



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

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**Alan D. Wapner, San Bernardino  
County Transportation Authority**

#### COMMITTEE CHAIRS

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**Bill Jahn, Big Bear Lake**

Community, Economic &  
Human Development  
**Peggy Huang, Transportation  
Corridor Agencies**

Energy & Environment  
**Linda Parks, Ventura County**

Transportation  
**Cheryl Viegas-Walker, El Centro**

## MEETING OF THE

# TECHNICAL WORKING GROUP

***Thursday, July 18, 2019  
10:00 a.m. – 12:00 p.m.***

#### SCAG OFFICES

**900 Wilshire Blvd., Ste. 1700  
Policy B  
Los Angeles, CA 90017  
(213) 236-1800**

### HOW TO PARTICIPATE IN MEETING ON NEXT PAGE

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact (John Asuncion) at (213) 236-1936 or via email at [asuncion@scag.ca.gov](mailto:asuncion@scag.ca.gov). Agendas & Minutes for the Technical Working Group are also available at: [www.scag.ca.gov/committees](http://www.scag.ca.gov/committees)

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## How to Participate

### **In Person**

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**SCAG Downtown Office Policy B**  
900 Wilshire Blvd., 17<sup>th</sup> Floor  
Los Angeles 90017  
213-236-1800

### **Videoconference**

<b>San Bernardino County</b>	<b>Imperial County</b>
1170 West 3 <sup>rd</sup> Street, Suite 140	1405 North Imperial Ave, Suite 1
San Bernardino, CA 92410	El Centro, CA 92443
Telephone: (909) 806-3556	Telephone: (760) 353-7800

### **Web Meeting**

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**Join** from PC, Mac, Linux, iOS or Android:  
<https://zoom.us/j/142774637>

### **Teleconference**

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**Telephone:**

**Dial:** 1-669 900 6833 or 1-646-558-8656

**Meeting ID:** 142 774 637



## Technical Working Group

June 20, 2019

### Attendees Los Angeles Office

Mark Yamarone **(Chair)**

Deborah Diep

Warren Whiteaker

Miles Mitchell

Lori Huddleston

Tarek Hatata

LA Metro

Center for Demographic Research, California State University Fullerton

OCTA

City of Los Angeles

LA Metro

System Metrics Group

### Attendees Web Meeting/Teleconference

Martha Masters

Todd Priest

Victor Duran

Marnie Primmer

Gail Shiomoto-Lohr

Steve Smith

Susan Kim

Bill Sadler

Marika Poynter

Ari Briski

Jack Tsao

Ilene Gallo

Ashad Hamideh

Martha Eros

Steven Lohr

Joann Chiu

Nate Farnsworth

RCTC

Lewis Operating Company

SunLine Transit

OCCOG

Mission Viejo

SBCTA

City of Anaheim

Public Health Alliance

City of Irvine

City of Los Angeles

City of Los Angeles

Caltrans

LA Metro

City of Beverly Hills



# Technical Working Group

July 18, 2019  
10:00 a.m. – 12:00 p.m.

**SCAG Downtown Office – Policy Room B**  
900 Wilshire Blvd., 17<sup>th</sup> Floor  
Los Angeles 90017

## Agenda

### Introductions

### Receive and File

HCD Consultation Letter

### Discussion Items

- |   |                |                                      |
|---|----------------|--------------------------------------|
| 1. RHNA Update  | Ma’Ayn Johnson | Attachment<br>(under separate cover) |
| 2. PEIR Update  | Roland Ok      |                                      |
| 3. Connect SoCal Growth Forecast Principles             | Kimberly Clark |                                      |
| 4. Connect SoCal New Mobility Framework                 | Marco Anderson | Attachment                           |
| 5. On The Move – Southern California Delivers the Goods | Mike Jones     | Attachment<br>(under separate cover) |

**How to Unmute Phone**

**Press \*6 to unmute your phone and speak**

**To return to mute \*6**



## Technical Working Group

# Receive and File



June 20, 2019

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
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www.scag.ca.gov

Ben Metcalf  
California Department of Housing and Community Development  
2020 West Camino Avenue  
Sacramento, CA 95833

Subject: Southern California Association of Government (SCAG) Consultation Package for 6<sup>th</sup> Cycle Regional Housing Needs Assessment (RHNA)

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**Alan D. Wapner, San Bernardino County Transportation Authority**

Dear Mr. Metcalf:

As you are aware, the State RHNA process requires a consultation process between SCAG and HCD before HCD issues its final determination of regional total housing need for the SCAG region. SCAG has been engaged in the 6<sup>th</sup> cycle RHNA process for some time and we appreciate yours and your staff’s assistance and participation in this process thus far.

COMMITTEE CHAIRS

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**Bill Jahn, Big Bear Lake**
- Community, Economic & Human Development  
**Peggy Huang, Transportation Corridor Agencies**
- Energy & Environment  
**Linda Parks, Ventura County**
- Transportation  
**Cheryl Viegas-Walker, El Centro**

Specifically, with respect to consultation with HCD regarding the regional need determination, SCAG staff developed the following goals:

- Follow the SCAG 2020 RTP/SCS growth forecasting process, procedure, methodology and results including bottom-up local review, comment and input;
- Provide the best outcomes for the SCAG regional housing needs assessment and determination, meet the requirements of the law and use the best available data and technical methodology;
- Research the appropriate factors and causes associated with “existing housing needs”; and
- Develop policy responses for a long-term robust, stable, supply of sites and zoning for housing construction.

On Thursday, June 6, 2019, SCAG staff presented to the agency’s main governing body, the Regional Council, staff’s estimate of the regional housing need determination, including applicable data sources, key concerns and aspects of HCD ‘s practice. After a lengthy and healthy discussion, the Regional Council voted that for purposes of consultation with HCD, that SCAG formally propose a total regional housing need determination for the 6<sup>th</sup> cycle RHNA period of July 1, 2021 to October 1, 2029 of 430,289 units which is based on SCAG’s 2020 RTP/SCS growth forecasting process. This figure corresponds to Table 1, Line 10 of the attached. Full details related to the data and assumptions for this proposal are outlined in the attached SCAG Regional Council staff report dated June 6, 2019.



