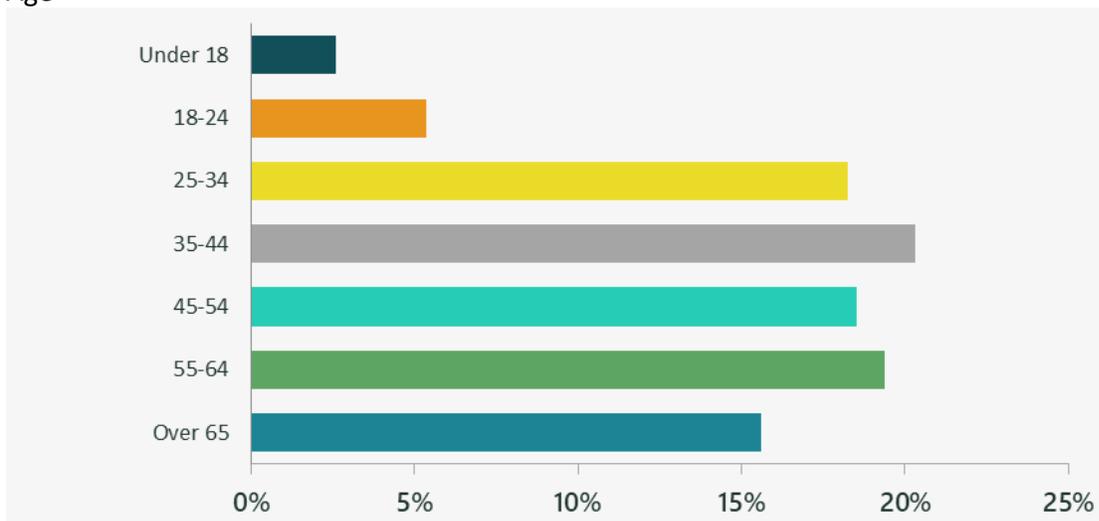
SCAG received a total of 3,683 completed surveys from across the region. About 9 out of 10 survey respondents answered the optional demographic questions. The following charts summarize respondent demographics by county, age, race/origin, and income.

#### **County**

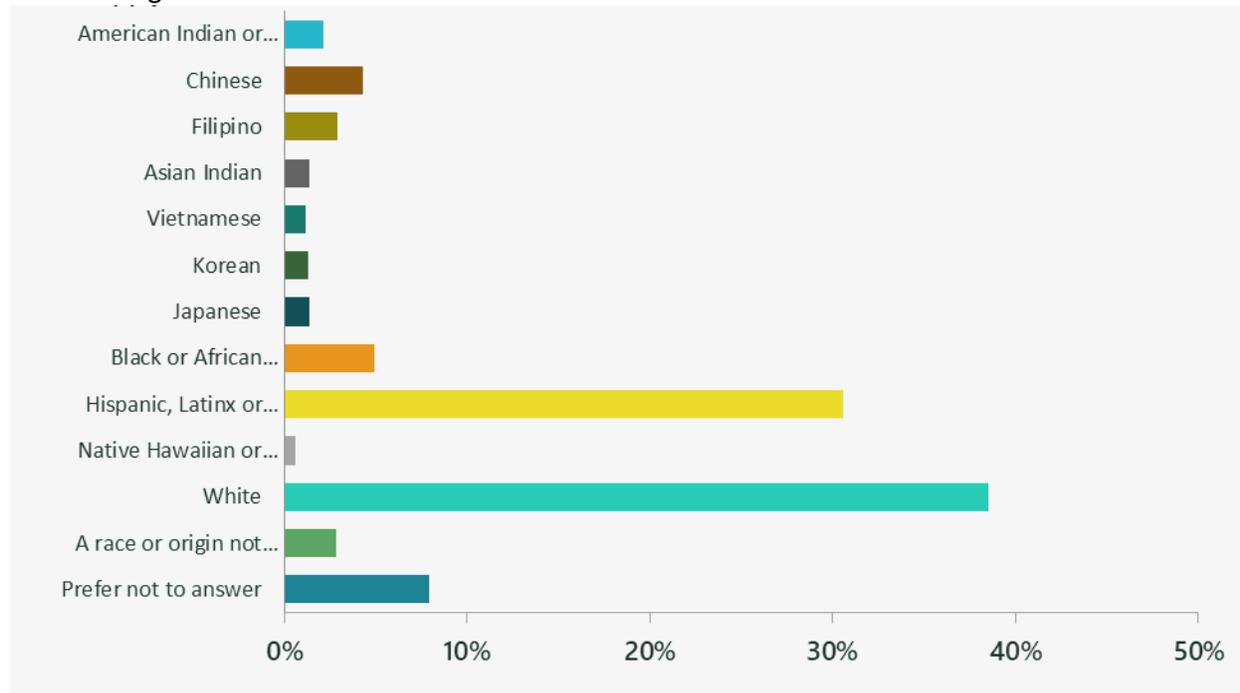
A majority of the respondents who indicated their location reside in the Los Angeles County (53.86%), followed by Orange County (16.33%). About 1% of the respondents indicated they do not live within the SCAG region.



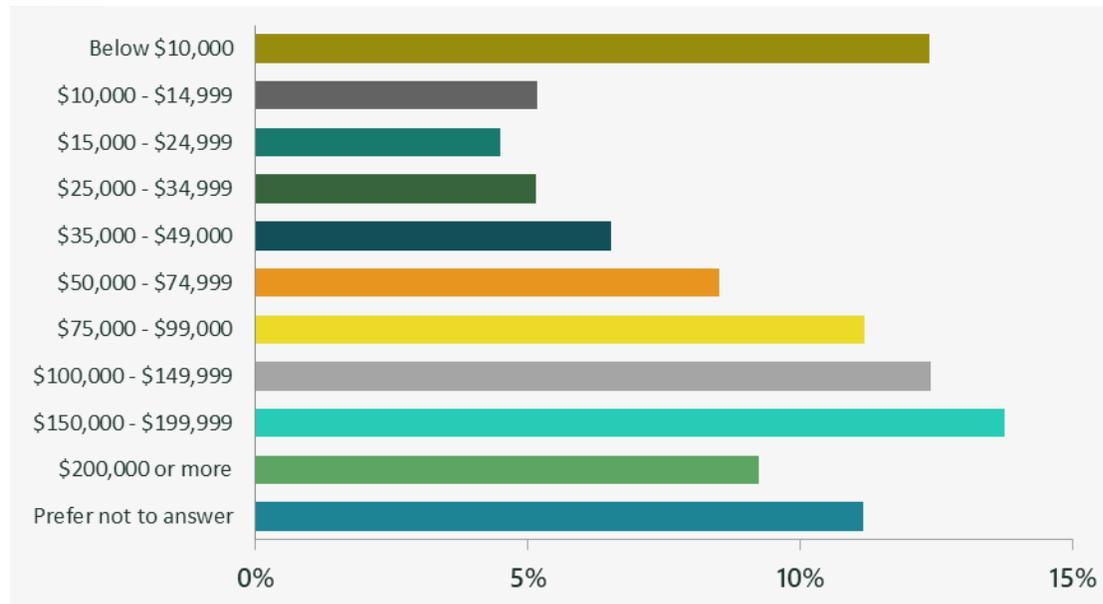
Age



Race or Origin



Income



Below are highlights from a selection of the survey results.

- Of the choices provided for question regarding regional challenges, the top three chosen by those who responded were:
  - Shortage of affordable and diverse housing options (51%)
  - Limited reliable travel options besides driving to everyday destinations (e.g., work, school/childcare, grocery stores, etc.) (37%)
  - Climate change impacts (e.g., extreme heat, drought, heavy storms, etc.) (33%)
- For the question regarding the **vision for our region in 2050**, the top three chosen answers were:
  - Healthy for all people to live in (53%)
  - Prosperous, with economic opportunity for all residents (46%)
  - Safe for all modes of travel (39%)
- The top three **transit improvements** chosen by respondents were:
  - More comfortable routes for walking, biking or rolling (55%)
  - More access to reliable, frequent and fast transit options (52%)
  - Improved street safety (49%).
- The top three **land use & development** priorities chosen by respondents were:
  - Housing that is affordable to people of all income levels (70%)
  - More parks and open space (60%)
  - More sustainable designs to conserve water and energy in residential and public spaces (49%).
- In regard to **resilience**, the majority of respondents indicated each shock and stressor listed to be very important, followed by important, in order for communities to be resilient. This speaks to the concern of many major events that have impacted or will impact communities (e.g., pandemic, utility disruptions, extreme weather events, natural disasters, etc.)
- The top three **transportation-related equity priorities** were:
  - Fast, frequent and reliable transit and transportation options (63%)
  - Safe streets for bicyclists and pedestrians (60%)
  - Access to everyday destinations (56%).
- The top **regional equity priorities** identified by survey respondents were:
  - Housing affordability (67%)
  - Air quality (40%)
  - Economic opportunities (33.3%) and clean water (33.1%) were close.

A complete summary of survey results is attached to this staff report.

### Workshops Findings

To ensure that SB 375 requirements were met, four in-person workshops were held in Los Angeles and Orange Counties, with three held in each of the SCAG Region's counties - Imperial, Riverside, San Bernardino and Ventura. In all, SCAG hosted 20 in-person and seven virtual workshops with combined attendance of 227 people and nearly 2,500 comments collected.

The following tables summarize the most comment responses that SCAG received on the interactive poster boards that were presented alongside related content and background material. The workshop comments parallel many similar concerns identified through the survey such as housing affordability, transit reliability and frequency, and safety on streets.

*What challenges do you face today?*

Housing affordability
Climate change impacts like sea level rise and wildfires
Traffic congestion and long commutes
Not safe to walk or bike
Homelessness

*How might we make the future better?*

More affordable housing
More community involvement and leadership in decision making
Better transit with additional routes and more frequent, reliable service
Make it safer to walk and bike, both through infrastructure and education
Improved land use such as more mixed use, jobs/housing balance and integration with transportation

*How can we make the region more equitable?*

More affordable housing, especially for very low income
Access to education and job training
More inclusive public meetings, at accessible locations and times
More community spaces like parks and indoor playgrounds
Reduce car dependence by providing alternatives like free, reliable transit

*Additional Criteria that SCAG should consider for equity analysis<sup>2</sup>:*

Environmentally burdened, like disadvantaged communities
Farm Workers
LGBTQ+ community
Low and middle income
Indigenous and Native people
Youth coming out of foster care
Homeless
Veterans

*How can we make our region more resilient?*

Better emergency preparedness including floods, fires, earthquakes but also pandemics and climate change
Stronger economy, with support for small businesses and high paying jobs
More educational opportunities, including higher education and vocational training
More housing, especially near jobs
More options for travelling without a car, such as walking, biking, transit

*What Economic Challenges do you see in the future?*

High housing costs and lack of affordable housing
Persistent income inequality and lack of high paying jobs
Artificial intelligence, robotics and automation displacing workers
High education costs and lack of training as barrier to a skilled work force

*How can we ensure that benefits of the growing economy are accessible to all?*

Quality education for children and adults
Improve community leadership in problem solving
Housing for all and ability to live close to work

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<sup>2</sup> This is in addition to the current equity analysis criteria: low income households, people of color, vulnerable ages, people with disabilities, people with limited English proficiency, limited vehicle and transit access, people without a high school diploma, single parent households and housing cost burdened households.

Please find a more detailed summary about the Public Workshops attached.

### **Pop-Up and Street Team Findings**

There were a total of 20 pop-up and street team engagements with more than 2,000 interactions with members of the public. While these engagements were primarily focused on directing people to the survey, outreach staff collected over 100 comments through the impromptu interactions. The most frequent comments received were related to a 1) more open space/community gardens, 2) street cleanliness and 3) water management/cleanliness.

### **Community Partnership Findings**

From mid-April to late May 2023, Community Partners held 19 Connect SoCal presentations at existing meetings or events and organized 11 stand-alone Connect SoCal convenings using multilingual presentation materials and feedback collection templates. Community Partners also conducted in-person outreach and used their own mailing lists, website and social media accounts to drive attendance to SCAG's existing workshops and encourage survey participation. In addition, Community Partners from across the region collected more than 500 paper survey responses.

Overall, community members who provided feedback through partner organizations agreed with the general direction and intent proposed in each Connect SoCal topic but offered nuanced viewpoints, priorities, and concerns based on their experiences. Many communities raised transportation safety and accessibility, housing quality and affordability, environmental health, and high-quality job creation and small business retention as key priorities for Connect SoCal 2024.

Below are the key takeaways that emerged from the Community Partnership Program are summarized below:

- Limited transportation options and the housing affordability crisis are affecting quality of life issues across the region, particularly in historically disinvested areas.
- Improvements in infrastructure and amenities should be coupled with direct benefits and protections for residents and small businesses at risk of displacement.
- While community members appreciated the opportunity to provide feedback on Connect SoCal, many desired continued engagement with community partners on plan implementation including updates on strategies and performance metrics.

Attached is a memo summarizing the Community Partnership Program and findings in more detail.

### **NEXT STEPS:**

Staff is actively preparing the draft plan to be released this fall and will be incorporating the feedback collected through outreach into the draft Connect SoCal 2024 vision, goals, policies, and strategies.



**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. Connect SoCal 2024 Community Partner Memo
2. Connect SoCal 2024 Survey Summary
3. Connect SoCal 2024 Workshops Summary
4. PowerPoint Presentation - Connect-SoCal-2024\_Outreach\_Update\_July-2023

# SCAG Connect SoCal 2024 Community Partner Program Feedback Summary Memo

## I. INTRODUCTION

As part of the Connect SoCal 2024 development process, the Southern California Association of Governments (SCAG) implemented its second round of the Connect SoCal Community Partners Program to engage diverse communities across Southern California. The Community Partnership Program outreach focused on the core Connect SoCal topic areas – mobility, communities, economy, environment, and equity and resilience – with the intent of capturing key priorities from populations that have historically been underrepresented in formal planning processes.

On behalf of SCAG, Estolano Advisors initiated the Community Partners Program in early February 2023 through an open solicitation process that was shared with SCAG’s non-profit and community-based organization contact lists. Drawing from previous grassroots outreach processes and best practices cited in the [2022 Public Participation Plan](#), SCAG and Estolano Advisors contracted with 15 community-based organizations (Community Partners) with a demonstrated history of engaging target populations and geographies across the six-county region. Target populations included: (1) children and youth, (2) individuals with access and functional needs, (3) low-income communities of color, (4) older adults or retired persons, (5) populations with limited English proficiency, and (6) women and female-headed households. Geographically, Community Partners represented constituents from Torrance to Imperial and Ventura to Southern Orange County. While the mission and work of each organization is varied, they shared a common commitment to creating a more equitable, resilient, accessible, and affordable Southern California. A short summary of the mission and outreach activities conducted by each organization is provided in Section IV of this report.

In alignment with SCAG’s [Racial Equity Early Action Plan](#), the Connect SoCal Community Partnership Program is a continuation of SCAG’s commitment to fostering partnerships with community-based organizations, receiving direct feedback from historically underrepresented populations, and moving towards community ownership of planning processes. This partnership model acknowledges the contributions of grassroots organizations that regularly engage residents who are often subject to negative outcomes from existing land use patterns and transportation policies. This report outlines key priorities and local challenges raised by these communities for SCAG’s consideration as the Connect SoCal 2024 goals and strategies are developed.

## II. KEY TAKEAWAYS

Community Partners conducted a variety of engagement activities to increase participation and solicit feedback from residents on Connect SoCal topics. From mid-April to late May 2023, Community Partners held nineteen (19) Connect SoCal presentations at existing meetings or events and organized eleven (11) stand-alone Connect SoCal convenings using multilingual presentation materials and feedback collection templates co-developed by SCAG, Peacock Sinning, and Estolano Advisors. Community Partners also conducted in-person and digital outreach to drive attendance to SCAG's existing Open House workshops and encourage survey participation. In total, Community Partners from across the region collected more than 500 surveys.

Community Partners collected feedback through presentations and convenings that responded to the draft Connect SoCal goal priorities provided by SCAG and the consultant team at the start of the engagement process and listed in Section III of this report. Overall, community members agreed with the general direction and intent proposed in each Connect SoCal topic but offered more nuanced viewpoints, priorities, and concerns based on their experiences. **Many communities raised transportation safety and accessibility, housing quality and affordability, environmental health, and high-quality job creation and small business retention as key priorities for Connect SoCal 2024.**

Key takeaways that emerged from the community engagement process are summarized below:

1. **Limited transportation options and the housing affordability crisis are affecting quality of life issues across the region, particularly in historically disinvested areas.** For every Connect SoCal topic, community members voiced concerns about transit safety, accessibility, and high housing costs. Feedback from neighborhoods served by LA Metro agreed that more affordable housing should be built adjacent to transit stations, while communities outside LA advocated for more frequent and diverse transit services (fixed bus route, paratransit, bike share, etc.). Many felt that these investments could help reduce the unhoused population and increase access to quality jobs and other destinations without increasing car dependency. The strategies proposed in Connect SoCal should address existing disparities across mobility and housing issues and present concrete solutions that prioritize vulnerable communities.
2. **Improvements in infrastructure and amenities should be coupled with direct benefits and protections for residents and small businesses at risk of displacement.** Citing increasing costs and ongoing environmental harms, several communities called for holistic investment strategies that cut across Connect SoCal topics. Example co-benefits community members shared were low-to-no cost transit fares for key populations, rent control measures, and support for small businesses, including street vendors. Others advocated for prioritizing climate infrastructure improvements, such as electric vehicle charging stations and building electrification, and subsequent high-quality job opportunities in historically disinvested communities. Connect SoCal should recognize the challenges and opportunities for advancing its

goals and promote anti-displacement strategies that prevent further harm to vulnerable populations.

3. **While community members appreciated the opportunity to provide feedback on Connect SoCal, many want concrete strategies with performance metrics incorporated into the plan along with more frequent engagement with SCAG.**

Several residents raised the importance of ongoing touchpoints and requested updates on Connect SoCal’s implementation. Many shared mechanisms for future engagement, such as short check-in surveys, neighborhood visits from SCAG officials, and the formation of a community roundtable, to name a few. To encourage transparency and trust with communities, some residents recommended community performance metrics that track Connect SoCal’s progress, such as health conditions and conservation efforts. SCAG should explore options for maintaining communication with Community Partners and residents beyond the final plan adoption.

### III. SUMMARY FEEDBACK BY GOAL TOPIC

#### A. Mobility – Build and maintain a robust transportation network.

Draft Goal priorities:

- 1) Create more connections across travel modes;
- 2) Increase reliable, accessible, affordable, and quality travel options;
- 3) Increase opportunities to walk, bike, or take transit.

Community Priorities:

Communities across the SCAG region emphasized safety concerns for bicyclists and pedestrians and called for infrastructure that promotes alternative modes of transportation rather than vehicles.