INNOVATING FOR A BETTER TOMORROW

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SCAG acknowledges that Government Code Section 65584.01 was recently revised to address data elements which are closely related to “existing housing need.” As such, information regarding the factors for assessing existing housing need for the 6<sup>th</sup> cycle RHNA, as well as a separate estimate for the existing housing need, was provided to SCAG’s Regional Council. Please see Line 15 in Table 1 and associated notes and discussion in the attached. On June 6<sup>th</sup>, the Regional Council elected that these additional data elements related to existing need be shared separately with HCD in the consultation package.

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As always, SCAG staff appreciates further discussion on this matter. Along with June 6<sup>th</sup> staff report to SCAG’s Regional Council, also attached are additional related data that was previously submitted to your staff as part of informal discussions. If you would like to meet in person to discuss further, please let me know. In the meantime, if you have any questions regarding this consultation package from SCAG, please contact Sarah Jepson, Acting Director of Planning, at [jepson@scag.ca.gov](mailto:jepson@scag.ca.gov) or (213) 236-1955.

Sincerely,

Kome Ajise  
Executive Director

KA:sj  
Attachment

COMMITTEE CHAIRS

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- Community, Economic & Human Development  
**Peggy Huang, Transportation Corridor Agencies**
- Energy & Environment  
**Linda Parks, Ventura County**
- Transportation  
**Cheryl Viegas-Walker, El Centro**



## **Technical Working Group**

# **Agenda Item 1**





# **6<sup>th</sup> Cycle Proposed RHNA Methodology**

Ma'Ayn Johnson, AICP

Compliance and Performance  
Monitoring

# RHNA Milestones and Outlook

		Subcommittee Completion
RHNA Subcommittee Charter	October 2018	
Regional determination	June 2019	
Proposed RHNA Methodology for public comment period	July 2019	
Draft RHNA Methodology for HCD review	October 2019	
Draft RHNA allocation	February 2020	
RHNA appeals hearings	July 2020	
Final RHNA allocation	August 2020	

# Objectives of RHNA

- 1) To increase the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner
- 2) Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns



# Objectives of RHNA

- 3) Promoting an improved intraregional relationship between jobs and housing
- 4) Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution
- 5) Affirmatively furthering fair housing

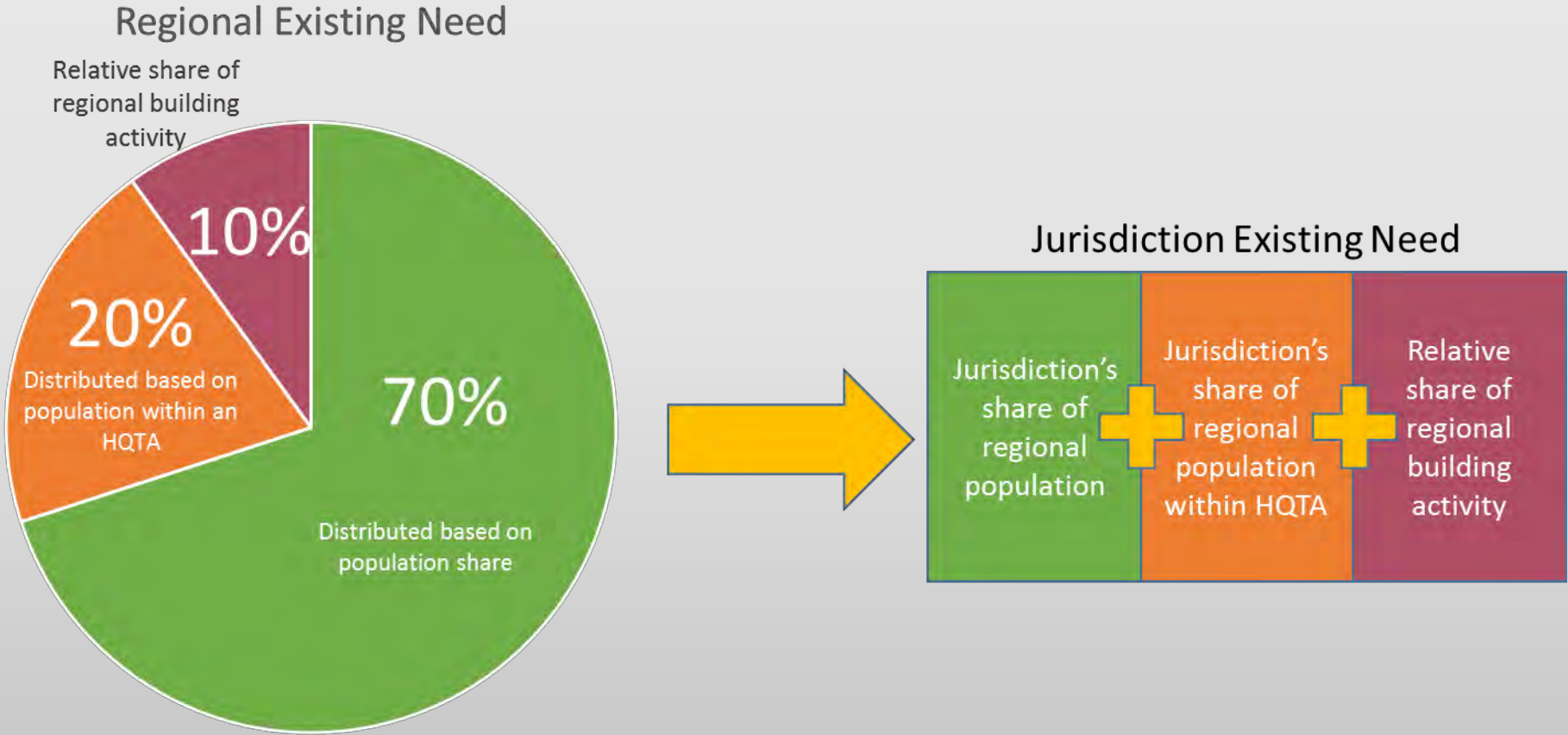


## Proposed RHNA Methodology: Options

- Three options developed based on feedback from RHNA Subcommittee and stakeholders
- Each option applies different components
- Recommendation to release for public comment period
- One option will be recommended in late September 2019 for submittal to HCD

# Option 1

## Step 1 Determining Existing Need



# Option 1

## Step 1: Determining Existing Need

Jurisdiction Existing Housing Need



110% social equity adjustment



Jurisdiction Existing Housing Need (only three categories)