- **Pedestrian Safety:** Community members highlighted the dangers of abandoned scooters and speeding scooters on sidewalks, the necessity of well-paved and well-maintained streets (especially for wheelchair users), the need for brighter lights near bus stops, and the need for more crossing guards.
- **Alternative modes of transportation:** Community members suggested strategies for promoting car alternatives, including funding a mix of transit options—such as buses, trains, streetcars, pedi-cabs, and paratransit—and better first- and last-mile options. Participants also want to see prioritization for bus- and bike-only lanes over car lanes and more transit stations. Community members added that transit and other modes should connect residents to more destinations through longer bus routes, for example. Community Partners in Orange County, in particular, want better connections between central Orange County and other counties in the region through more rail infrastructure.<sup>1</sup>

<sup>2</sup>

<sup>1</sup> Santa Ana Active Streets

<sup>2</sup>Orange County Environmental Justice Education Fund

- **Parking and affordable electric vehicle charging:** Some participants raised the need for more neighborhood parking and more places to affordably charge electric vehicles, especially for low-income communities.
- **More reliable transit:** Community members expressed that more frequent, better-maintained, faster, and more reliable transit is needed since many residents rely on transit. One Community Partner also noted that increased reliability would incentivize greater public utilization of transit services. Another Community Partner that serves the disabled community shared that paratransit services are not reliable and needs vast improvements.
- **Accessible and affordable transportation:** Community members emphasized the importance of accessible and affordable transit for all members of the public, with some participants also advocating for discounted or free transit ridership to seniors, children, and low-income individuals.
- **Changes to land use to support reduced vehicle miles traveled:** One group of participants recommended changing planning and zoning regulations to allow people to live closer to where they work, reducing the need for travel.

Participants also suggested that SCAG learn from other cities around the world that have successfully implemented sustainable transportation models.

### Challenges for Implementation at Local Level:

Several challenges for implementation at the local level surfaced in discussion with community members. Participants expressed opposition to policy solutions that center cars and car-accommodating infrastructure over public transit. One group highlighted how subsidizing electric vehicles and self-driving cars incentivizes driving and fails to address the problems with cars like traffic, air pollution, and the danger they pose to other drivers, pedestrians, and bikers. Rather than use public funds to build new highways or car infrastructure, local governments could offer subsidies for electric bicycles or remodel existing highway systems to support more bus and rail. These participants recommended more events like CicLAvia, where streets are closed to car access, as opportunities to promote safe, healthy, and environmentally friendly mobility.<sup>3</sup>

Concerns with the safety and accessibility of public transit were echoed across feedback sessions, with several participants noting barriers including the cost of fares, poorly maintained escalators and elevators at Metro stations, low Metro ridership, and unsafe bus shelter locations. Challenges with Uber and Lyft dominating the rideshare industry were discussed as well as suggestions for local governments to start their own city rideshare programs. Participants discussed the dangers of shared bike lanes and how separating car traffic from other transportation modes would be safer. Other feedback revolved around a lack of trust in requirements for electric vehicle incentives which could prevent community buy-in for implementation.

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<sup>3</sup> Los Angeles Ecovillage Institute

## B. Communities – Develop, connect, and sustain communities that are livable and thriving.

Draft Goal priorities:

- 1) Improve access to transit and jobs;
- 2) Integrate a regional development pattern with the transportation network;
- 3) Meet regional housing needs.

### Community Priorities:

Throughout feedback sharing sessions, participants circulated ideas and priorities for livable and thriving communities.

- **Engagement:** Community members overwhelmingly agreed on the importance of their involvement and opportunity to provide future input regarding Connect SoCal. In particular, youth participants asserted their desire to be involved in community improvement strategies and have access to resources and opportunities.<sup>4</sup>
- **Quality and affordable housing:** Access to amenities, especially quality and affordable housing during a housing crisis, was another priority that emerged among community participants. Residents shared concern with the number of people who are unhoused in the region and suggested that providing housing, specifically multi-family and dense housing, would result in safer sidewalks and transit facilities. Instead of promoting the building of new housing, participants supported **infill infrastructure** as a strategy to revitalize vacant buildings while also discouraging exurban development in conservation areas. Residents in multiple engagements called for mandating rent-controlled housing, particularly near transportation nodes, as a key affordable housing preservation strategy.
- **Amenities near housing:** Residents also expressed a preference for more parks and grocery stores near housing. One group suggested structuring development patterns in the SCAG region around small community hubs that are accessible by walking, biking, or rail.
- **Clean and safe streets:** From tidying street litter to reducing the prevalence of liquor and other substances in disinvested zip codes, residents felt their communities would benefit from safer and cleaner streets.<sup>5</sup>

### Challenges for Implementation at Local Level:

Community Partners shared that community members wanted to see more alignment of local and regional mitigation initiatives, including connecting non-profit conservation efforts, the State's 30x30 commitment, and Connect SoCal; connecting the Regional Transportation Plan and Sustainable Communities Strategy to local efforts to implement Climate Action and Adaptation Plans; and other concrete connections between implemented policies and overarching Connect SoCal goals. Community members discussed a lack of trust in SCAG and skepticism around its effectiveness, source of funds, and lack of prior community involvement. Residents would like to see SCAG representatives and local officials visit their communities and see areas of concern first-hand. To receive ongoing feedback, SCAG could have a comment

<sup>4</sup> Strategic Action for a Just Economy, Central City Neighborhood Partners

<sup>5</sup> Latino Health Access, Central City Neighborhood Partners

box where community members can write or submit pictures of areas of concern within their community. One group also pointed to the need for consistent survey collection to detect community issues. Another group suggested SCAG create a mobile application to connect survey participants with the specified contact points for their local jurisdiction. These communities shared a desire to be informed and be able to participate despite language barriers.

## C. Environment – Create a healthy region for the people of today and tomorrow.

Draft Goal priorities:

- 1) Reduce greenhouse gas emissions and other pollutants;
- 2) Conserve open space and farmland;
- 3) Help the region grow sustainably.

Community Priorities:

Concerning the environment and ways to help create a healthy region, community members advocated for more green space and better access to parks and open space, including through better transit connectivity.

- **Inclusive conservation:** One group highlighted how the definition of conservation should be as broad and inclusive as possible to include restoration, resilience, and reclamation, for example.
- **Air quality and pollution:** Residents brainstormed pathways to improving air quality and reducing air pollution, such as the preservation and enhancement of natural and working lands, infill development, transition to zero and near-zero vehicles, setting and attaining building electrification goals, mitigation of road congestion, and prohibition of new fossil fuel infrastructure.
- **Clean streets, litter, and recycling:** Street cleanliness was a core priority for community members, who called for more frequent and vigilant litter cleanup. One Community Partner also noted that participants want to see more programs that promote the use of recycled materials.

Challenges for Implementation at Local Level:

Residents wanted to see more alignment between conservation policies, such as land protection and restoration policies and complementary work, such as the housing mandate. Strong community involvement throughout the strategizing and implementation of policies remained a key request for participants. One group suggested creating a collaborative roundtable for conservation groups.

## D. Economy – Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.

Draft Goal priorities:

- 1) Support new jobs through transportation investments and increased competitiveness;

- 2) Support efficient and resilient goods movement.

Community Priorities:

Accessing jobs closer to home with better pay and benefits was a shared priority among residents.

- **Livable wages:** Individuals emphasized the importance of livable wages in enabling people to access housing and other basic needs.
- **Infrastructure Investments:** One group of participants believed new transportation infrastructure could provide new and better-paying jobs in their Orange County region.<sup>6</sup> Other groups called for more conservation funding, high-quality and affordable housing, and economic opportunities.
- **Support for small businesses:** Greater support for small businesses, such as street vendors, came up as an important discussion point as well.

Challenges for Implementation at Local Level:

Community members criticized high taxes and costs of living as challenges which exacerbate issues that affect low-income and disinvested zip codes in the SCAG region.<sup>7</sup> One group noted how corporations like Amazon create an expectation of fast delivery of goods which contributes to unjust and harmful work conditions that disproportionately burden low-income communities. This group called for more local production of goods and services.<sup>8</sup> Some participants felt the focus on economic goals conflicts with the mobility and community goals; they perceived the pursuit of economic growth as the cause of the social and environmental justice challenges in the region. They suggested SCAG instead consider working toward de-growth and addressing the harm caused by past economic growth.<sup>9</sup> Participants identified training and outreach to communities on where and how to apply for jobs as necessary.

E. Equity and Resilience

Draft Goal priorities:

- 1) Ensure safe streets and walkable neighborhoods close to transit;
- 2) Locate jobs near housing;
- 3) Improve access to goods and services;
- 4) More affordable housing and better housing affordability;
- 5) Dependable transportation system;
- 6) Improved mobility and travel modes to reduce emissions.

Community Priorities:

Community Partners reported persistent concerns among residents about equity and resilience in their communities. Groups highlighted the need for long-term accommodations for vulnerable

<sup>6</sup> Orange County Environmental Justice Education Fund  
<sup>7</sup> Latino Health Access  
<sup>8</sup> Orange County Environmental Justice Education Fund  
<sup>9</sup> Los Angeles Ecovillage Institute

populations, such as elderly people, displaced and unhoused people, people of different gender identities, people with disabilities, and low-income people of color.

- **Priority populations:** Residents provided crucial perspectives on how to make goals like transportation-centered housing, electric vehicles, building electrification, high-quality jobs, complete streets, and public transportation more equitable and accessible for these priority populations. Regarding the needs of the elderly, one group surfaced a suggestion that seniors should be included directly in the description of Connect SoCal 2024 rather than under the umbrella of all ages.
- **Literacy- and digitally-inclusive accommodations:** To enhance equitable access to safer roads and healthy transportation options, groups offered suggestions including offering information on community services in various languages at bus stops; translating transportation apps and content into all languages spoken by local communities with accommodations for various literacy levels; providing more convenient and effective digital interactions to allow less technologically literate people to access information.
- **Community involvement:** Regional planning should incentivize resilience and sustainability and incorporate meaningful community involvement throughout decision-making processes.

### Challenges for Implementation at Local Level:

Community members identified how public transit is extremely segregated and almost exclusively used by low-income people of color. Residents pointed out the difficulty in encouraging the use of public transit by people from different racial, social, and economic backgrounds. Considering how housing and transportation have historically disproportionately harmed minority communities and ethnic enclaves, new infrastructure should remain affordable and effective for low-income residents.

Communities would like to understand and stay informed about the timeline for implementation of SCAG projects, particularly around affordable housing, and better job opportunities. In terms of long-term regional resilience, one group of participants reflected how the pandemic epitomized the deadly consequences and risks faced by minority elderly communities, especially those with limited English. To this point, capturing long-term health metrics is fundamental. The lack of health equity metrics, particularly for Asian populations who are often categorized together, contributes to policy that overlooks significant health equity discrepancies.<sup>10</sup>

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<sup>10</sup> Save Our Seniors Network

## IV. COMMUNITY PARTNER PROFILES

**Bike Ventura County (BikeVC)** | Bike Ventura County's mission is to grow a safe, healthy community through equitable bicycle education, empowerment, and advocacy. BikeVC currently provides youth and adult bike skill and safety education to over 1,500 students annually and has two nonprofit shops providing low-cost bike repair solutions from donated bicycles and parts.

Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events
- April 16, 2023 – Conducted surveys at the Annual Earth Day EcoFest at Ventura Charter School, Ventura
- April 29, 2023 – Conducted surveys at the Día De Los Niños Celebration, Oxnard

**California Walks** | California Walks works to create safe, just, and inclusive streets and public spaces. California Walks partners with state agencies, organizations and communities to establish and strengthen policies and practices that support pedestrian safety and healthy, walkable communities. California Walks works to expand and strengthen a network of community organizations working for pedestrian safety and community walkability through equity, engagement, education, advocacy and collaboration.

Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events

**Center for Community Action and Environmental Justice (CCA EJ)** | CCA EJ is a progressive, base-building, non-profit organization bringing communities together to find opportunities for cooperation, agreement and problem solving in improving their social and natural environment. Using the lens of environmental health to achieve social change, we work within communities to develop and sustain democratically based, participatory decision-making that promotes involvement of a diverse segment of the community in ways that empower the community. With its beginnings in 1978 and success in achieving institutional change, CCA EJ has become a highly respected voice for disproportionate communities of color in the Inland Empire region.

Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events

**Central City Neighborhood Partners (CCNP)** | CCNP is a collaborative non-profit organization that primarily serves BIPOC community members by fostering partnerships in support of positive community change. By ensuring equal access to essential services, CCNP uplifts BIPOC families with direct links to rent assistance, food, and educational support for intergenerational households. CCNP is a trusted resource hub centrally located in the Westlake

Attachment: Connect SoCal 2024 Community Partner Memo (Connect SoCal 2024: Outreach Update)

neighborhood of the City Los Angeles that fortifies resilient support in assisting the community to enrich their everyday lives.

#### Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events
- April 15, 2023 – Conducted surveys at CCNP’s Earth Day Event, Los Angeles
- April 19, 2023 – Connect SoCal Presentation to CCNP Youth Council, Los Angeles
- April 22, 2023 – Conducted surveys at Family Fun Day, Los Angeles
- May 11, 2023 – Connect SoCal Presentation during CCNP Nutrition Course, Los Angeles
- May 16, 2023 – Connect SoCal Plan Meeting, Los Angeles
- May 19, 2023 – Connect SoCal Plan Meeting, Los Angeles

#### Summary of Feedback Received

- Youth were excited about the plan and asked for: (1) strategies to make streets safer, (2) increased bus frequency, (3) improved safety at bus stops and shelters, (4) and solar panels on residential and community spaces. Community members echoed these calls, especially for safer streets and increased bus frequency.
- CCNP members and youth were concerned about how to address the homelessness crisis, highlighting the need to work in community to address it. In tandem, members raised the need for more affordable housing, but some cautioned that home construction does not always address homelessness.
- Community members were interested in understanding when the Connect SoCal plan will be implemented and how it would impact them. Specifically, members wanted to understand who would benefit from new affordable housing, since many of the participants are on affordable housing waitlists.
- Street cleanliness and safety were also major concerns across the engagements. Some community members suggested issuing tickets for littering, more frequent trash pickup, and more street lighting. Others suggested more security in areas like parks.
- Community members also want to dedicate more attention to public spaces. Specifically, they called for designated spaces for street vendors since they often take up room on sidewalks. Community members also want more park space that is safe and clean and where their children can spend time.
- Community members were interested in learning more about the concept of creating jobs near where people live.
- Community members want SCAG to visit their community to see and understand their areas of concern. They also requested a comment box to share issues with SCAG.

**Day One** | Day One is a community-based nonprofit organization with a 35-year history of providing effective, high quality and culturally-sensitive public health education, intervention, and

policy development in the San Gabriel Valley. Our mission is to build vibrant, healthy cities by advancing public health, empowering youth, and igniting change. Our vision is to create a healthy, connected, vibrant world. Our team has learned the importance of listening, learning, and leading. Youth have always been at the heart of our program and are instrumental in guiding the direction of our efforts.

Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events
- May 10, 2023 – Connect SoCal Presentation at Day One Youth Advocate Meeting, Pasadena
- May 22, 2023 – Connect SoCal Presentation at Foothill League of Women Voters, Pasadena 100, and Pasadena Complete Streets Coalition Meeting, Pasadena (Virtual)

Summary of Feedback Received

- Students shared that transportation should be a larger community focus, especially transit given that many people can’t afford a car and instead take the bus. They want to see transit improvements such as more Metro stations, longer bus routes, and more bike lanes.
- Community members and youth also raised concerns about ways to reduce greenhouse gas emissions through the plan. Students also want more green space, especially near roads and highways.
- Community members were interested in whether the Inflation Reduction Act would be mentioned in the Connect SoCal plan.

**Friends of Harbors, Beaches and Parks (FHBP)** | Friends of Harbors, Beaches and Parks’ mission is “to promote, protect, and enhance the harbors, beaches, parks, trails, open spaces, natural preserves, and historic sites in Orange County.”

Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events
- May 2, 2023 – Connect SoCal Workshop, Orange County (Virtual)
- May 9, 2023 – Connect SoCal Presentation to Power in Nature Southland Regional Group (Virtual)
- May 15, 2023 – Connect SoCal Presentation to Power in Nature Southland Regional Group (Virtual)

Summary of Feedback Received

- Participants shared that aligning Connect SoCal with other conservation planning efforts, including 30x30 would help bolster the goals of each. They also suggested that aligning SCAG’s other work, such as the housing mandate, with

conservation efforts would help support community-driven work and help SCAG and its partners meet their goals.

- Participants emphasized the importance of community involvement, including conservation groups, in Connect SoCal development to ensure that conservation and environmental policies are adequately addressed. Some participants would like to learn about future Connect SoCal feedback opportunities. However, others were curious about how the conservation community would benefit from being involved with Connect SoCal.
- Participants also emphasized that conservation and the environment should be incorporated throughout the plan. They added that the conservation definition should be broad (e.g. “not just land protection, but also restoration, resilience, and reclamation”). One group noted that conservation needs to be called out separate from land use.
- Participants were interested in learning about advance mitigation to fund conservation efforts.

**Latino Health Access (LHA)** | LHA is a non-profit public health organization founded in 1993 with the mission to partner with communities to bring health, equity and sustainable change through education, services, consciousness-raising, and civic participation. The Community Health Worker/Promotor model is the driving force for the organization to reach and engage working-class Latinx communities and other communities of color in Orange County. LHA facilitates core programming in the areas of chronic disease prevention and management, children and youth engagement, mental health and emotional wellness, civic and community engagement and active transportation.

#### Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events
- April 22, 2023 – Conducted surveys at Sana Ana Fit Run, Santa Ana
- May 1, 2023 – Conducted surveys at Santa Ana High School, Santa Ana
- May 19, 2023 – Connect SoCal Presentation to LHA Youth, Santa Ana
- May 22, 2023 – Connect SoCal Presentation to LHA Staff, Santa Ana (Virtual)
- May 24, 2023 – Connect SoCal Presentation to LHA Membership, Santa Ana

#### Summary of Feedback Received

- All groups agreed that there is a housing crisis and a need for more affordable, quality housing. Youth cited concerns about their ability to access quality housing in the future and about access to affordable healthcare. Staff added that more housing assistance programs are needed to support residents with securing housing and that there should be less liquor and other substances in disinvested zip codes.
- Across all groups, participants raised concerns about street safety and facilities. Youth called for improvements to bike and pedestrian infrastructure; members called for more bus and rail routes and higher frequency; and staff emphasized

the need for better transportation access for residents who use wheelchairs. Members also called for more transit accessibility, including free fares.

- Members emphasized that low-income households are the most impacted by the region’s challenges. Staff added that increased taxes and cost of living exacerbate the issues that these households face.
- Members and staff also raised economic concerns, such as ensuring that small businesses have the access they need to thrive. Staff also noted that increased wages would improve residents’ access to quality housing.
- Each group also noted environmental concerns related to air pollution and congestion, street cleanliness, and materials recycling.
- Recommendations for Connect SoCal included (1) more consistent survey collection as a means of identifying community issues, and (2) more micro-level analysis of impacts since the four goal areas impact each community differently.

**Los Amigos de la Comunidad** | The mission of Los Amigos de la Comunidad, Inc is: To increase the capacity of the underserved communities of the Imperial Valley and intertwined regions facing socio-economic and environmental injustices, health care access disparities and institutional discrimination. Los Amigos de la Comunidad, Inc is dedicated to building capacity of underserved communities from the ground-up with an emphasis on communities facing socio-economic and environmental injustices and challenges, lack of educational opportunities, poor infrastructure, lack of affordable and adequate housing by using culturally competent and relevant organizing and advocacy methods. Capacity building includes civic engagement, direct organizing/advocacy, creating access to resources and fostering leaders from the underserved communities to become their best advocates and take control of their issues focusing on the most underserved; people living below, at or just above the poverty level, people of color, immigrants, women, undocumented, LGBTQ, homeless, farmworkers and other marginalized/disenfranchised subgroups within our region.

Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events
- April 16, 2023 – Connect SoCal Presentation at Velocity, El Centro
- April 27, 2023 – Connect SoCal Workshop, Niland
- May 5, 2023 – Connect SoCal Presentation at 5 de Mayo Taco Festival, Brawley
- May 6, 2023 – Connect SoCal Presentation at Calexico Community Center, Calexico
- May 22, 2023 – Los Amigos SCAG Platica, Brawley
- Conducted surveys at community events around the valley

Summary of Feedback Received

- Overall, participants were not familiar with SCAG and its jurisdiction, but were appreciative of the opportunity to provide input.
- Participants shared concerns about the lack of job opportunities in the region and the number of low-paying jobs. They added that there needs to be more jobs with

better salaries and benefits, more job training, and tailored outreach to the community about how to apply for openings.

- Participants were also concerned about the air quality in the area and the prevalence of respiratory illnesses such as asthma in the community. They want to see a plan to improve the air quality.
- Participants wanted to ensure that perspectives of people who live near the US-Mexico border are considered in the plan.

**Los Angeles Ecovillage Institute** | Los Angeles Ecovillage Institute’s mission is to demonstrate higher quality living patterns at lower environmental impacts by maximizing beneficial connections between the ecological, economic and social systems of a neighborhood. The Ecovillage has been a resource for the Koreatown community for the past 30 years, providing affordable, ecological housing and a range of programming on neighborhood resilience topics.

#### Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events
- April 16, 2023 – Conducted surveys at CicLAVia, Los Angeles (Mid-City/Pico Union)
- April 17, 2023 – Connect SoCal Presentation to Urban Soil / Tierra Urbana Co-Op, Los Angeles
- April 18, 2023 – Connect SoCal Presentation to Rampart Village Neighborhood Council, Los Angeles
- April 21, 2023 – Reimagining a Resilient and Regenerative LA Connect SoCal Workshop, Los Angeles
- May 6, 2023 – Connect SoCal Workshop, Los Angeles

#### Summary of Feedback Received

- Overall, participants raised concerns with existing transportation systems and suggested that changes to zoning could better enable residents to live near their workplaces and recreational activities, which would ultimately lead to less required travel.
- Participants highlighted the need for more “reliable, frequent, and well-maintained public transit,” citing that current transit options are “unreliable, inconsistent, and poorly maintained.” One group noted concerns about low transit ridership and that cleanliness is a leading reason. Another group added that ADA accessibility at stations can be challenging since elevator maintenance is unreliable. The group suggested that Metro should have an increased maintenance budget to address these issues. Participants also shared that public transit should be free.
- Protected bike lanes and dedicated bus lanes were also topics of concern. Participants called for more bike lanes, but discouraged the use of shared bus / bike lanes due to safety concerns for bicyclists. They also suggested car-free

streets, better first/last mile connections, more connected bike lane systems, a street-car system, bicycle co-ops (as pedi-cabs), city-owned ride-share, and more small businesses in Metro stations to increase safety.

- Overall, participants want to see bicycle and transit infrastructure prioritized over car infrastructure and discouraged the expansion of freeways. This includes moving away from policy solutions that incentivize electric vehicles since this still incentivizes driving, and battery production has harmful impacts.
- Participants were concerned with shared electric scooters, which users drive fast on sidewalks and park across pedestrian spaces, and wanted to know how governments would address them.
- Participants also highlighted the need for more affordable housing for people who are unhoused since many need to use transit as shelters. Affordable housing should be multi-family and dense.
- Participants were also concerned about the fact that local governments can ignore the recommendations in plans like Connect SoCal, and that these agencies should focus on implementing their existing plans. Participants added that there should be more transparency and accountability for implementation, which can be possible through coordination between government agencies and community groups.
- Participants were concerned with the Economy goal area, given that they found economic growth to be in direct conflict with the social and environmental goals.

**Orange County Environmental Justice Education Fund (OCEJEF)** | Founded in 2016, OCEJEF’s mission is to bring the fight for environmental justice to Orange County through advocacy, community mobilization, systemic transformation, scientific investigation, and public accountability. We work a lot around sustainable land use, and a transition to a renewable and restorative economy, including safe and accessible clean energy transportation.

Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events
- April 21, 2023 – Connect SoCal Presentation to the Santa Ana Climate Resiliency Coalition, Santa Ana
- May 25, 2023 – Connect SoCal Workshop, Orange County (Virtual)

Summary of Feedback Received

- Participants emphasized the need for Connect SoCal to connect to local efforts and plans such as climate adaptation plans and vice versa. Others added that the improvements need to remain accessible for low-income residents. They also encouraged local officials to visit their communities to see their unique challenges.
- Participants were concerned with housing affordability and accessibility and emphasized the need for rent control to ensure that new development remains accessible. Participants also agreed that housing should be located near

transportation and be mixed-use. One group added that vacant buildings should be rehabilitated for housing, rather than focusing on new development, since there are more vacant homes than people who are unhoused in Southern California.

- Participants were also concerned with transportation accessibility and complete streets and suggested: (1) an app for mapping transit routes (similar to one in Seattle), (2) safer and more accessible sidewalks, (3) protected bike lanes, and (4) more transit fare exemptions.
- Some community members called for more vehicle electrification assistance for low-income communities. One example of this would be free electric vehicle charging stations that are solar-powered.
- Participants want to preserve natural land to provide open space and to address air quality issues. They called for more collaboration with Indigenous communities in conversations about land and water through repatriation.
- Participants suggested adding goals related to building electrification, given the climate footprint of buildings and the public health impacts of gas stoves. Some added that there should be more local power creation, and that there should be a ban on new fossil-fuel infrastructure.

**Santa Ana Active Streets (SAAS)** | SAAS is a community-based coalition with the mission of cultivating diverse community participation in creating a safe and accessible environment for active transportation in Santa Ana. Formed in 2013, our vision is to empower residents to become engaged participants in the emerging active transportation movement in Santa Ana by hosting community events, partnering with local organizations, and working directly with city officials.

Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events
- May 8, 2023 – Connect SoCal Presentation to Willard Neighborhood Association, Santa Ana
- May 18, 2023 – Connect SoCal Presentation to SAAS Volunteer and Programs Meeting, Santa Ana

Summary of Feedback Received

- Participants want to see safer streets, with more crossing guards and well-paved facilities. They added that it needs to be easier to incorporate crossing guards into safety strategies. Participants also raised parking as a needed strategy, but noted that this isn't a long-term solution.
- Participants raised many ideas related to better transit, including: (1) reliable, frequent, and fast transit (most popular); (2) better facilities for walking, biking, and rolling (also most popular); (3) increased number of destinations that can be reached by walking, biking, or rolling (third most popular); (4) lighting at bus stops; (5) vouchers for student bus passes; (6) increased connectivity and transit

frequency, especially on rail, between Orange, San Bernardino, and Riverside counties; and (7) bus stops as an opportunity to share information on community services (in multiple languages).

- One participant shared that zero emission vehicles incentives and infrastructure are not as high of a priority.
- One participant found the plan development to be challenging to grasp, preferring to focus attention on short-term issues such as parking access.

**Save Our Seniors Network (SOSN)** | SOSN is an all-volunteer network of individuals and organizations working to promote, protect, and advocate for culturally competent, community-led healthcare, based on compassion not profits, for Japanese-American, limited-English proficient, immigrant, and all vulnerable seniors.

#### Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events
- May 4, 2023 – Connect SoCal Presentation to SOSN Members, Los Angeles (Virtual)
- May 16, 2023 – Connect SoCal Presentation to SOSN Executive Committee, Los Angeles (Virtual)
- May 23, 2023 – Save Our Seniors Network Open House Workshop: Our Elders in 2040, Torrance
- May 25, 2023 – Our Seniors in 2050 Connect SoCal Workshop (Virtual)
- May 19, 2023 – Conducted surveys at Nijya Market, Torrance

#### Summary of Feedback Received

- Participants raised the need for more connections between Connect SoCal and local policies given that SCAG cannot enforce the plan’s goals. This related to the need for more coordination between agencies. They added that there is skepticism around SCAG’s effectiveness, transparency, sources of funds, and history of community involvement. Others noted that major infrastructure investments have historically harmed minority communities, especially due to air quality impacts.
- Participants suggested that there should be clear performance metrics from previous and future Regional Transportation Plans to measure progress. They also added that there should be more mention of ways for communities to engage with housing and transportation planning locally.
- Participants emphasized that the plan needs an intergenerational connection and a stronger emphasis on the needs of the elderly. Given that elderly require greater levels of care, participants were concerned by the lack of health equity metrics in the plan. Participants added that the plan should more clearly point out the impacts of the environment on health.
- Participants shared that the “sandwich generation,” or those who care for a parent over 65 and have a child under 18, are heavily dependent on commuting.

For elders who don't have personal transportation, the location of services is also very important.

- Participants wanted to see a larger emphasis on connections to nature and strategies to address homelessness humanely.
- Participants were concerned with the slow pace of changing land use designations and emphasized the need to address airports that continue to operate in residential areas.

**Southern California Resource Services for Independent Living (SCRS)** | Southern California Resource Services for Independent Living's mission is to empower individuals with any disability of all ages to become independent through employment, education and community service.

Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events
- May 19, 2023 – Connect SoCal Presentation to SCRS Consumers, Downey

Summary of Feedback Received

- Many participants raised that paratransit services are not reliable. As a result, many participants have to rely on public transportation, which feels less safe. Some added that they feel more understood on paratransit than on bus or rail transit due to their disabilities.
- Participants shared that safety and operator compassion and understanding also stand out, but participants did not elaborate on why.

**Strategic Action for a Just Economy (SAJE)** | SAJE builds community power and leadership for economic justice. We are driven by a vision of a society where justice and equity are the foundation of community development, where communities are stable, and where workers and tenants have the same rights, stature, and decision-making power as corporations and property owners. Our four main areas of work are around Tenant Rights and Policies, Healthy Housing, Equitable Development and Transit.

Summary of Engagement Activities

- May 18, 2023 – Connect SoCal Presentation to SAJE Members (Virtual)

Summary of Feedback Received

- Participants were curious about how the Connect SoCal goals would be implemented.
- Participants were concerned about the high cost of housing and access to amenities in their neighborhoods now and in the future. Youth and parents

agreed that more open space and other amenities are needed for youth in their communities.

- Participants added that there needs to be more accessible transportation that is also reliable, safe, and affordable. Participants specifically called for fareless transit, better safety on transit, electric transit vehicles, and longer transit routes. Participants also shared that community members don't trust the requirements for electric vehicle incentives.

**Uplift San Bernardino/Making Hope Happen Foundation** | The Making Hope Happen Foundation engages people, builds partnerships, provides leadership, and delivers resources where they are needed to achieve a thriving and innovative community in which every student is a life-long learner and can be successful in meeting their hopes and aspirations. Uplift San Bernardino is a collective impact initiative, and the backbone organization is the Making Hope Happen Foundation. The mission of our collective is to build a generation of successful adults committed to growing roots in San Bernardino through neighborhood development, economic opportunities, and our greatest asset, our human capital.

Summary of Engagement Activities

- Promoted SCAG-hosted and other Connect SoCal workshops / events
- April 15, 2023 – Connect SoCal Presentation to IE Tenants Union Meeting, San Bernardino County
- April 17, 2023 – Conducted surveys at Small Business Resource Group, San Bernardino (Virtual)
- April 22, 2023 – Conducted surveys at the City of San Bernardino's Arbor/Earth Day Revitalization, San Bernardino
- May 1, 2023 – Conducted surveys at Community Council Meeting, San Bernardino (Virtual)
- May 17, 2023 – Connect SoCal Presentation to the Neighborhood Association Council of San Bernardino, San Bernardino (Virtual)

Summary of Feedback Received

- Participants shared that they face more immediate needs than those captured in a plan with a 2050 time-horizon. The issue of greatest concern was housing security, and participants noted that concerns about this issue make it challenging to focus on other areas for improvement such as transportation. Participants agreed that affordable housing is not affordable on minimum wage. Despite these concerns, the group hopes that the plan will focus on addressing these housing issues.
- Alongside affordable housing, participants want to see solutions for people who are being displaced. They noted that while people who are unhoused are being forced out of parks, they don't have anywhere else to go.
- In addition to housing, participants called for more park access and better transportation and street safety given the number of speeding drivers. Survey

participants added that traffic is increasing and roads are deteriorating, especially after the development of more distribution centers and the recent rains. Some also added that air quality and smog are major issues. Some survey participants shared that they'd like to see more shared mobility, such as ride-share and bicycle and scooter sharing. However, some also raised the challenges with maintaining these resources.

# Connect SoCal 2024: Survey Analysis & Summary

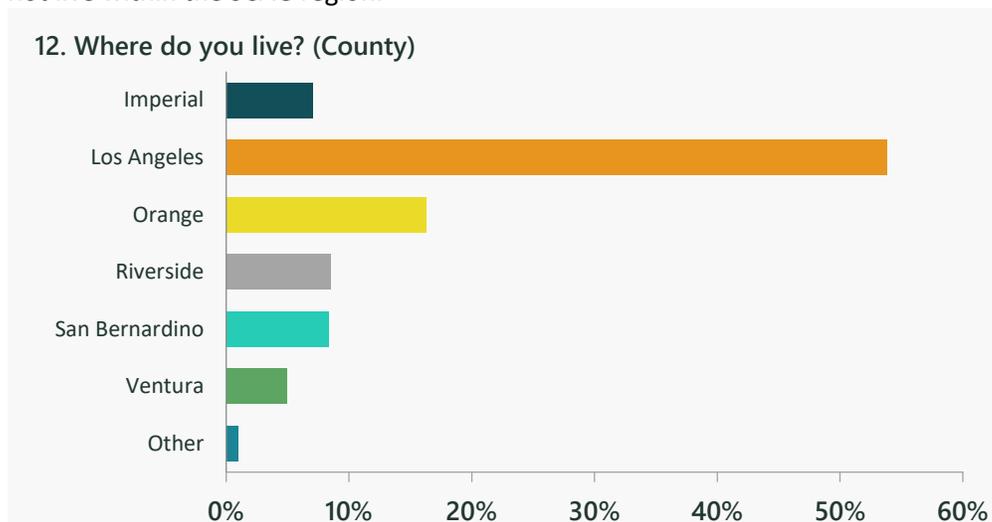
## Background

On March 19, 2023, SCAG launched the Connect SoCal 2024 Survey to collect feedback from the public on during the initial outreach prior to the release of the draft Connect SoCal 2024 (Plan) in the fall. The survey consisted of 14 questions total: nine questions specific to the respondent’s regional priorities, concerns and future vision, and five optional sociodemographic questions. Circulated concurrently with the public open-house workshops and pop-up events, the survey concluded on June 4, 2023, collecting a total of 3,683 responses. The feedback gathered will be used to assess the direction of Plan vision, goals and priorities.

The survey ran on two digital platforms, Esri Survey123 and SurveyMonkey. During the outreach phase of plan development, the survey was shared through various avenues: digital ads, billboards, transit shelter ads, radio ads, pop-up events, SCAG-hosted workshops, and ethnic newspaper outlets. The survey was made available in English, Spanish, Chinese (Traditional), Korean and Vietnamese. In addition, SCAG partnered with 15 community-based organizations (CBOs) to conduct strategic outreach including distributing paper surveys to key and historically underrepresented stakeholder groups. SCAG’s CBO partners collected over 500 paper surveys. Early in the process, SCAG received feedback on the survey to encourage an opportunity for open-ended comments, to which SCAG responded by including the opportunity to email additional comments. SCAG also received critiques on the framing and unintended assumptions within the survey questions themselves.

## Highlights

- A majority of the respondents who indicated their location reside in the Los Angeles County (53.86%), followed by Orange County (16.33%). About 1% of the respondents indicated they do not live within the SCAG region.



- Of the choices provided for **Q1. Regional Challenges**, the top three chosen by those who responded were: Shortage of affordable housing (51.24%); Limited reliable travel options (37.29%); and Climate change impacts (33.08%).

- Of the respondents who answered **Q2. Vision**, the top three chosen to describe their future vision were: Healthy for all people to live in (52.73%); Prosperous, with economic opportunity for all residents (45.94%); and Safe for all modes of travel (39.17%). Other responses of note included: Public safety, Public transportation, Public and/or open spaces, Housing affordability, and Homelessness.
- From the **Q3. Travel Mode Perceptions** respondents:
  - 25.28% (top choice) indicated that they somewhat agree to be willing to pay for parking to be closer to their destination, whereas 21.22% (second choice) strongly disagreed.
  - 26.33% (top) somewhat agree and 18.91% (third choice) strongly agreed that they prefer remote or online options for their daily activities. The majority 31.78% neither agreed nor disagreed.
  - 39.69% (top) strongly agreed and 24.32% (second) somewhat agreed that they would take public transit if they lived closer to a bus stop or rail station.
- Of the **Q4. Travel Mode Preferences** respondents:
  - Preferences for driving alone (24.91%) and transit or rail (24.85%) were nearly even, followed closely by walk/bike/roll (23.86%).
  - However, for accessing school and/or childcare, the majority (37.56%) preferred to walk/bike/roll.
  - For errands, the majority (41.92%) preferred to drive alone.

It is important to note that the responses to Q3. and Q4 may be influenced by latent demand, or the lack of information or of the infrastructure/mode option available.

- The top three **Q5. Transit Improvements** chosen by respondents were: More comfortable routes for walking, biking or rolling (54.89%); More access to reliable, frequent and fast transit options (52.48%); and Improved street safety (49.44%).
- The top three **Q6. Land Use & Development** priorities chosen by respondents were: Housing that is affordable to people of all income levels (70.35%); More parks and open space (60.17%); and More sustainable designs to conserve water and energy in residential and public spaces (49.24%).
- **Q7. Resilience:** The majority of respondents found each shock and stressor to be very important, followed by important, in order for communities to be resilient. This speaks to many major events that have impacted communities (e.g., pandemic, utility disruptions, extreme weather events, natural disasters, etc.)
- **Q8. Equity (Transportation):** The top three transportation-related equity priorities were: Fast, frequent and reliable transit and transportation options (62.58%); Safe streets for bicyclists and pedestrians (60.24%); and Access to everyday destinations (55.67%).
- **Q9. Equity (General):** The top three regional equity priorities were: Housing affordability (67.29%); Air quality (40.26%); and Economic opportunities (33.34%). Clean water followed closely with 33.11%.
- For those who responded to **Q10. Age**, many fell into the 35-44 (20.31%), 45-54 (18.51%), and 56-64 (19.38%) age groups.

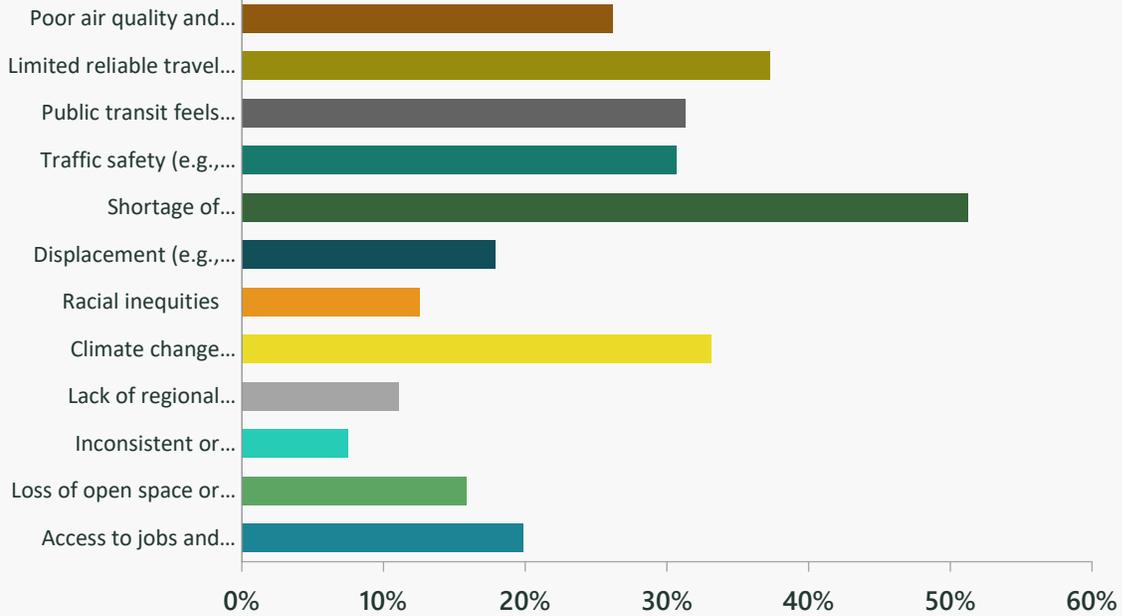
## Full Survey Results

### 1. Regional Challenges

When you think about the challenges our region faces, please choose (3) that are most important to you.

CHOICE	# of RESPONSES	% of Q1 RESPONSES
Poor air quality and related health impacts	962	26.15%
<b><i>Limited reliable travel options besides driving to everyday destinations (e.g., work, school/childcare, grocery stores, etc.)</i></b>	<b>1,372</b>	<b>37.29%</b>
Public transit feels unsafe (e.g., due to other passengers' behavior, lack of bus stop lighting, adequate shading in extreme heat, etc.)	1,151	31.29%
Traffic safety (e.g., serious and fatal collisions)	1,127	30.63%
<b><i>Shortage of affordable and diverse housing options</i></b>	<b>1,885</b>	<b>51.24%</b>
Displacement (e.g., relocating due to eviction, extreme rent increases, etc.)	658	17.89%
Racial inequities	461	12.53%
<b><i>Climate change impacts (e.g., extreme heat, drought, heavy storms, etc.)</i></b>	<b>1,217</b>	<b>33.08%</b>
Lack of regional emergency preparedness (e.g., pandemics, earthquakes, wildfires, etc.)	408	11.09%
Inconsistent or unaffordable broadband/high-speed internet access	275	7.47%
Loss of open space or farm lands	582	15.82%
Access to jobs and economic opportunities	730	19.84%
<b>TOTAL Q1 RESPONDENTS</b>	<b>3,679</b>	

When you think about the challenges our region faces, please choose three (3) that are most important to you:



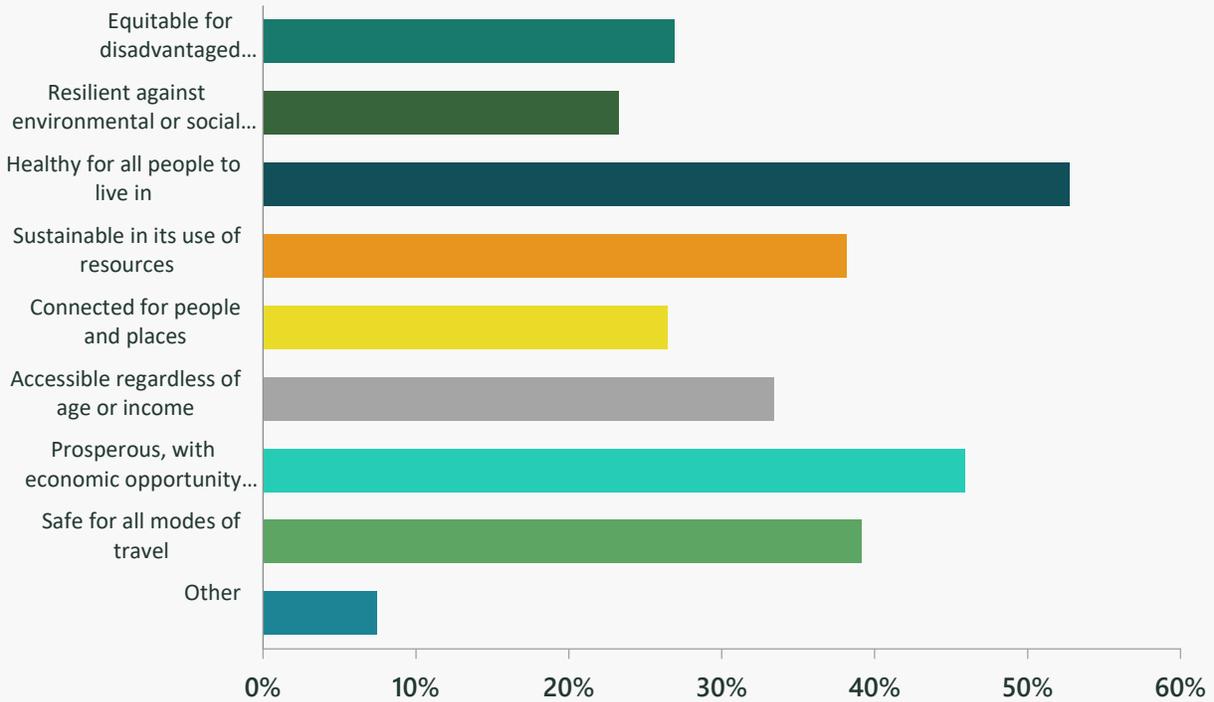
## 2. Vision

When you envision our region in 2050, which three (3) choices below best describe what you'd like to see? A region that is...

CHOICE	# of RESPONSES	% of Q2 RESPONSES
Equitable for disadvantaged populations	991	26.94%
Resilient against environmental or social shocks/stressors	856	23.27%
<b><i>Healthy for all people to live in</i></b>	<b>1,940</b>	<b>52.73%</b>
Sustainable in its use of resources	1,404	38.16%
Connected for people and places	974	26.47%
Accessible regardless of age or income	1,230	33.43%
<b><i>Prosperous, with economic opportunity for all residents</i></b>	<b>1,690</b>	<b>45.94%</b>
<b><i>Safe for all modes of travel</i></b>	<b>1,441</b>	<b>39.17%</b>
<i>Other*</i>	273	7.42%
<b>TOTAL Q2 RESPONDENTS</b>	<b>3,679</b>	

\*These figures only indicate the respondents who selected the "Other" option, which may be higher than valid responses.

When you envision our region in 2050, which three (3) choices below best describe what you'd like to see? A region that is...



Open-ended response to, “When you envision our region in 2050, which three (3) choices below best describe what you’d like to see? A region that is...”

Top responses demonstrated support for improvements with (from 249 usable comments):

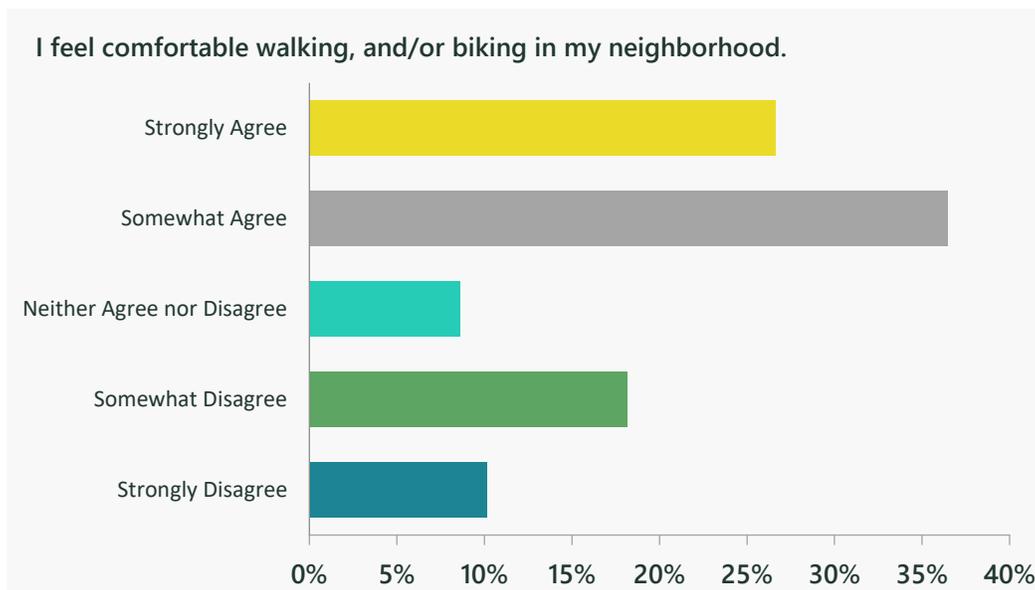
- Public safety (24)
- Public transportation (23)
- Public and/or open spaces (18)
- Housing affordability (15)
- Homelessness (12)

### 3. Travel Mode Perceptions

How strongly do you agree or disagree with the following statements?

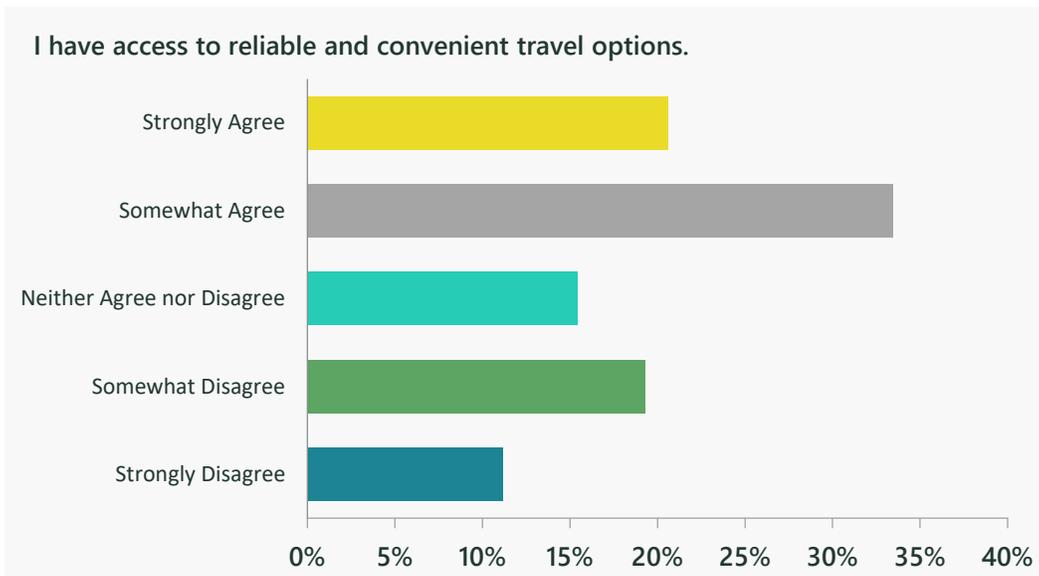
a. I feel comfortable walking and/or biking in my neighborhood.

CHOICE	# of RESPONSES	% of Q3.a RESPONSES
<i>Strongly Agree</i>	<b>971</b>	<b>26.65%</b>
<i>Somewhat Agree</i>	<b>1,329</b>	<b>36.47%</b>
Neither Agree nor Disagree	313	8.59%
<i>Somewhat Disagree</i>	<b>662</b>	<b>18.17%</b>
Strongly Disagree	369	10.13%
<b>TOTAL Q3.a RESPONDENTS</b>	<b>3,644</b>	



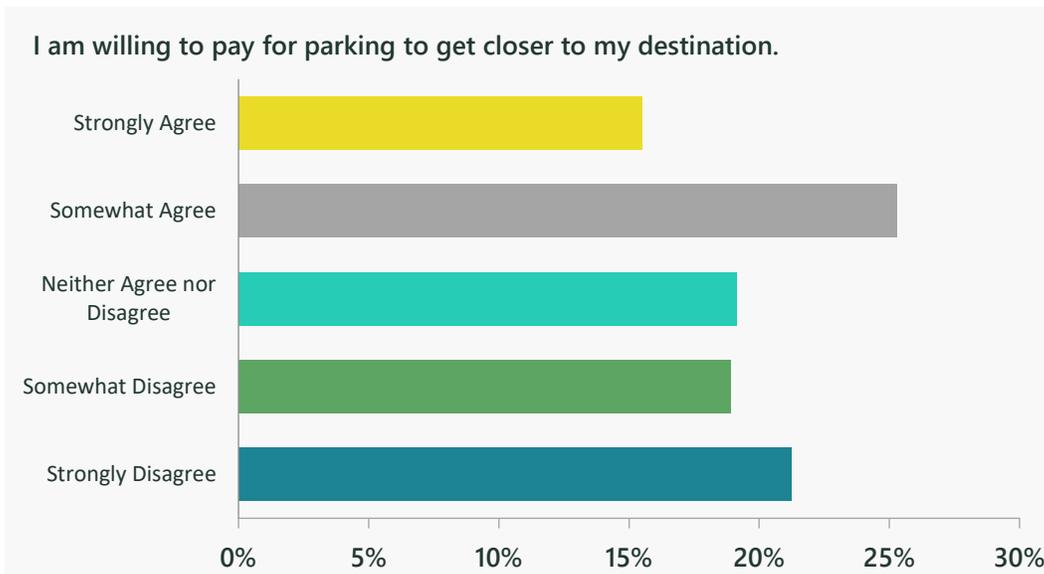
b. I have access to reliable and convenient travel options.

CHOICE	# of RESPONSES	% of Q3.b RESPONSES
<i>Strongly Agree</i>	<b>747</b>	<b>20.60%</b>
<i>Somewhat Agree</i>	<b>1,214</b>	<b>33.47%</b>
Neither Agree nor Disagree	560	15.44%
<i>Somewhat Disagree</i>	<b>701</b>	<b>19.33%</b>
Strongly Disagree	405	11.17%
<b>TOTAL Q3.b RESPONDENTS</b>	<b>3,627</b>	



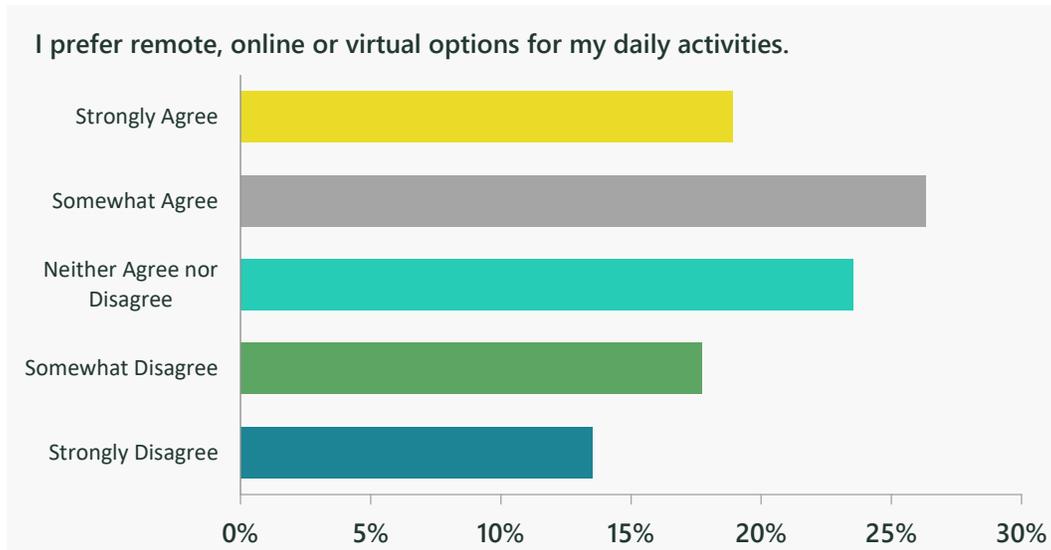
c. I am willing to pay for parking to get closer to my destination.

CHOICE	# of RESPONSES	% of Q3.c RESPONSES
Strongly Agree	560	15.49%
<b><i>Somewhat Agree</i></b>	<b>914</b>	<b>25.28%</b>
<b><i>Neither Agree nor Disagree</i></b>	<b>691</b>	<b>19.11%</b>
Somewhat Disagree	683	18.89%
<b><i>Strongly Disagree</i></b>	<b>767</b>	<b>21.22%</b>
<b>TOTAL Q3.c RESPONDENTS</b>	<b>3,615</b>	



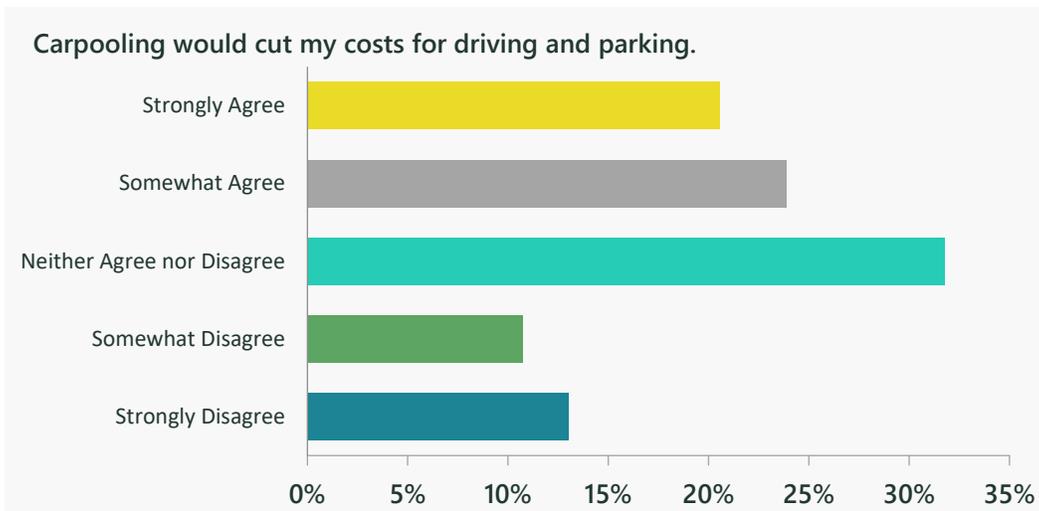
d. I prefer remote, online or virtual options for my daily activities.