Very low

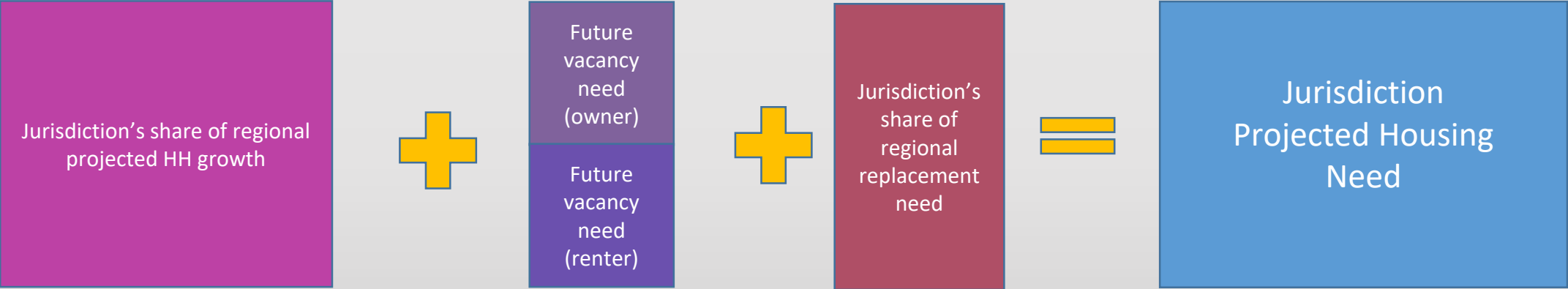
Low

Moderate



# Option 1

## Step 2: Determining Projected Housing Need





# Option 1

## Step 2: Determining Projected Housing Need

Jurisdiction  
Projected Housing  
Need



150% social equity  
adjustment



Jurisdiction Projected Housing Need

- Very low
- Low
- Moderate
- Above moderate

# Option 1

## Step 3: Total RHNA Allocation

Jurisdiction Existing Need

Very low
Low
Moderate



Jurisdiction Projected Need

Very low
Low
Moderate
Above moderate



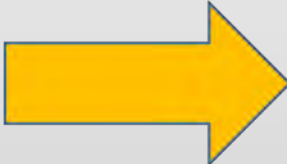
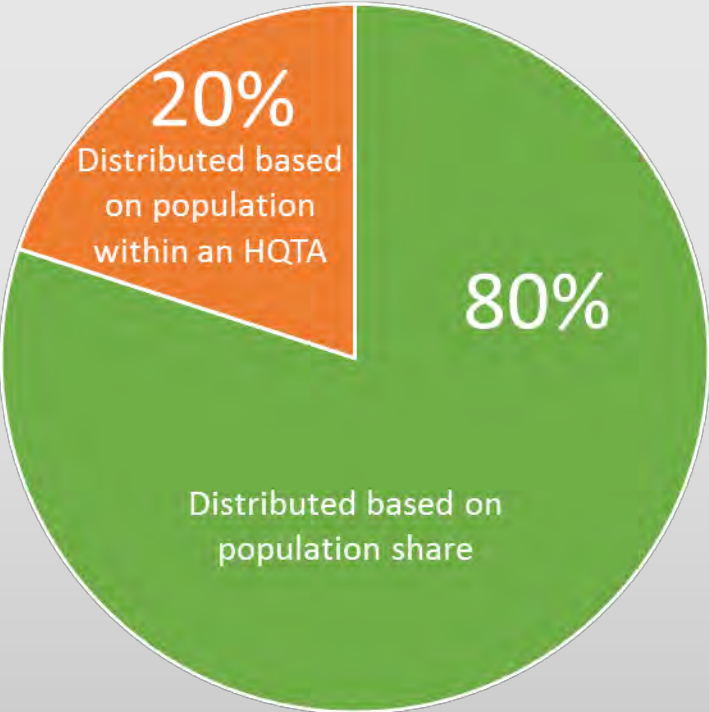
Jurisdiction Total RHNA Allocation

Very low
Low
Moderate
Above moderate

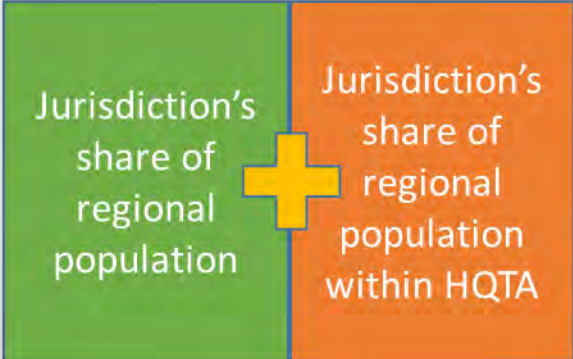
# Option 2

## Step 1

Total Regional Need



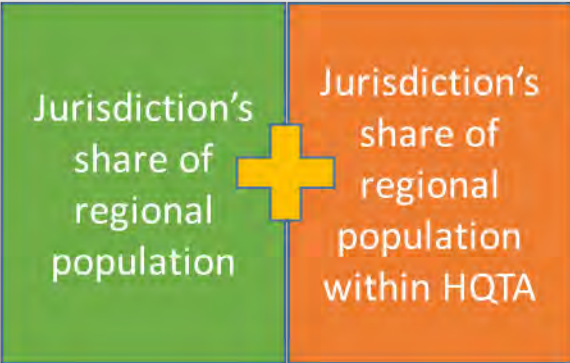
Jurisdiction Total Need



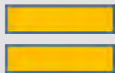
# Option 2

## Step 2

Jurisdiction Total Housing Need



150% social equity adjustment



Jurisdiction Total Housing Need



# Option 3

## Step 1



- Similar to projected need from Option 1
- Share of regional population growth instead of household growth
- Horizon year based on closest household growth to regional determination from HCD

# Option 3

## Step 2

Jurisdiction Total  
Housing Need



150% social equity  
adjustment



Jurisdiction Projected Housing Need

- Very low
- Low
- Moderate
- Above moderate



*How do the options  
affect different jurisdictions?*

## City A and City B

- City A

- Urbanized
- Within County X
- Most of population is within an HQTAs
- Population: Appx. 65,000
- Higher concentration of lower income households than other parts of the county