CHOICE	TOTAL	% of Q3.d RESPONSES
<i>Strongly Agree</i>	685	18.91%
<i>Somewhat Agree</i>	954	26.33%
<i>Neither Agree nor Disagree</i>	852	23.52%
Somewhat Disagree	642	17.72%
Strongly Disagree	490	13.52%
<b>TOTAL Q3.d RESPONDENTS</b>	<b>3,623</b>	



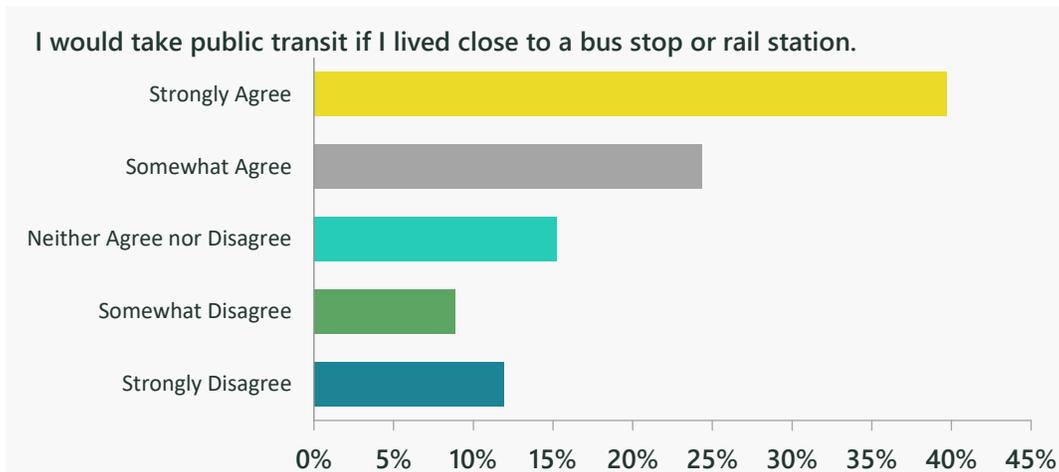
e. Carpooling would cut my costs for driving and parking.

CHOICE	TOTAL	% of Q3.e RESPONSES
<i>Strongly Agree</i>	743	20.55%
<i>Somewhat Agree</i>	864	23.89%
<i>Neither Agree nor Disagree</i>	1,149	31.78%
Somewhat Disagree	389	10.76%
Strongly Disagree	471	13.03%
<b>TOTAL Q3.e RESPONDENTS</b>	<b>3,616</b>	



f. I would take public transit if I lived close to a bus stop or rail station.

CHOICE	TOTAL	% of Q3.f RESPONSES
<i>Strongly Agree</i>	<b>1,439</b>	<b>39.69%</b>
<i>Somewhat Agree</i>	<b>882</b>	<b>24.32%</b>
<i>Neither Agree nor Disagree</i>	<b>552</b>	<b>15.22%</b>
Somewhat Disagree	321	8.85%
Strongly Disagree	432	11.91%
<b>TOTAL Q3.f RESPONDENTS</b>	<b>3,626</b>	

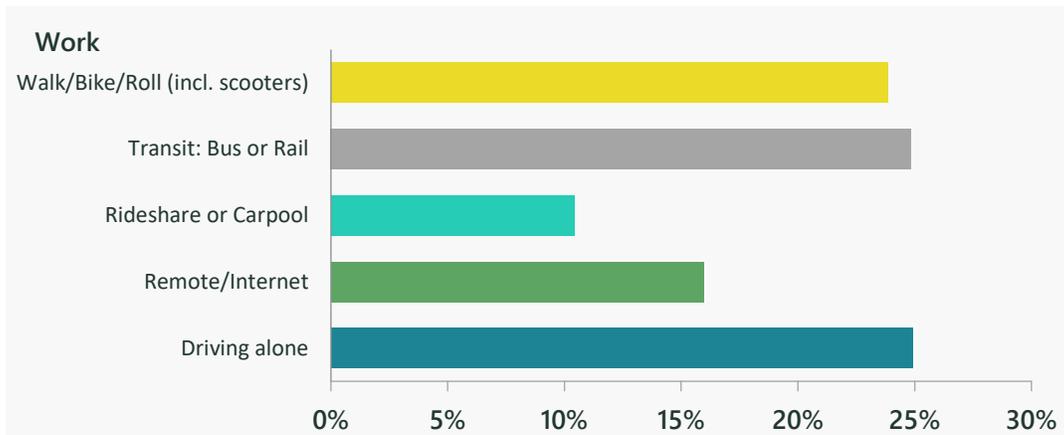


#### 4. Travel Mode Preferences

What travel option would be your ideal mode to access the various activities below? Select your preference for each activity.

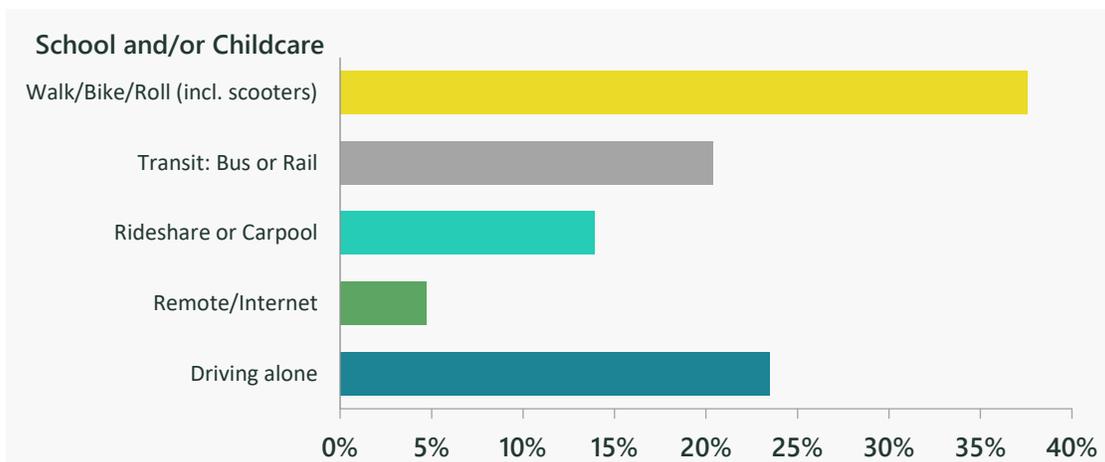
##### a. Work

CHOICE	TOTAL	% of Q4.a RESPONSES
<b><i>Walk/Bike/Roll (incl. scooters)</i></b>	<b>824</b>	<b>23.86%</b>
<b><i>Transit: Bus or Rail</i></b>	<b>858</b>	<b>24.85%</b>
Rideshare or Carpool	360	10.43%
Remote/Internet	551	15.96%
<b><i>Driving alone</i></b>	<b>860</b>	<b>24.91%</b>
<b>TOTAL 4.a RESPONDENTS</b>	<b>3,453</b>	



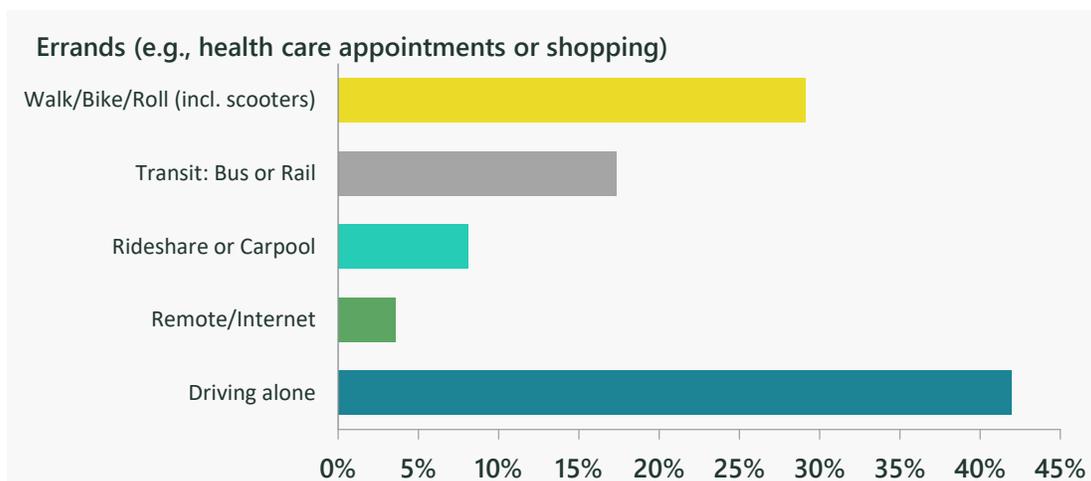
##### b. School and/or Childcare

CHOICE	TOTAL	% of Q4.b RESPONSES
<b><i>Walk/Bike/Roll (incl. scooters)</i></b>	<b>1,280</b>	<b>37.56%</b>
<b><i>Transit: Bus or Rail</i></b>	<b>695</b>	<b>20.39%</b>
Rideshare or Carpool	474	13.91%
Remote/Internet	160	4.69%
<b><i>Driving alone</i></b>	<b>799</b>	<b>23.44%</b>
<b>TOTAL 4.b RESPONDENTS</b>	<b>3,408</b>	



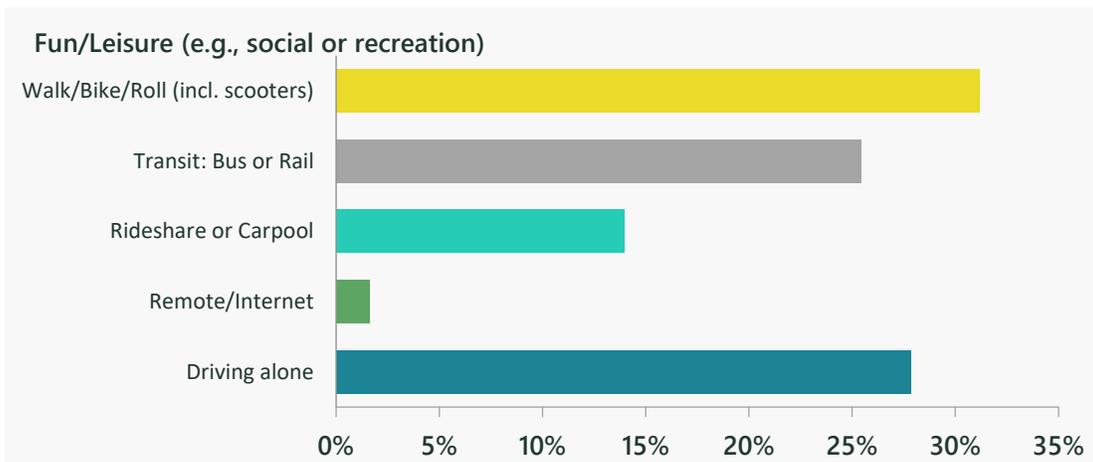
c. Errands (e.g., health care appointments or shopping)

CHOICE	TOTAL	% of Q4.c RESPONSES
<b><i>Walk/Bike/Roll (incl. scooters)</i></b>	<b>1,044</b>	<b>29.14%</b>
<b><i>Transit: Bus or Rail</i></b>	<b>620</b>	<b>17.30%</b>
Rideshare or Carpool	289	8.07%
Remote/Internet	128	3.57%
<b><i>Driving alone</i></b>	<b>1,502</b>	<b>41.92%</b>
<b>TOTAL 4.c RESPONDENTS</b>	<b>3,583</b>	



d. Fun/Leisure (e.g., social or recreation)

CHOICE	TOTAL	% of Q4.d RESPONSES
<b><i>Walk/Bike/Roll (incl. scooters)</i></b>	<b>1,115</b>	<b>31.15%</b>
<b><i>Transit: Bus or Rail</i></b>	<b>910</b>	<b>25.43%</b>
Rideshare or Carpool	499	13.94%
Remote/Internet	58	1.62%
<b><i>Driving alone</i></b>	<b>997</b>	<b>27.86%</b>
<b>TOTAL 4.d RESPONDENTS</b>	<b>3,579</b>	

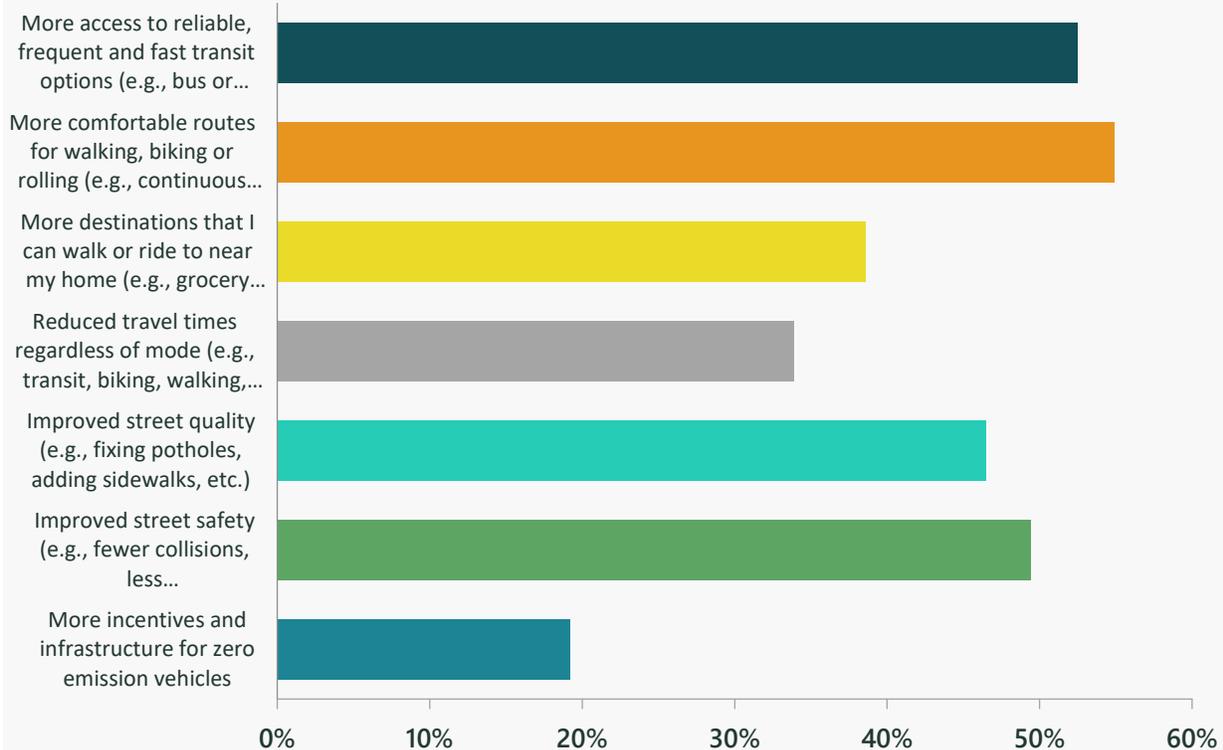


## 5. Transportation Improvements

Of the following, which three (3) transportation-related improvements are the most important to you in your community?

CHOICE	TOTAL	% of Q5 RESPONSES
<b>More access to reliable, frequent and fast transit options (e.g., bus or bus rapid transit, rail, shuttle, etc.)</b>	<b>1,830</b>	<b>52.48%</b>
<b>More comfortable routes for walking, biking or rolling (e.g., continuous sidewalks, crosswalks, curb extensions, street</b>	<b>1,914</b>	<b>54.89%</b>
More destinations that I can walk or ride to near my home (e.g., grocery stores, restaurants, shops, etc.)	1,346	38.60%
Reduced travel times regardless of mode (e.g., transit, biking, walking, etc.)	1,182	33.90%
Improved street quality (e.g., fixing potholes, adding sidewalks, etc.)	1,622	46.52%
<b>Improved street safety (e.g., fewer collisions, less pedestrian/bicyclist injuries, slower traffic speeds, etc.)</b>	<b>1,724</b>	<b>49.44%</b>
More incentives and infrastructure for zero emission vehicles	671	19.24%
<b>TOTAL Q5 RESPONDENTS</b>	<b>3,487</b>	

Of the following, which three (3) transportation-related improvements are the most important to you in your community?

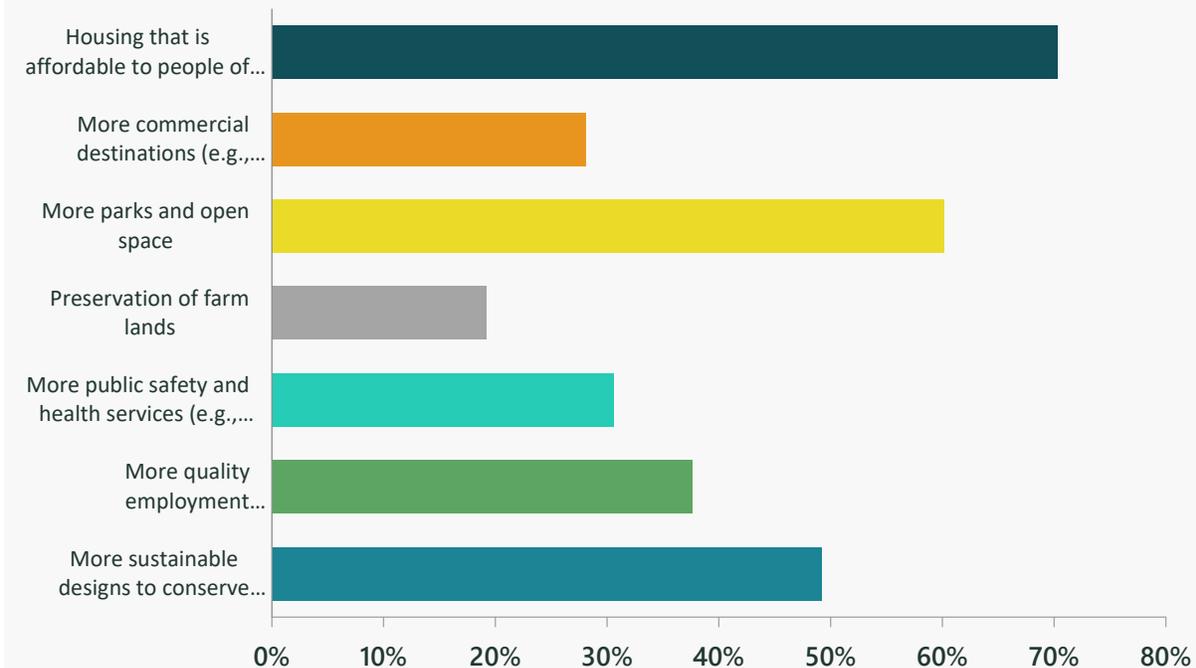


## 6. Land Use and Development

In your community, which three (3) improvements are most important to you?

CHOICE	TOTAL	% of Q6 RESPONSES
<b><i>Housing that is affordable to people of all income levels</i></b>	<b>2,460</b>	<b>70.35%</b>
More commercial destinations (e.g., restaurants, shops, and grocers)	983	28.11%
<b><i>More parks and open space</i></b>	<b>2,104</b>	<b>60.17%</b>
Preservation of farm lands	671	19.19%
More public safety and health services (e.g., fire, police, hospital)	1,070	30.60%
More quality employment opportunities closer to home	1,315	37.60%
<b><i>More sustainable designs to conserve water and energy in residential and public spaces</i></b>	<b>1,722</b>	<b>49.24%</b>
<b>TOTAL Q6 RESPONDENTS</b>	<b>3,497</b>	

In your community, which three (3) improvements are most important to you?