- City B

- Suburban community
- Within County Y
- No HQTAs within jurisdiction
- Population: Appx 65,000
- Higher concentration of high income households than other parts of the county



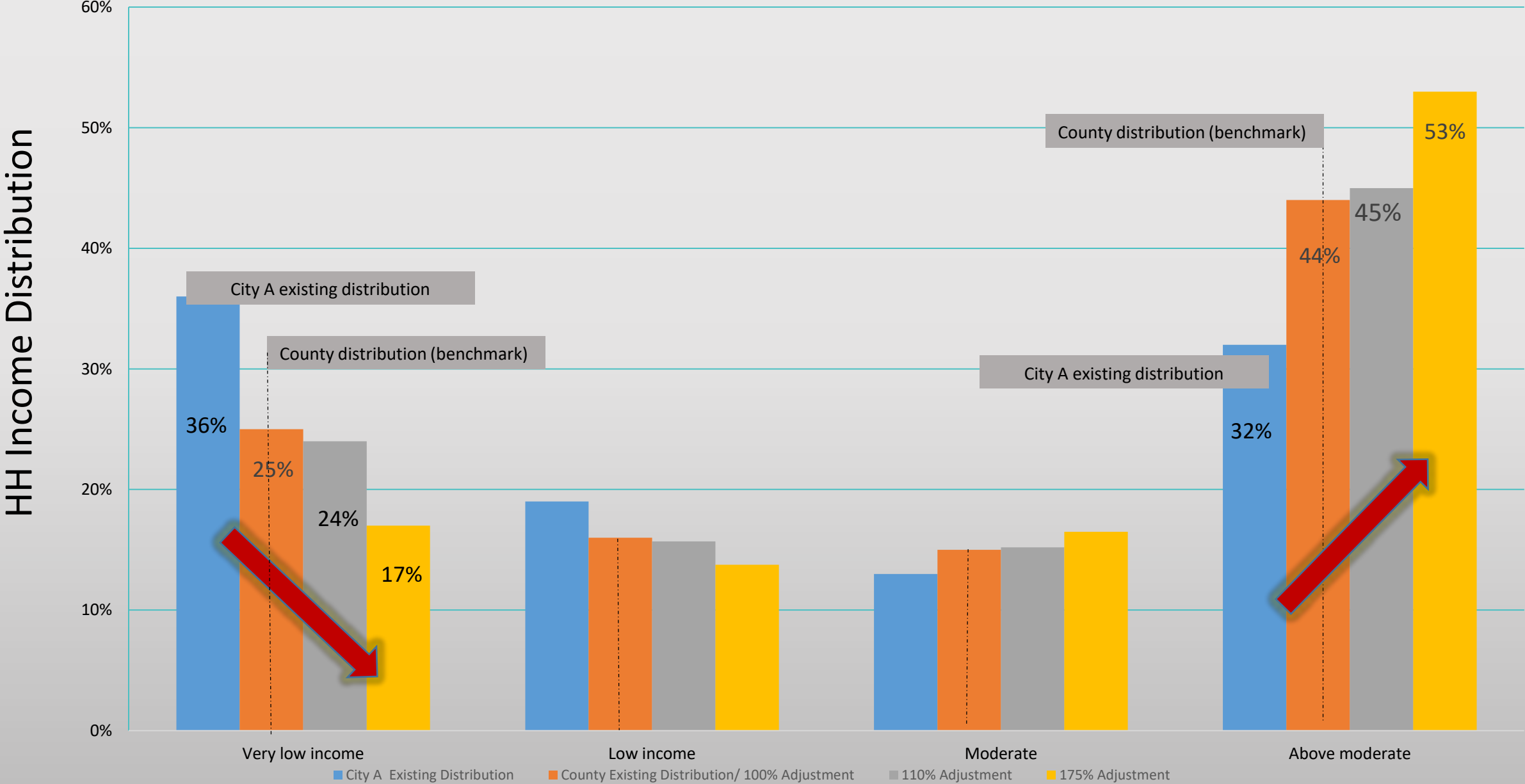
## Option 1: Step 1 Existing Need

- Example assumption: Regional existing need of 250,000
  - 175,000 (70%) will be assigned based on population share
  - 50,000 (20%) will be assigned based on population share within HQTA
  - 25,000 (10%) will be assigned based on share of recent regional permit activity in comparison to population

City A	Existing need
+Share of regional population (0.35%)	606
+Share of regional population within HQTA (0.37%)	183
+Share of permit activity in comparison to population (1.10%)	280
=Total existing need	1,069

City B	Existing need
+Share of regional population (0.35%)	606
+Share of regional population within HQTA (0%)	0
+Share of permit activity in comparison to population (0.30%)	88
=Total existing need	694

# Social Equity Adjustment



## Option 1: Step 1 Existing Need

	Income Category	Very low	Low	Moderate	Above moderate	Total
City A	Current Distribution	30.1%	23.2%	17.6%	29.1%	100%
	After 110% adjustment	24.8%	14.8%	16.7%	43.6%	100%
	After 110% adjustment into 3 categories	44%	26.3%	29.7%	--	100%

	Income Category	Very low	Low	Moderate	Above moderate	Total
City B	Current Distribution	15.8%	12.2%	16.8%	55.2%	100%
	After 110% adjustment	24.5%	16.9%	18.5%	40.1%	100%
	After 110% adjustment into 3 categories	40.9%	28.3%	30.8%	--	100%

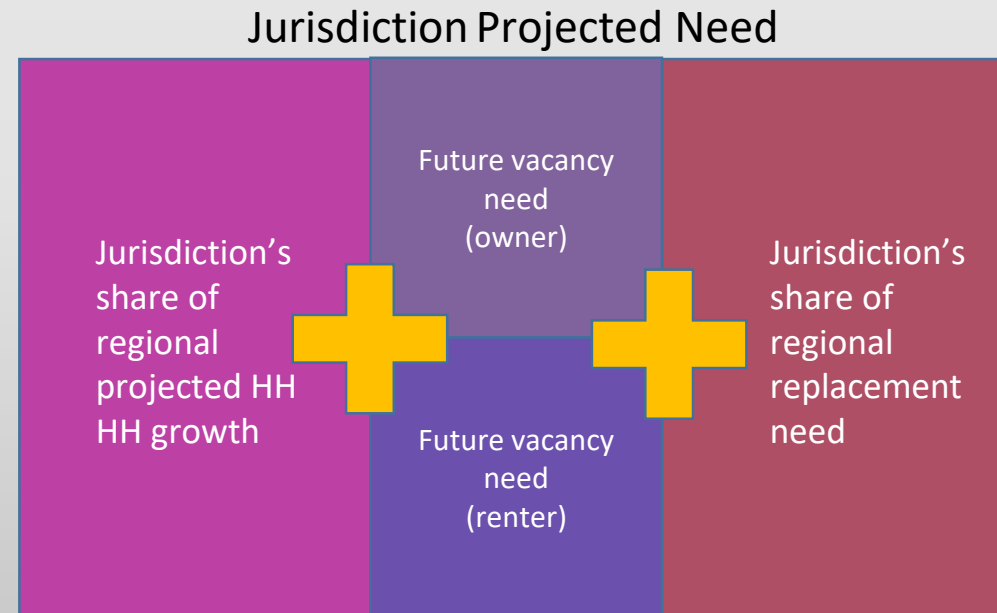
# Option 1: Step 1 Existing Need

Existing housing need	City A	City B
Very low	459	318
Low	296	178
Moderate	315	198
Above moderate	--	--
Total	1,069	694

# Option 1: Step 2 Projected Need

- Projected need will be determined by three factors:

- Household growth
- Future vacancy need
  - By owner and renter
- Replacement need



## Option 1: Step 2a Household Growth

- A jurisdiction's share of regional household growth using local input as the basis

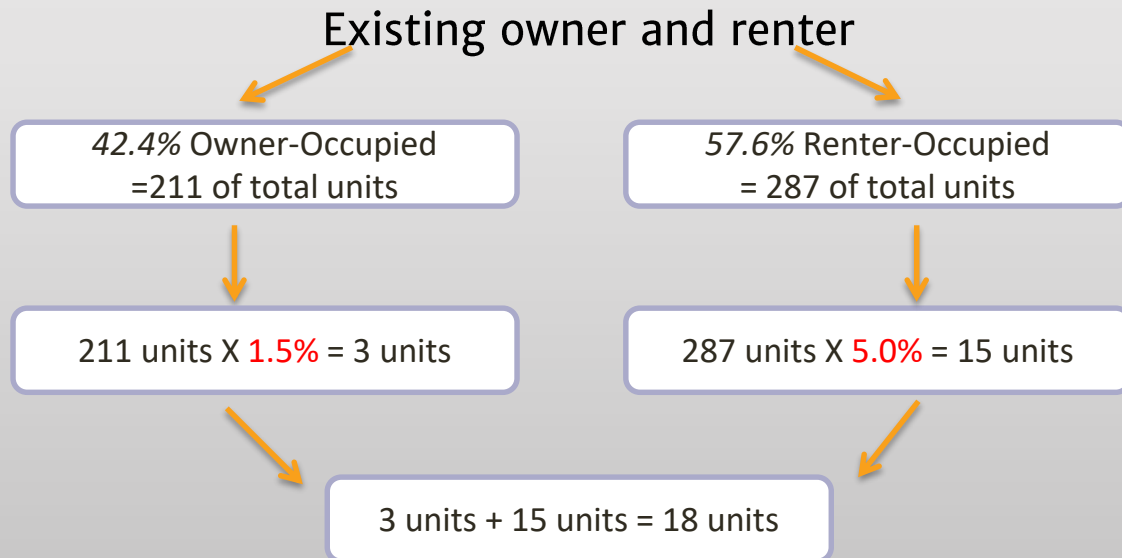
City A	
+Household growth (based on local input)	498

City B	
+Household growth (based on local input)	1,324

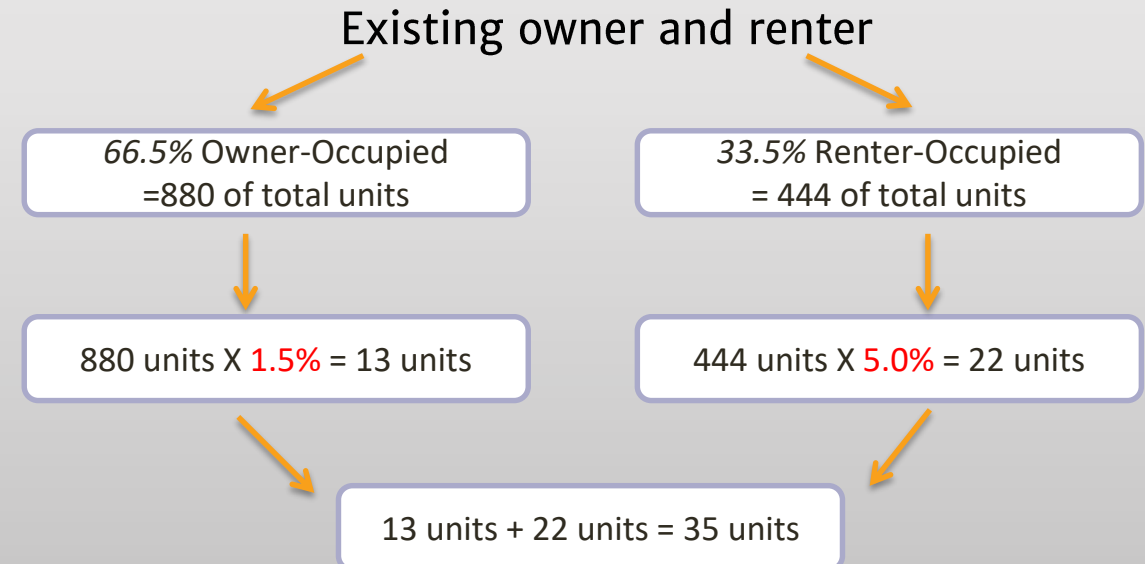
# Option 1: Step 2b Future Vacancy Need

- Future vacancy need uses the breakdown of owner and renter households in each jurisdiction
- A 1.5% vacancy rate is applied to projected owner households
- A 5.0% vacancy rate is applied to projected renter households

City A: 498 Projected HH growth



City B: 1,324 Projected HH growth



## Option 1: Step 2c Replacement Need

- Jurisdictions will be assigned a replacement need based on their share of regional replacement need
- Share of regional replacement need was adjusted by replacement need survey results
- The final regional replacement need will be assigned after the regional determination process with HCD
- Some jurisdictions replaced all demolished units and have 0 replacement need.