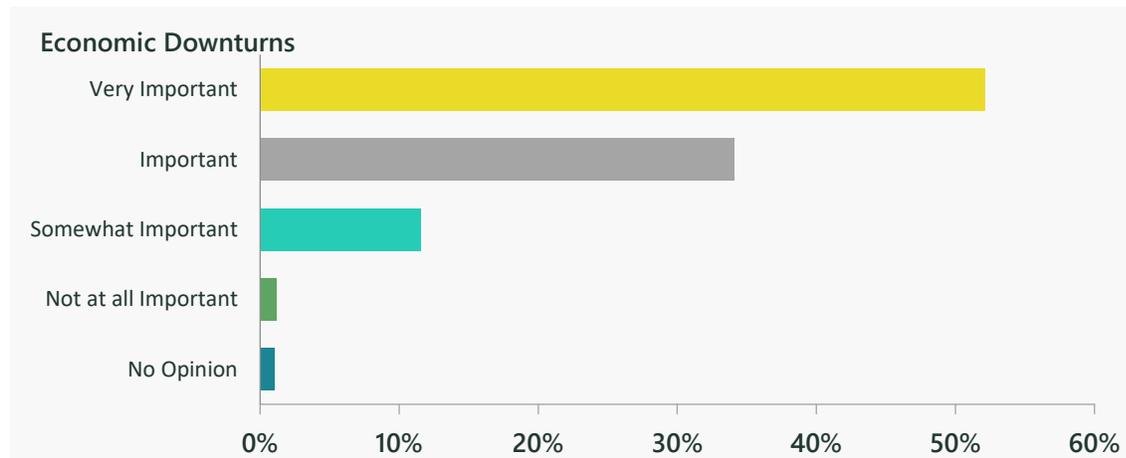


## 7. Resilience

Resilience: Our region needs to be resilient to shocks or stressors like climate change, pandemics and natural disasters. Please indicate the importance of preparing for and being resilient to the following in your community:

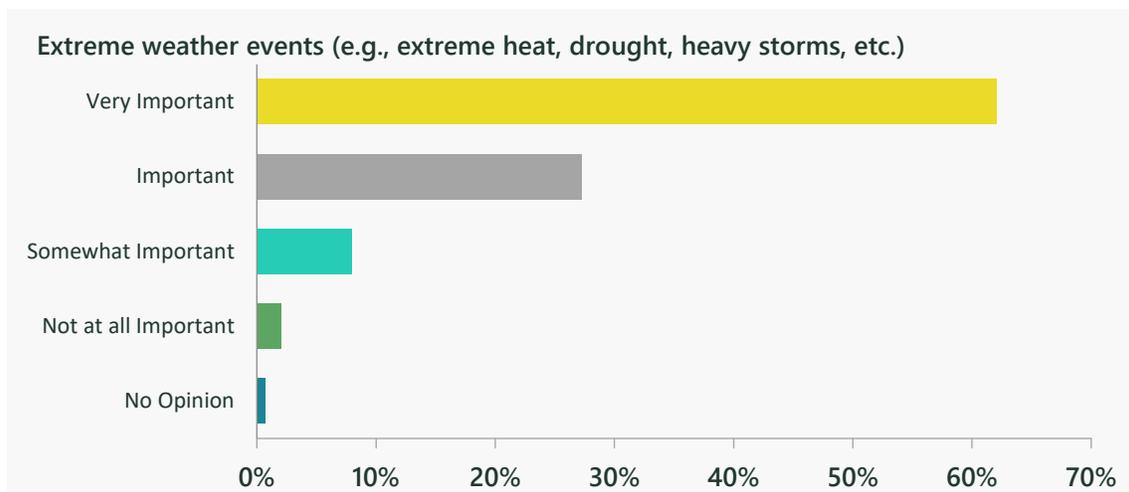
### a. Economic Downturns

CHOICE	TOTAL	% of Q7.a RESPONSES
<i>Very Important</i>	<b>1,669</b>	<b>52.12%</b>
<i>Important</i>	<b>1,091</b>	<b>34.07%</b>
<i>Somewhat important</i>	<b>371</b>	<b>11.59%</b>
Not at all important	38	1.19%
No opinion	33	1.03%
<b>TOTAL Q7.a RESPONDENTS</b>	<b>3,202</b>	



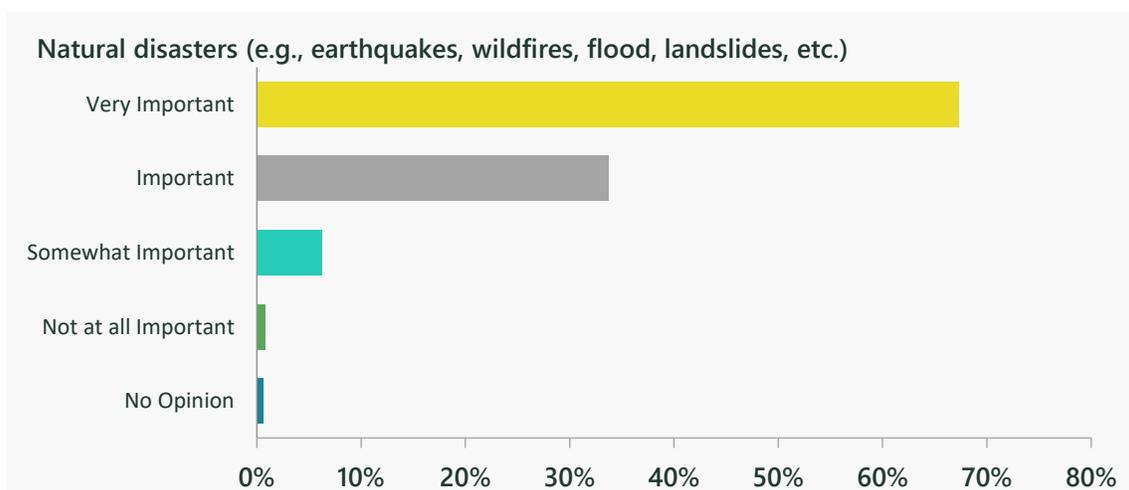
### b. Extreme weather events (e.g., extreme heat, drought, heavy storms, etc.)

CHOICE	TOTAL	% of Q7.b RESPONSES
<i>Very Important</i>	<b>2,133</b>	<b>62.04%</b>
<i>Important</i>	<b>937</b>	<b>27.25%</b>
<i>Somewhat important</i>	<b>275</b>	<b>8.00%</b>
Not at all important	70	2.04%
No opinion	23	0.67%
<b>TOTAL Q7.b RESPONDENTS</b>	<b>3,438</b>	



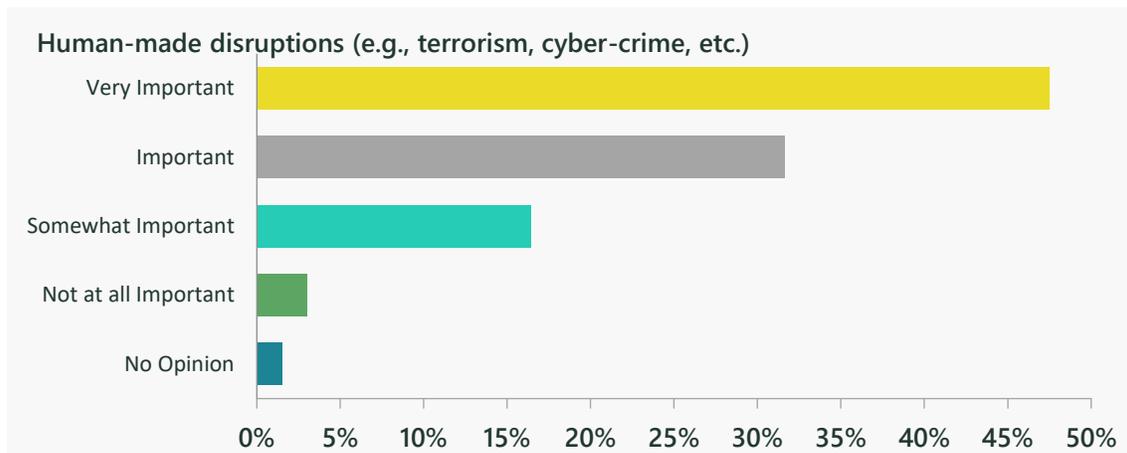
c. Natural disasters (e.g., earthquakes, wildfire, flood, landslides, etc.)

CHOICE	TOTAL	% of Q7.c RESPONSES
<i>Very Important</i>	<b>2,318</b>	<b>67.29%</b>
<i>Important</i>	<b>1,161</b>	<b>33.70%</b>
<i>Somewhat important</i>	<b>215</b>	<b>6.24%</b>
Not at all important	28	0.81%
No opinion	23	0.67%
<b>TOTAL Q7.c RESPONDENTS</b>	<b>3,445</b>	



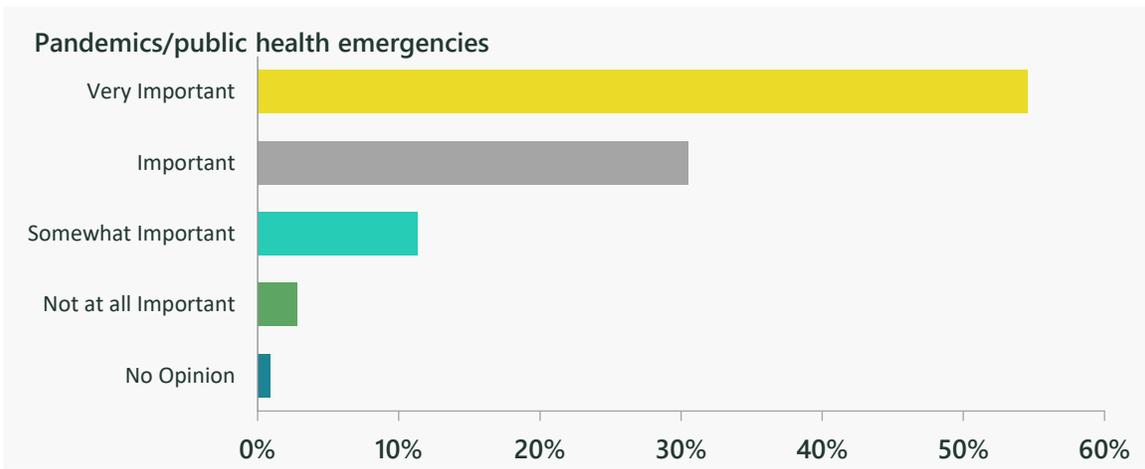
d. Human-made disruptions (e.g., terrorism, crime, etc.)

CHOICE	TOTAL	% of Q7.d RESPONSES
<i>Very Important</i>	<b>1,623</b>	<b>47.47%</b>
<i>Important</i>	<b>1,081</b>	<b>31.62%</b>
<i>Somewhat important</i>	<b>561</b>	<b>16.41%</b>
Not at all important	102	2.98%
No opinion	52	1.52%
<b>TOTAL Q7.d RESPONDENTS</b>	<b>3,419</b>	



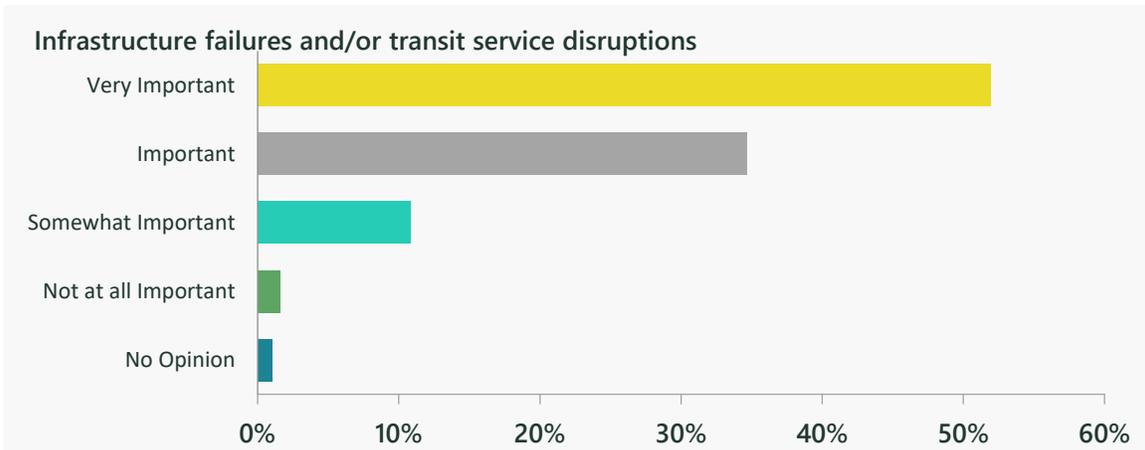
e. Pandemics/public health emergencies

CHOICE	TOTAL	% of Q7.e RESPONSES
<i>Very Important</i>	<b>1,860</b>	<b>54.53%</b>
<i>Important</i>	<b>1,039</b>	<b>30.46%</b>
<i>Somewhat important</i>	<b>387</b>	<b>11.35%</b>
Not at all important	95	2.79%
No opinion	30	0.88%
<b>TOTAL Q7.e RESPONDENTS</b>	<b>3,411</b>	



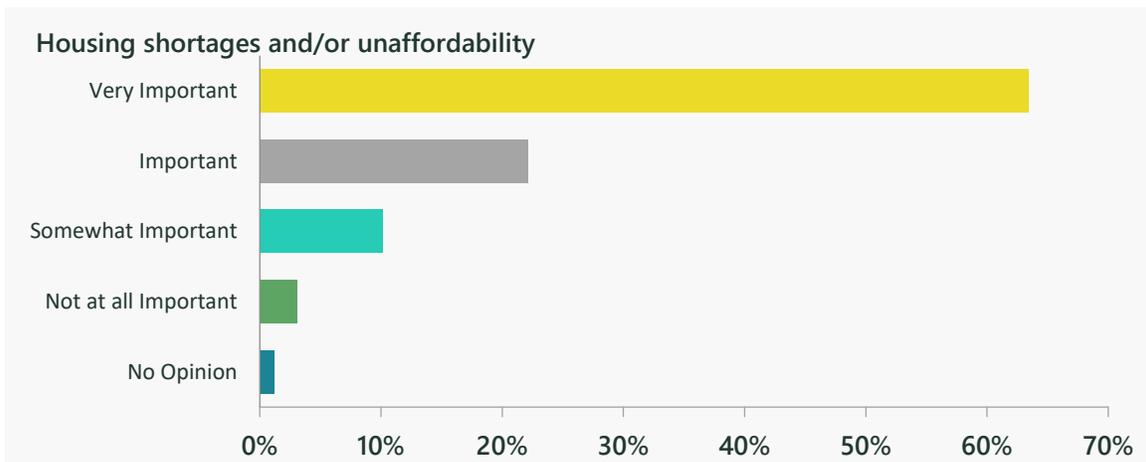
**f. Infrastructure failures and/or transit service disruptions**

CHOICE	TOTAL	% of Q7.f RESPONSES
<i>Very Important</i>	<b>1,770</b>	<b>51.94%</b>
<i>Important</i>	<b>1,181</b>	<b>34.65%</b>
<i>Somewhat important</i>	<b>368</b>	<b>10.80%</b>
Not at all important	53	1.56%
No opinion	36	1.06%
<b>TOTAL Q7.F RESPONDENTS</b>	<b>3,408</b>	



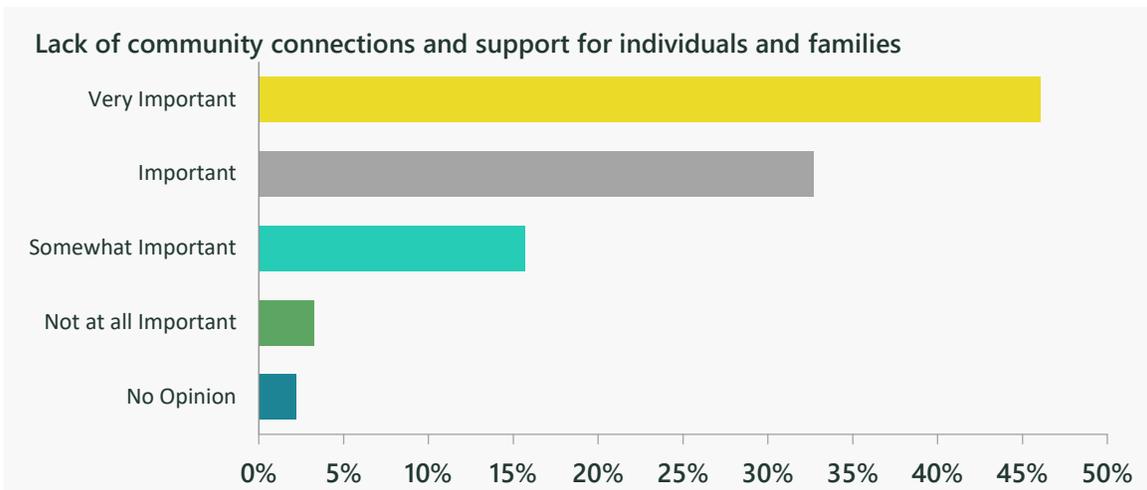
g. Housing shortages and/or unaffordability

CHOICE	TOTAL	% of Q7.g RESPONSES
<i>Very Important</i>	<b>2,167</b>	<b>63.40%</b>
<i>Important</i>	<b>756</b>	<b>22.12%</b>
<i>Somewhat important</i>	<b>347</b>	<b>10.15%</b>
Not at all important	106	3.10%
No opinion	42	1.23%
<b>TOTAL Q7.g RESPONDENTS</b>	<b>3,418</b>	



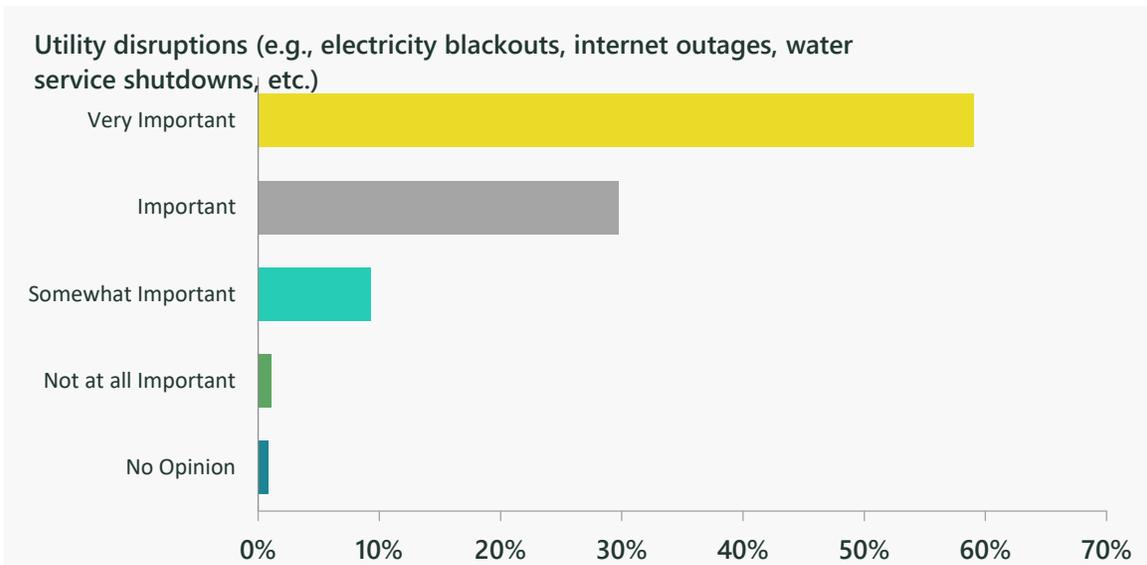
h. Lack of community connections and support for individuals and families

CHOICE	TOTAL	% of Q7.h RESPONSES
<i>Very Important</i>	<b>1,573</b>	<b>46.09%</b>
<i>Important</i>	<b>1,116</b>	<b>32.70%</b>
<i>Somewhat important</i>	<b>536</b>	<b>15.70%</b>
Not at all important	112	3.28%
No opinion	76	2.23%
<b>TOTAL Q7.h RESPONDENTS</b>	<b>3,413</b>	



i. Utility disruptions (e.g., electricity blackouts, internet outages, water service shutdowns, etc.)