City A	
+Replacement need (based on adjustment from survey)	24

City B	
+Replacement need (based on adjustment from survey)	0



# Option 1: Step 2 Projected Need

City A	
+Projected household growth	498
+Future Vacancy Need	18
+Replacement Need	24
=Projected housing need	540

City B	
+Projected household growth	1,324
+Future Vacancy Need	35
+Replacement Need	0
=Projected housing need	1,359

## Option 1: Step 2

City A

Income category	City A existing HH income distribution	County X existing housing distribution	150% adjustment
Very low	30.1%	25.3%	22.9%
Low	23.2%	15.6%	11.8%
Moderate	17.6%	16.8%	16.4%
Above moderate	29.1%	42.3%	48.9%

City B

Income category	City B existing HH income distribution	County Y existing housing distribution	150% adjustment
Very low	15.8%	23.7%	27.7%
Low	12.2%	16.5%	18.6%
Moderate	16.8%	18.3%	19.1%
Above moderate	55.2%	41.5%	34.6%

# Option 1: Step 3 Total RHNA Allocation

		Very low	Low	Moderate	Above moderate	Total
City A	Existing need	459	296	315	--	1,069
	Projected need	130	60	83	266	540
	Total RHNA	589	356	398	266	1,608

		Very low	Low	Moderate	Above moderate	Total
City B	Existing need	318	178	198	--	694
	Projected need	396	245	242	477	1,359
	Total RHNA	713	423	440	477	2,053

## Option 2

- Example assumption: Regional need of 675,000
  - 540,000 (80%) will be assigned based on population share
  - 135,000
  - (20%) will be assigned based on population share within HQTAs

City A	Existing need
+Share of regional population (0.35%)	1,870
+Share of regional population within HQTAs (0.37%)	493
=Total need	2,363

City B	Existing need
+Share of regional population (0.35%)	1,870
+Share of regional population within HQTAs (0%)	0
=Total existing need	1,870

- Social equity adjustment: 150%

## Option 3

- Based on population growth for selected horizon year
- Horizon year is selected based on horizon growth closest to HCD determination
- Example assumption: HCD provides a total of 800,000

City A	Existing need
+Share of regional population growth (0.14%)	910
+Future vacancy need	32
+Share of replacement need	24
=Total existing need	966

City B	Existing need
+Share of regional population growth (0.76%)	4,950
+Future vacancy need	132
+Share of replacement need	0
=Total existing need	5,082

- Social equity adjustment: 150%

# A Comparison of Options

	Option 1	Option 2	Option 3
Existing need separate from projected need	Yes	No	No
Higher total of lower income categories	Yes	No	No
Emphasis on HQTAs from regional total	On existing need only, 20%	On total allocation, 20%	No
Accounts for recent building activity	Yes	No	No
Social equity adjustment	110% for existing need 150% for projected need	150% for total need	150% for total need
Local input as a component	Yes	No	Yes

# Full Proposed RHNA Methodology

- Step by step guide to calculate a draft RHNA allocation in proposed methodology packet
- Full survey responses available at [www.scag.ca.gov/rhna](http://www.scag.ca.gov/rhna)

## Next Steps

- Recommendation of RHNA methodology options for public review
  - Today, July 22 RHNA Subcommittee
  - August 1, CEHD and Regional Council
- Proposed RHNA methodology public hearings
  - *Tentative:* August 20, 10-12pm, 1-3pm Los Angeles
  - *Tentative:* August 27, 5-7pm, Inland Empire
  - *Tentative:* September 3, 5-7pm, Los Angeles



## Next Steps

- Special RHNA Subcommittee Meeting to select a RHNA methodology
  - Late September 2019
- Draft RHNA Methodology Review by HCD
  - Fall 2019

**For more information**

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

Email: [housing@scag.ca.gov](mailto:housing@scag.ca.gov)



## **Technical Working Group**

# **Agenda Item 2**



# Connect SoCal PEIR Outreach Meeting: COGs & CTCs

Southern California Association of Governments

July 16, 2019

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



## SCAG Core Team

- Ms. Sarah Jepson, Acting Director of Planning
- Mr. Ping Chang, Manager, Compliance & Performance Monitoring
- Mr. Roland Ok, Senior Regional Planner
- Ms. Anita Au, Associate Regional Planner
- Ms. Joann Africa, Chief Legal Counsel
- Ms. Justine Block, Deputy Legal Counsel
- Ms. Patricia Chen, Special Counsel