CHOICE	TOTAL	% of Q7.i RESPONSES
<i>Very Important</i>	<b>2,019</b>	<b>59.05%</b>
<i>Important</i>	<b>1,016</b>	<b>29.72%</b>
<i>Somewhat important</i>	<b>318</b>	<b>9.30%</b>
Not at all important	37	1.08%
No opinion	29	0.85%
<b>TOTAL Q7.i RESPONDENTS</b>	<b>3,419</b>	

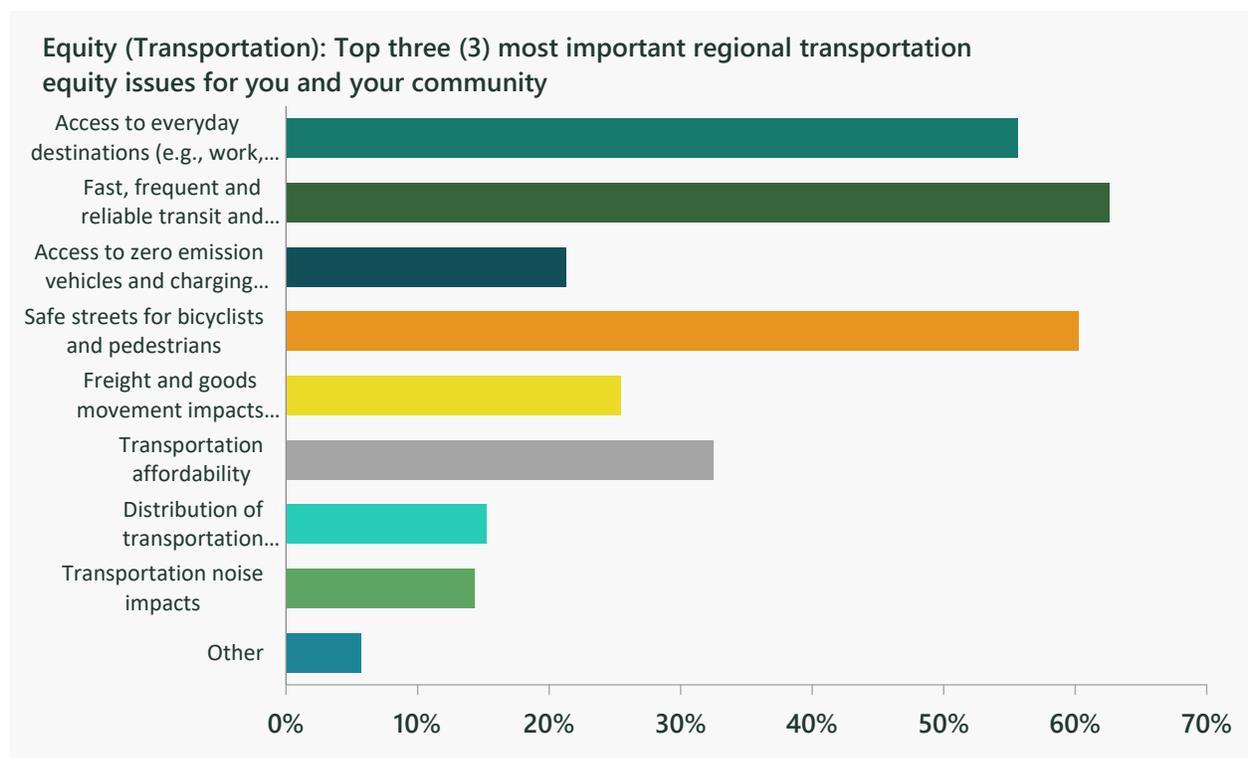


### 8. Equity (Transportation)

Consider how benefits and burdens of our current transportation system are unevenly distributed to people. What are the top three (3) most important regional transportation equity issues for you and your community?

CHOICE	TOTAL	% of Q8 RESPONSES
<i>Access to everyday destinations (e.g., work, retail, schools, health care and parks)</i>	<b>1,949</b>	<b>55.67%</b>
<i>Fast, frequent and reliable transit and transportation options</i>	<b>2,191</b>	<b>62.58%</b>
Access to zero emission vehicles and charging infrastructure	746	21.31%
<i>Safe streets for bicyclists and pedestrians</i>	<b>2,109</b>	<b>60.24%</b>
Freight and goods movement impacts (pollution, traffic congestion)	891	25.45%
Transportation affordability	1,138	32.50%
Distribution of transportation investments	533	15.22%
Transportation noise impacts	502	14.34%
Other*	200	5.71%
<b>TOTAL Q8 RESPONDENTS</b>	<b>3,501</b>	<b>100.00%</b>

\*These figures only indicate the respondents who selected the “Other” option, which may be higher than valid responses.



Open-ended responses to: “Consider how benefits and burdens of our current transportation system are unevenly distributed to people. What are the top three (3) most important regional transportation equity issues for you and your community?”

Top responses demonstrated support for improvements with (of 191 usable comments):

- Public transportation safety (46)
- Transit improvements/frequency/connectivity/reliability (20)
- Road maintenance (14)
- Traffic (10)

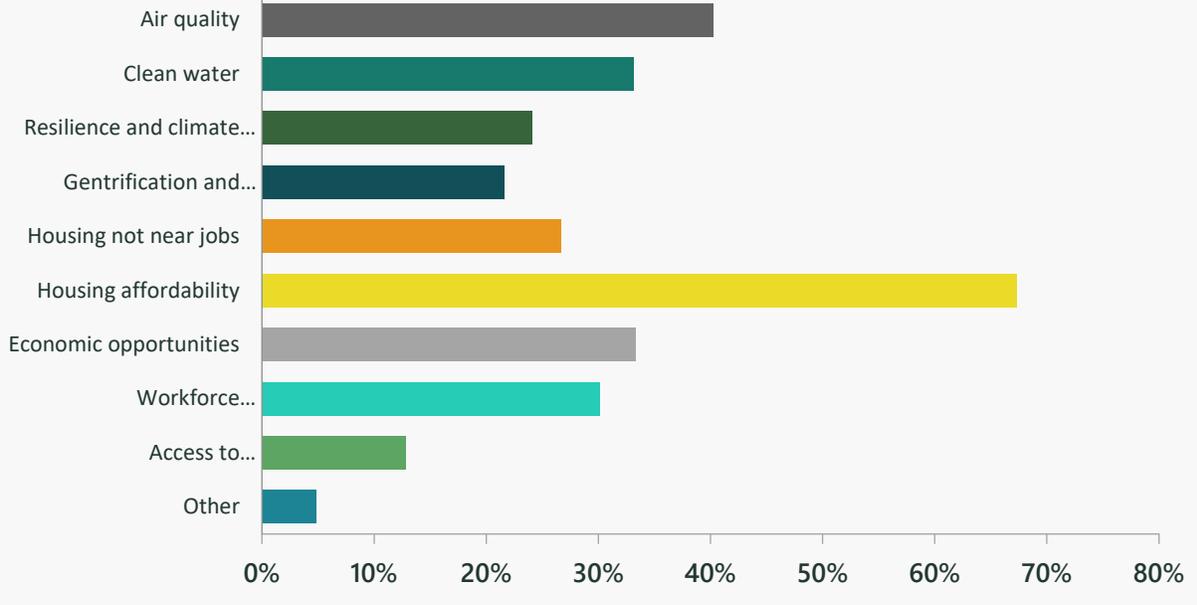
### 9. Equity (General)

Consider how environmental hazards, housing quality and economic opportunities are unevenly distributed across the region’s population. What are the top three (3) most important regional equity issues for you and your community?

CHOICE	TOTAL	% of Q9 RESPONSES
<b><i>Air quality</i></b>	<b>1,408</b>	<b>40.26%</b>
Clean water	1,158	33.11%
Resilience and climate vulnerability	844	24.13%
Gentrification and displacement	757	21.65%
Housing not near jobs	934	26.71%
<b><i>Housing affordability</i></b>	<b>2,353</b>	<b>67.29%</b>
<b><i>Economic opportunities</i></b>	<b>1,166</b>	<b>33.34%</b>
Workforce development and pathways to good jobs	1,053	30.11%
Access to broadband/internet	447	12.78%
Other*	168	4.80%
<b>TOTAL Q9 RESPONDENTS</b>	<b>3,497</b>	

\*These figures only indicate the respondents who selected the “Other” option, which may be higher than valid responses.

**Equity (General): Top three (3) most important regional equity issues for you and your community**



Open-ended response to, “Consider how environmental hazards, housing quality and economic opportunities are unevenly distributed across the region’s population. What are the top three (3) most important regional equity issues for you and your community?”

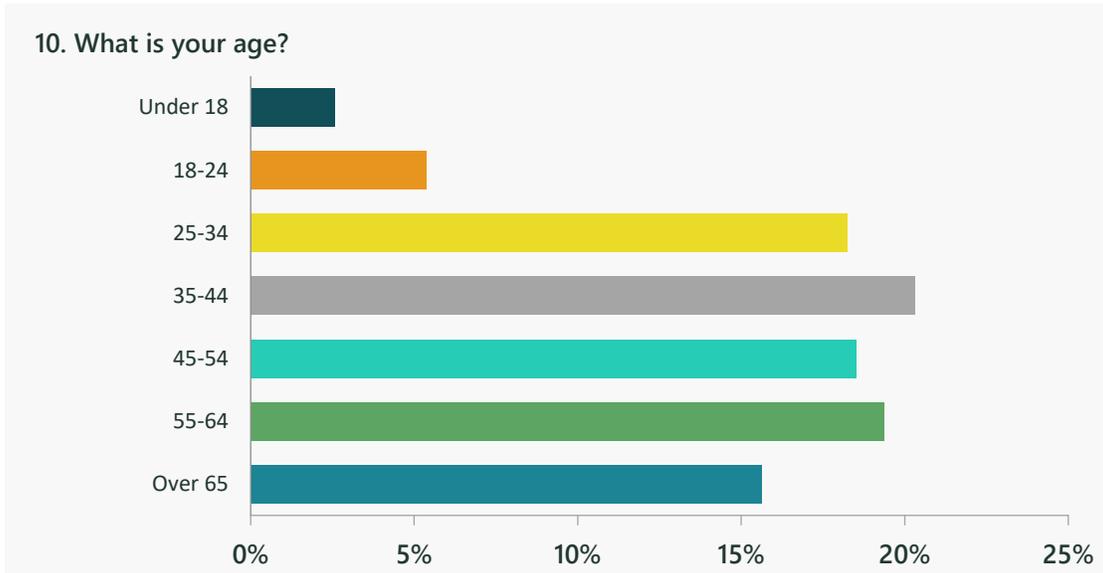
Top responses demonstrated support for improvements with (of 146 usable comments):

- Public safety (15)
- Transit improvements/reliability/frequency/affordability (11)
- Education (7)
- Taxes (7)

## Demographic Questions

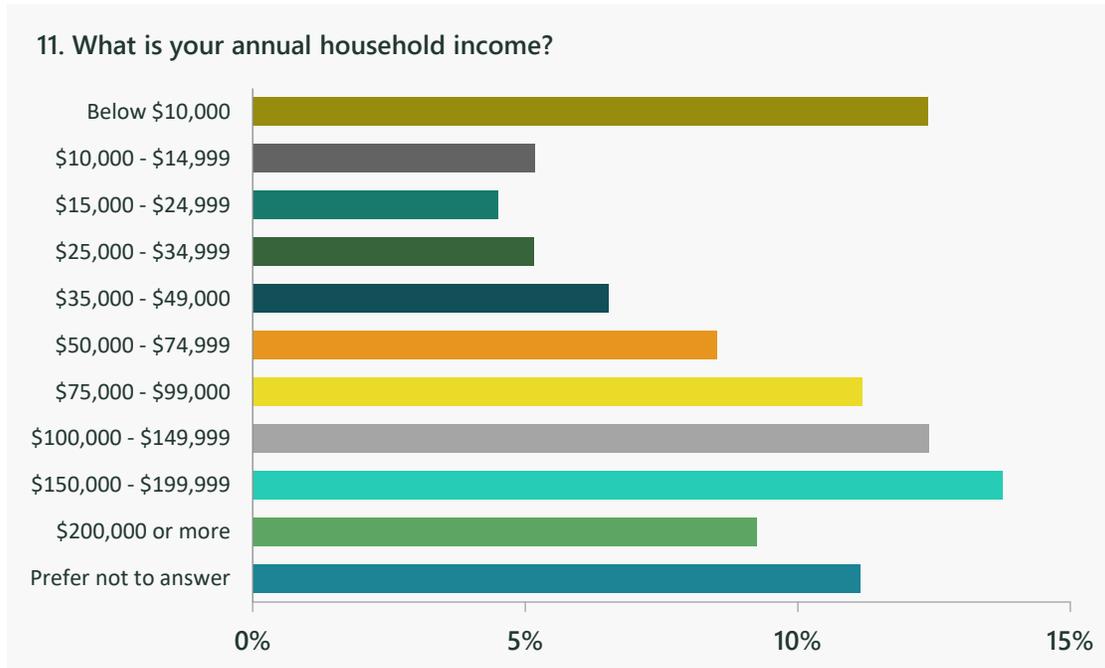
The following questions were designed to help us ensure we are hearing from the diverse populations within our region.

### Age



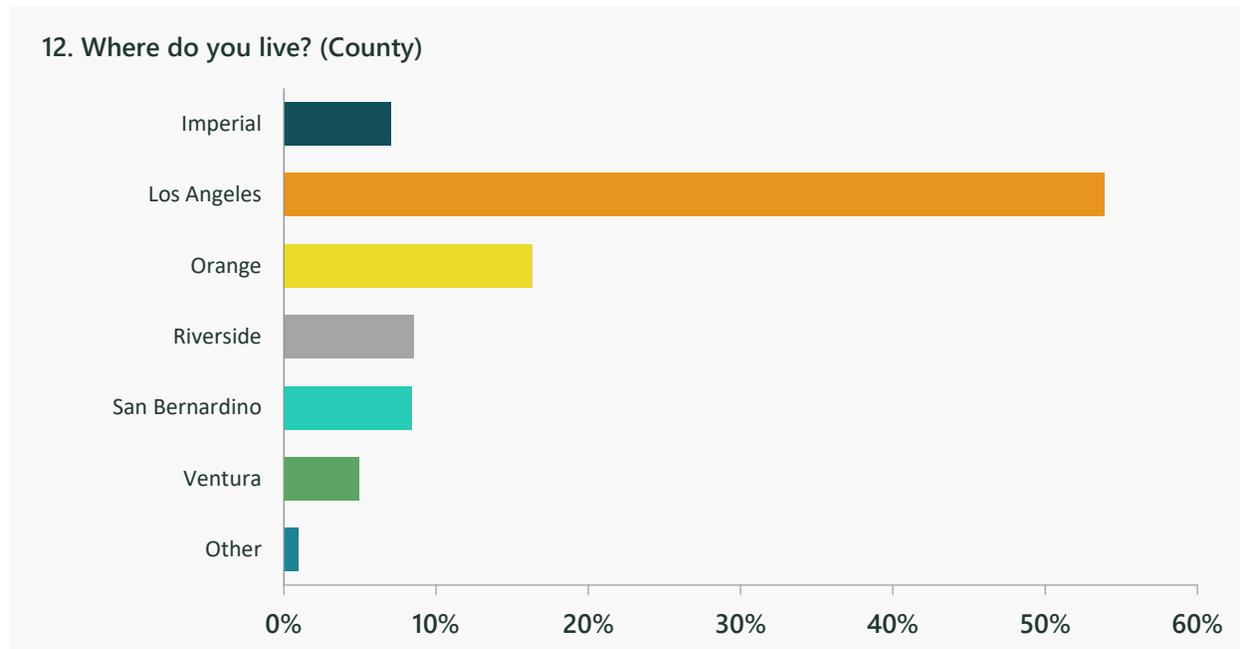
CHOICE	TOTAL	% of Q10 RESPONSES
Under 18	89	2.58%
18-24	185	5.36%
25-34	630	18.25%
<b>35-44</b>	<b>701</b>	<b>20.31%</b>
<b>45-54</b>	<b>639</b>	<b>18.51%</b>
<b>55-64</b>	<b>669</b>	<b>19.38%</b>
Over 65	539	15.61%
<b>TOTAL Q10 RESPONDENTS</b>	<b>3,452</b>	

## Household income



CHOICE	TOTAL	% of Q11 RESPONSES
<i>Below \$10,000</i>	<b>423</b>	<b>12.38%</b>
\$10,000 - \$14,999	177	5.18%
\$15,000 - \$24,999	154	4.51%
\$25,000 - \$34,999	176	5.15%
\$35,000 - \$49,000	223	6.53%
\$50,000 - \$74,999	291	8.52%
\$75,000 - \$99,000	382	11.18%
<b><i>\$100,000 - \$149,999</i></b>	<b>424</b>	<b>12.41%</b>
<b><i>\$150,000 - \$199,999</i></b>	<b>470</b>	<b>13.75%</b>
\$200,000 or more	316	9.25%
Prefer not to answer	381	11.15%
<b>TOTAL Q11 RESPONDENTS</b>	<b>3,417</b>	

## Where do you live (County)



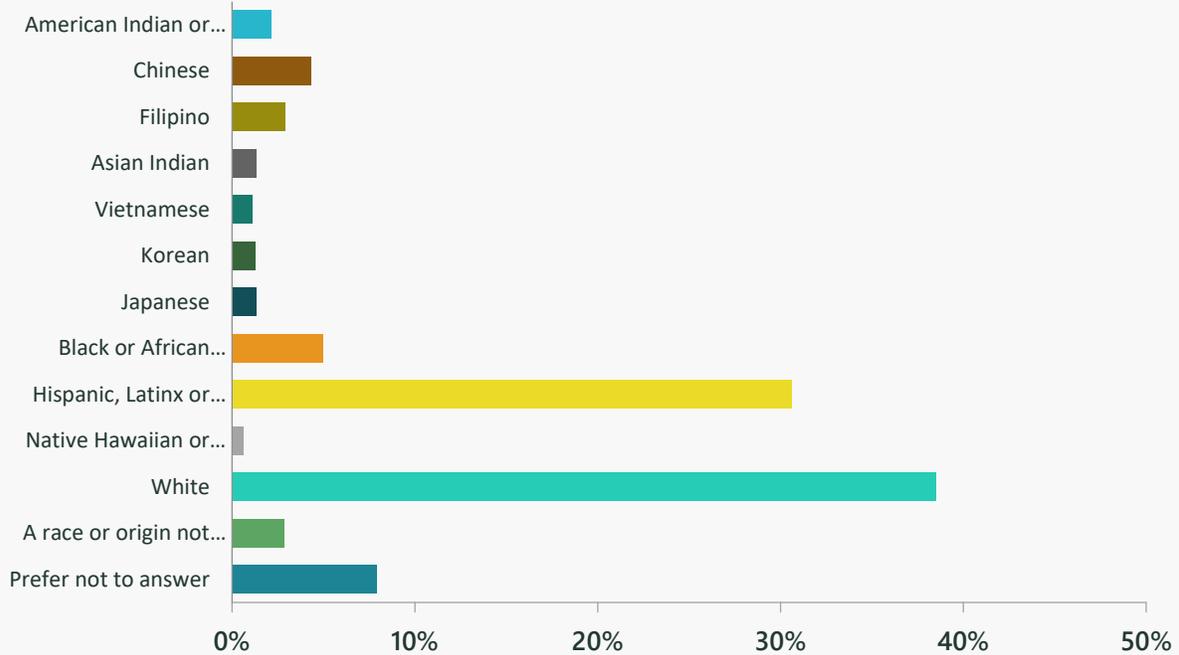
COUNTY	# of RESPONSES	% of Q12 RESPONSES
Imperial	231	7.03%
<b>Los Angeles</b>	<b>1,771</b>	<b>53.86%</b>
<b>Orange</b>	<b>537</b>	<b>16.33%</b>
<b>Riverside</b>	<b>280</b>	<b>8.52%</b>
San Bernardino	276	8.39%
Ventura	162	4.93%
Other	31	0.94%
<b>TOTAL of Q12 RESPONDENTS</b>	<b>3,288*</b>	
<b>% of TOTAL RESPONSES</b>		<b>89.28%</b>

\*The total number of respondents to Q12 include all valid and usable responses (i.e., no blanks, incomplete codes, etc.)

“Other” respondents included Kern, Santa Barbara, Monterey, Marin, Trinity, King, Sonoma Counties and Lake and Peninsula Borough.

## Race or origin

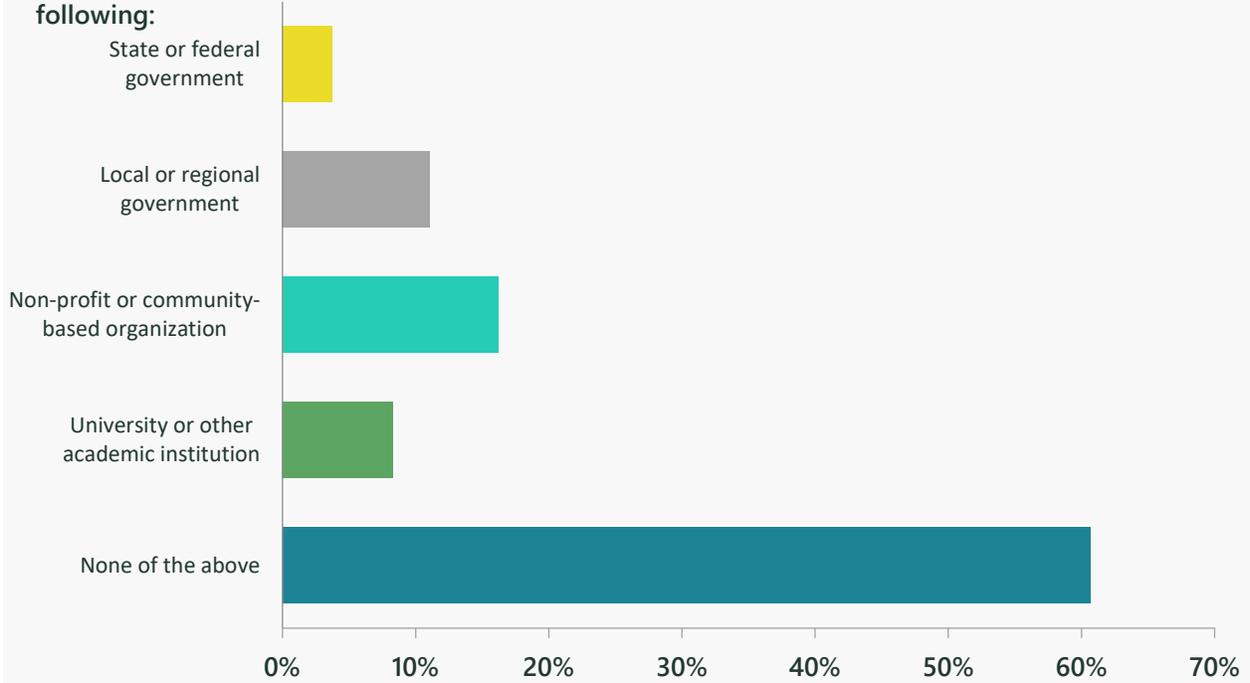
13. Which census category best describes your race or origin? Please select all that apply:



CHOICE	TOTAL	% of Q13 RESPONSES
American Indian or Alaska Native	81	2.37%
Chinese	162	4.73%
Filipino	109	3.18%
Asian Indian	51	1.49%
Vietnamese	43	1.26%
Korean	49	1.43%
Japanese	51	1.49%
Black or African American	187	5.46%
<b><i>Hispanic, Latinx or Spanish origin</i></b>	<b>1,153</b>	<b>33.67%</b>
Native Hawaiian or Other Pacific Islander	24	0.70%
<b><i>White</i></b>	<b>1,450</b>	<b>42.35%</b>
A race or origin not listed here	108	3.15%
<b><i>Prefer not to answer</i></b>	<b>299</b>	<b>8.73%</b>
<b>TOTAL Q13 RESPONDENTS</b>	<b>3,424</b>	

## Affiliation

14. Affiliation: We consider the responses to this survey to be an individual's perspective. However, please let us know if you are affiliated with one of the following:



CHOICE	TOTAL	% of Q14 RESPONSES
State or federal government	127	3.75%
<b><i>Local or regional government</i></b>	<b>375</b>	<b>11.08%</b>
<b><i>Non-profit or community-based organization</i></b>	<b>548</b>	<b>16.18%</b>
University or other academic institution	282	8.33%
<b><i>None of the above</i></b>	<b>2,054</b>	<b>60.66%</b>
<b>TOTAL Q14 RESPONDENTS</b>	<b>3,386</b>	

# Connect SoCal 2024: Workshops Summary

## Overall Meeting Format

The public workshops were designed as a curated combination of virtual and in-person meetings as both support consistent and ongoing integration throughout the different phases of the process. The virtual meetings were comprised of the very same presentations and interactive exercises as the in-person meetings.

The meeting schedule was structured to allow the workshop team to remain in one area for a more extended amount of time allowing the public to come and go at their convenience throughout the duration of 2 days in some cases. Staff time was better utilized because the schedule was manageable and the accompanying stress and concern over having to be in Victorville on one day and Imperial County the next was virtually eliminated.

For workshop engagement, we developed an interactive, immersive and creative "Connect SoCal Roadshow," positioned as a traveling exhibit that is educational and entertaining.

At each in-person workshop, seven automated slideshow presentations appeared on large format screens, placed throughout the meeting space. Presentations were paired with interactive activities to allow participants to answer questions, write comments or indicate preferences. The virtual meetings comprised of the same presentations and interactive exercises as the in-person meetings adapted for the virtual environment.

To ensure that SB 375 requirements were met, four in-person workshops were held in Los Angeles and Orange Counties, with three meetings held in each of the SCAG Region's counties - Imperial, Riverside, San Bernardino and Ventura. In all, a total of 20 in-person and 7 virtual meetings were hosted.

County	# of Attendees	Attendees/ Meeting	Date	Time	Meeting Location		
Los Angeles	41	17	4/11/2023	11 am-1 pm 4-6 pm	Billy Jean King Library		
		6	5/11/2023	12-3 pm		Stanley Kleiner Activity Building, Lancaster	
		18	5/25/2023	12-3 pm	SCAG HQ		
		18	4/13/2023	9 am-12 pm 1-3 pm	Depot Tile Room		
San Bernardino	36	18	5/8/2023	12-3 pm	Anthony Munoz Community Center, Ontario		
			4/18/2023	12-3pm	El Centro Library		
Imperial	19	12		4 -6 pm			
			4/19/2023	10 am-12 pm			
Orange	29	14	4/20/2023	12-3 pm 4 -6 pm	Buena Park Community Center Ballroom		
		15	4/26/2023	12-3 pm 4 -6 pm		Laguna Hills Recreation Center	
		Riverside	12	8	5/2/2023		12-3 pm 4 -6 pm
						4 -6 pm	
	5/3/2023			9-11am			

Ventura	24	24	5/15/2023	1-3 pm	Ventura County Office of Education
				4-6 pm	
			5/16/2023	9-11 am	
Virtual Meeting	14		5/9/2023	10 am-12 pm	Via Zoom
Virtual Meeting	4		5/10/2023	12-2 pm	Via Zoom
Virtual Meeting	8		5/17/2023	12-2 pm	Via Zoom
Virtual Meeting	9		5/18/2023	4-6 pm	Via Zoom
Virtual Meeting	9		5/22/2023	6-8 pm	Via Zoom
Virtual Meeting	14		5/23/2023	10 am-12 pm	Via Zoom
Virtual Meeting	8		5/24/2023	6-8 pm	Via Zoom

Each participant was greeted upon entry, asked to sign in and given an overview of each presentation station and accompanying interactive exercise. They were warmly encouraged to visit with one or more of our SCAG representatives if they had questions, as well as take a survey, provided on tablets or written, as they preferred. Surveys were available in paper format in Spanish, Chinese, Korean, Vietnamese and English. A Spanish interpreter, either a SCAG employee or a member of the outreach team was available at each meeting. Other interpretation was available upon advanced request, but we received no requests.

The seven presentation stations could be viewed in order, or as stand alone, depending on preference or level of comfort.

The first station greeted visitors with an animated video introducing Connect SoCal 2024 and giving context and background as to how and why the Connect SoCal effort was important and ways people could engage and provide feedback.

Station two reviewed the challenges we heard during the last cycle, as well as those we are facing now and how we can meet those challenges to make the region better. An interactive board provided each viewer with the space and the opportunity to share their concerns and ideas.

Station three examined equity and resilience and how SCAG views racial equity and resiliency in the region's future. Participants were asked to consider what could be done to make the region more equitable, examine the SCAG-established equity criteria and make suggestions as to how it could be improved. The last question asked was for their ideas as to how we can make our region more resilient written on post-it notes and placed on the board.

Stations four through seven addressed the four basic components of the plan: Community, Mobility, Economy and Environment. Each station offered options for participants to share their preferences on ideas to improve each facet presented, as well as comment on potential strategies to address issues and concerns.

A combined 227 stakeholders attended the in-person and virtual workshops, leaving a total of 2,482 comments.

<b>In-Person Attendees</b>	<b>161</b>	<b>Written Comments</b>	<b>1,397</b>
<b>Virtual Meeting Attendees</b>	<b>66</b>	<b>Dot Board Comments</b>	<b>1,085</b>
<b>Combined Total of Attendees</b>	<b>227</b>	<b>Total Comments</b>	<b>2,482</b>

## What we heard in the SCAG Region

The following summaries are responses that SCAG received on a series of interactive poster boards that were presented alongside related content and background material. The results presented are a summarized statement for the most common responses received. For a full documentation of all comments received by SCAG during the Spring 2023 outreach and engagement period, please see the Connect SoCal Drafts & Documents webpage at <https://scag.ca.gov/drafts-documents>.

### *What challenges do you face today?*

Housing affordability
Climate change impacts like sea level rise and wildfires
Traffic congestion and long commutes
Not safe to walk or bike
Homelessness

### *How might we make the future better?*

More affordable housing
More community involvement and leadership in decision making
Better transit with additional routes and more frequent, reliable service
Make it safer to walk and bike, both through infrastructure and education
Improved land use such as more mixed use, jobs/housing balance and integration with transportation

### *How can we make the region more equitable?*

More affordable housing, especially for very low income
Access to education and job training
More inclusive public meetings, at accessible locations and times
More community spaces like parks and indoor playgrounds
Reduce car dependence by providing alternatives like free, reliable transit

*Additional Criteria that SCAG should consider for equity analysis<sup>1</sup>:*

Environmentally burdened, like disadvantaged communities
Farm Workers
LGBTQ+ community
Low and middle income
Indigenous and Native people
Youth coming out of foster care
Homeless
Veterans

*How can we make our region more resilient?*

Better emergency preparedness including floods, fires, earthquakes but also pandemics and climate change
Stronger economy, with support for small businesses and high paying jobs
More educational opportunities, including higher education and vocational training
More housing, especially near jobs
More options for travelling without a car, such as walking, biking, transit

*What Economic Challenges do you see in the future?*

High housing costs and lack of affordable housing
Persistent income inequality and lack of high paying jobs
Artificial intelligence, robotics and automation displacing workers
High education costs and lack of training as barrier to a skilled work force

*How can we ensure that benefits of the growing economy are accessible to all?*

Quality education for children and adults
Improve community leadership in problem solving
Housing for all and ability to live close to work

<sup>1</sup> This is in addition to the current equity analysis criteria: low income households, people of color, vulnerable ages, people with disabilities, people with limited English proficiency, limited vehicle and transit access, people without a high school diploma, single parent households and housing cost burdened households.

For the following questions, the numbered black and white icons indicate top responses by county when they do not align with the overall top response.

1 Ventura County; 2 Imperial County; 3 Orange County; 4 Riverside County 5 Los Angeles 6 San Bernardino

### It's 2050. What do you want your community to look like?

Response	Total Votes
Housing that is Affordable to people of all Income Levels	60 6
Better Jobs Closer to Home	53 1 6
More Parks and Open Space and Preservation of Farm Lands	41
More commercial Destinations	31 2
More public safety and health services	27 2

### It's 2050. How do you want to get around in your community?

Response	Total Votes
More access to transit options?	55
Improved Street Safety?	39
More comfortable routes for walking, biking, rolling?	38
Improved Street Quality?	38 6
More Incentives and Infrastructure for Zero Emission Vehicles?	37 2
More Destinations that can be reached by walking, biking or rolling?	34
Reduced Travel Times Regardless of Mode?	24

### It's 2050. Have we done enough to ensure the region remains vibrant and healthy? Which are the most important to do in the next 1-5 years to reduce the region's impact on climate?

Response	Total Votes
Increase Jobs and Housing Near Transit and Within Existing Communities	37

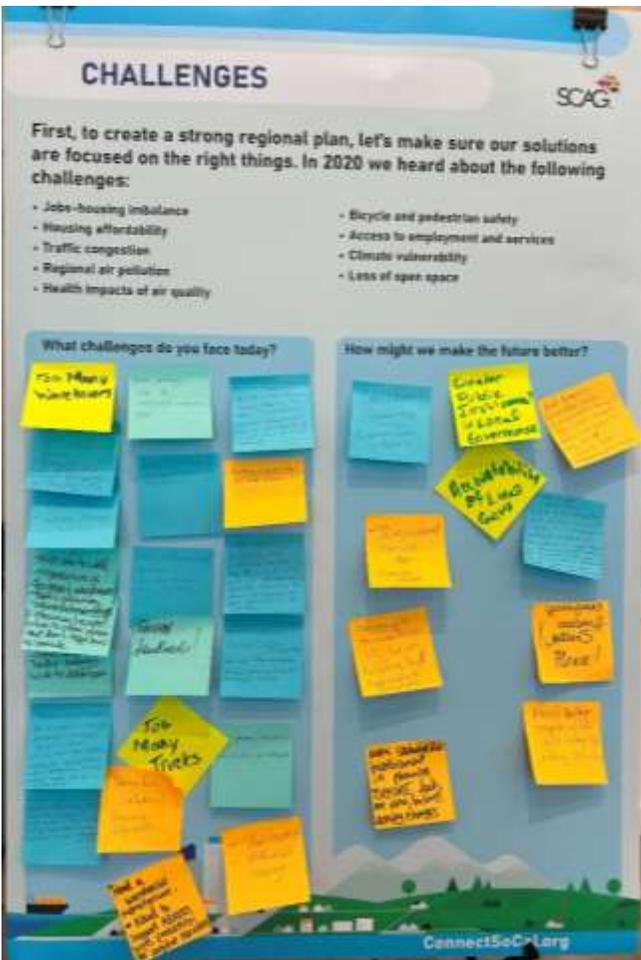
Avoid Growth in Areas at Risk of Wildfires, Sea Level Rise, Flooding, Landslides and Other Natural Disasters	34 <sup>1</sup> <sup>3</sup>
Improve Pedestrian Infrastructure, Including Adding Trees and Vegetation Near Sidewalks	33 <sup>2</sup> <sup>4</sup>
Protect and Maintain Natural and Agricultural Lands	32
Conserve Natural Lands, Parks, Open Spaces and Areas Where Wildlife Thrives	29
Expand Incentives and Infrastructure for Clean Vehicles, such as Rebates and Chargers	29
Reduce Urban Heat Island Effect by Enhancing the Urban Tree Canopy	27
Encourage Future Developments to be Built within Existing Urban and Suburban Areas	25
To Reduce our Regional Risk from Climate Hazards - which are most important to tackle in the next one to five years: Ensure Preservation and Resilience of the Transportation System	25
Improve Bicycle Networks	22
Provide Shade Near Bus Stops and Rail Stations	22 <sup>4</sup>
Retrofit Existing Buildings to withstand climate hazards	14
Expand Bikeshare, Carshare and Vanpool Programs	9
Adapt to Sea Level Rise by Protecting Shoreline Communities	8



Ventura County, May 15-16



The Tile Depot, San Bernardino



Interactive Board, Ontario



Los Angeles, SCAG HQ

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



Outreach Update  
July 6, 2023

## Promotional Video



# Outreach Activities

- **20** in-person workshops
- **7** virtual workshops
- **20** Pop-Up and Street Team Engagements
- **15** Community Partners
- Regionwide advertising campaign
- Resulting in over **3,600** surveys collected



# What We Heard

## What We Heard: Survey



When you think about the **challenges** our region faces, please choose (3) that are most important to you.

**Shortage of affordable and diverse housing options (51%)**

**Limited reliable travel options besides driving to everyday destinations (37%)**

**Climate change impacts (33%)**

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## What We Heard: Survey



When you **envision our region in 2050**, which three (3) choices best describes what you'd like to see?

**Healthy for all people to live in (53%)**

**Prosperous, with economic opportunity for all residents (46%)**

**Safe for all modes of travel (39%)**

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# What We Heard: Community Partnerships



Limited transportation options and the housing affordability affect quality of life, particularly in historically disinvested areas.

Infrastructure improvements should be coupled with direct benefits and protections for residents/small businesses at risk of displacement.

Desire for continued engagement with community partners on Connect SoCal implementation including updates on strategies and performance metrics.

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# Next Steps



## Policy Development Framework

Updated Vision and Goals based on public input



## Connect SoCal 2024 Development

Feedback incorporated into draft strategies and technical reports



## Draft Connect SoCal 2024

Anticipated release in October 2023

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# Questions? Comments?

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