## Consultant Core Team

### Impact Sciences, Inc.

- Ms. Jessica Kirchner Flores AICP, Managing Principal

### Sirius Environmental

- Ms. Wendy Lockwood, Principal

### SWCA

- Ms. Heather Gibson, Ph.D., RPA, Principal

### Veneklasen Associates

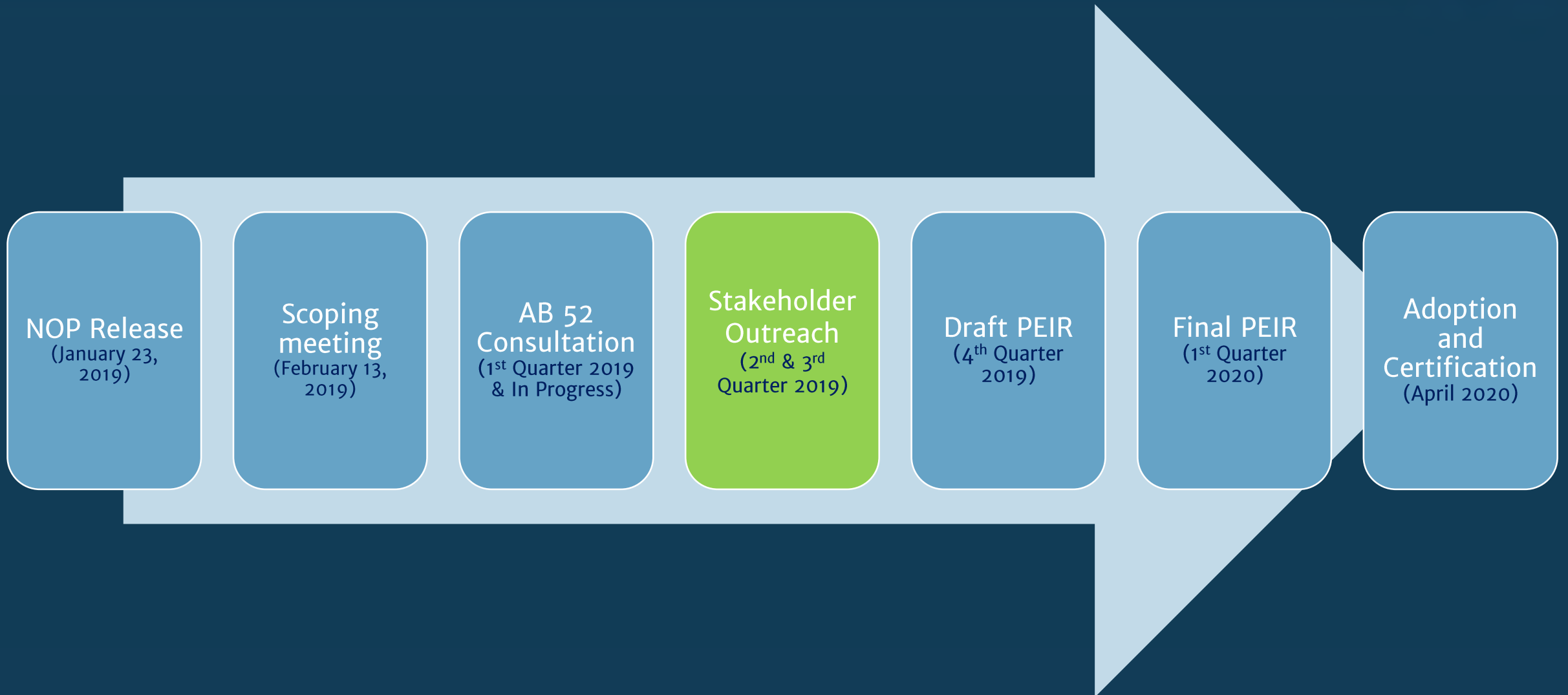
- Mr. Stephen A. Martin, Ph.D., PE, Principal

# Introduction



- SCAG is developing the Connect SoCal Plan (2020 Regional Transportation Plan/Sustainable Communities Strategy)
- SCAG is the lead agency for the Program Environmental Impact Report (PEIR) for Connect SoCal
- SCAG released the Notice of Preparation (NOP) of a PEIR for a 30-day public review and comment period on January 23, 2019–February 22, 2019

# Where We Are In the PEIR Process



NOP Release  
(January 23,  
2019)

Scoping  
meeting  
(February 13,  
2019)

AB 52  
Consultation  
(1st Quarter 2019  
& In Progress)

Stakeholder  
Outreach  
(2nd & 3rd  
Quarter 2019)

Draft PEIR  
(4th Quarter  
2019)

Final PEIR  
(1st Quarter  
2020)

Adoption  
and  
Certification  
(April 2020)



# Purpose today's Outreach Meeting



## Purpose of the Meeting

- Today's meeting is focused on the PEIR, not Plan development
- Consult with key stakeholder groups before release of the Draft PEIR
- Utilize webcast to gather further input on PEIR

## Meeting Objectives

- Solicit input on general approach and mitigation measures
- Identify topics of interest to the sub-regional COGs and CTCs

# Goals for Connect SoCal PEIR



- Continue to refine the performance–standards based mitigation approach for project–level mitigation measures
- Improve SCAG mitigation measures
- Implement tribal consultation pursuant to AB 52
- Address consistency with the GHG reduction goals including SB 375, AB 32, SB 32
- Provide a sufficient and usable PEIR to facilitate streamlined CEQA review of future transportation and development projects

## 20 Environmental Factors

- Aesthetics and Views
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources and Open Space
- Cultural Resources
- Energy
- Geology, Soils and Mineral Resources
- Greenhouse Gas Emissions and Climate Change
- Tribal Cultural Resources
- Hazards & Hazardous Materials
- Hydrology and Water Resources
- Land Use and Planning
- Noise
- Population and Housing
- Recreation
- Transportation/Traffic
- Public Services and Utilities
- Wildfire

# Thresholds of Significance



- SCAG is proposing to use the new Appendix G thresholds
- Wildfire, Tribal Cultural Resources, and Energy were all considered in previous PEIRs but will now be in individual sections
- While thresholds may be the same as Appendix G, the analysis will be tailored to be consistent with Program level approach (ex: GHG, Transportation)
- Address SB 743

# Connect SoCal PEIR as a Tiering Document



- PEIR is a region-wide program-level assessment of potential environmental impacts of implementing projects, programs, and policies of the RTP/SCS.
- PEIR provides a first tier analysis and foundation for project- or site-specific environmental reviews that will be conducted by implementing agencies.
- Project-level mitigation measures can be used when tiering off the Connect SoCal PEIR

## Mitigation Measures

- SCAG Mitigation Measures
- Project-Level Mitigation Measures



## Alternatives (NOP)

- No Project Alternative
- 2020 Local Input Alternative
- Intensified Land Use Alternative

# Project-Level Mitigation Measures

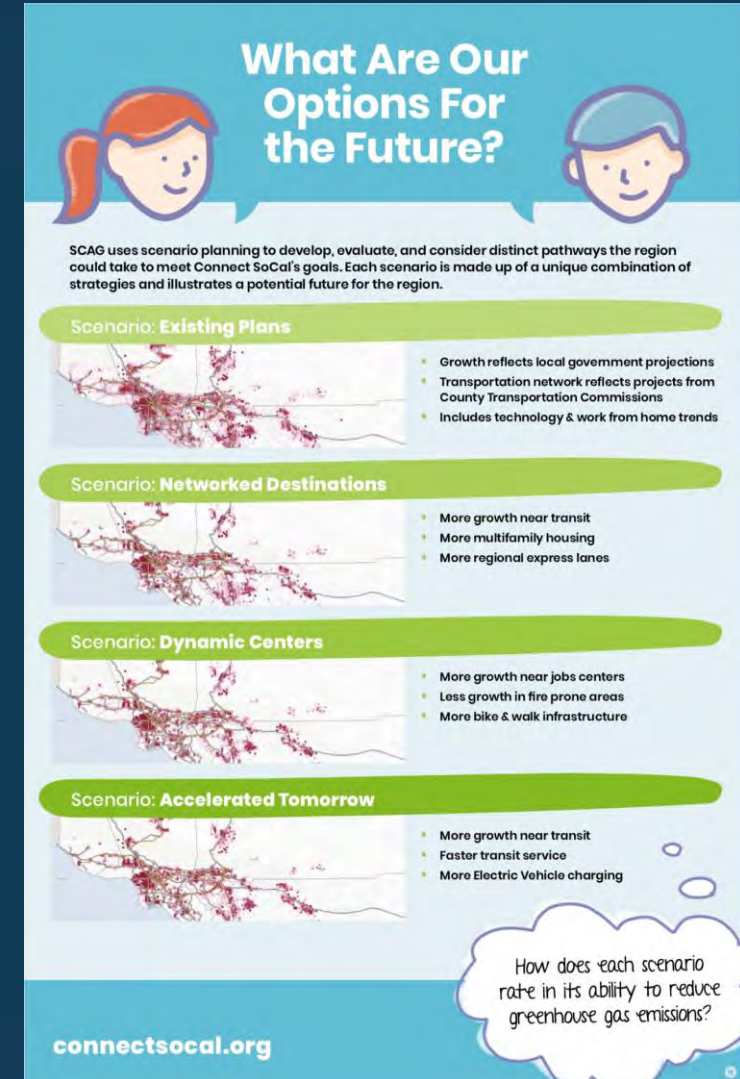


- As in previous years, SCAG identified actions project sponsors “can and should” take to reduce project impacts
- Performance-based approach for mitigation measures
- Project sponsors may use SCAG’s mitigation measures or comparable measures for streamlining
- SCAG is seeking input on both the language in the mitigation measures and the approach

# Preliminary Draft Scenarios

## Preliminary Draft Scenarios

- Existing Plans
- Networked Destinations
- Dynamic Centers
- Accelerated Tomorrow



### What Are Our Options For the Future?

SCAG uses scenario planning to develop, evaluate, and consider distinct pathways the region could take to meet Connect SoCal's goals. Each scenario is made up of a unique combination of strategies and illustrates a potential future for the region.

- Scenario: Existing Plans**
  - Growth reflects local government projections
  - Transportation network reflects projects from County Transportation Commissions
  - Includes technology & work from home trends
- Scenario: Networked Destinations**
  - More growth near transit
  - More multifamily housing
  - More regional express lanes
- Scenario: Dynamic Centers**
  - More growth near jobs centers
  - Less growth in fire prone areas
  - More bike & walk infrastructure
- Scenario: Accelerated Tomorrow**
  - More growth near transit
  - Faster transit service
  - More Electric Vehicle charging

How does each scenario rate in its ability to reduce greenhouse gas emissions?

[connectsocial.org](http://connectsocial.org)



# NOP Comments from COGs & CTCs

- Performance measures and metrics similar to existing RTP/SCS
- Relationship between the local General Plan alternatives and the intensified alternative
- Types of scenario planning to be used and how different from BAU
- Growth forecasts for No Project Alternative



# Providing Verbal Comments Today



- Please complete a speaker card and provide to the moderator OR provide comments via the chat function for webinar participants
- SCAG reserves the right to adjust allotted speaker time to provide for meaningful participation by meeting attendees



# Thank You

To learn more about Connect SoCal, please visit: <http://connectsocal.org>

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





## **Technical Working Group**

# **Agenda Item 3**

## **DRAFT CONNECT SOCAL REGIONAL GROWTH FORECAST PRINCIPLES**

Excerpted and edited from p. 70 of the 2016 RTP/SCS:

- Principle #1: The preferred scenario will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projections that have been reviewed and refined with feedback from local jurisdictions through SCAG's Bottom-Up Local Input and Envisioning Process. The preferred scenario maintains these locally informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.
- Principle #2: The preferred scenario at the Transportation Analysis Zone (TAZ) level is controlled to be within the maximum density ranges of local general plans.
- Principle #3: For the purpose of determining consistency for the California Environmental Quality Act (CEQA), lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with Connect SoCal after reviewing the goals and policies of Connect SoCal and Connect SoCal Program Environmental Impact Report (PEIR).
- Principle #4: TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they deem appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal.
- Principle #5: SCAG will maintain communication with agencies that use SCAG's sub-jurisdictional level data to ensure that the "advisory and non-binding" nature of the data is appropriately maintained.

Excerpted and edited from p. 70 of the 2016 RTP/SCS *(with tracked changes)*:

- Principle #1: The preferred scenario will be adopted at the jurisdictional level, ~~thus and~~ directly reflects~~ing~~ the population, household and employment growth projections that have been reviewed and refined with feedback from derived from local jurisdictions through SCAG's Bottom-Up Local Input and Envisioning Process. the local input process and previously reviewed and approved by local jurisdictions. The preferred scenario maintains these locally informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.
- Principle #2: The preferred scenario at the Transportation Analysis Zone (TAZ) level is controlled to be within the maximum density ranges~~\*~~ of local general plans ~~or input received from local jurisdictions. The TAZs showing lower densities than general plan designations are consistent with existing conditions.~~
- Principle #3: For the purpose of determining consistency for the California Environmental Quality Act (CEQA), lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS Connect SoCal after reviewing the goals and policies of Connect SoCal and Connect SoCal Program Environmental Impact Report (PEIR).
- Principle #4: TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of ~~the 2016 RTP/SCS SoCal.~~ TAZ level data may be used by jurisdictions in local planning as ~~it~~ they deems appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with ~~the 2016 RTP/SCS Connect SoCal.~~
- Principle #5: SCAG will maintain communication with agencies that use SCAG's sub-jurisdictional level data to ensure that the "advisory and non-binding" nature of the data is appropriately maintained.

~~\*With the exception of the six percent of TAZs that have average density below the density range of local general plans. The TAZs showing lower densities than GP designations are consistent with existing conditions and future land use and growth projections provided by local jurisdictions. SCAG did not lower the growth.~~



## **Technical Working Group**

# **Agenda Item 4**

# Emerging Technology

## Regional Implications of the New Tomorrow

Marco Anderson

Sustainability Department

July 18<sup>th</sup>, 2019





# Agenda



- 1. Technical Approach**
2. Policy Approach
3. Implementation

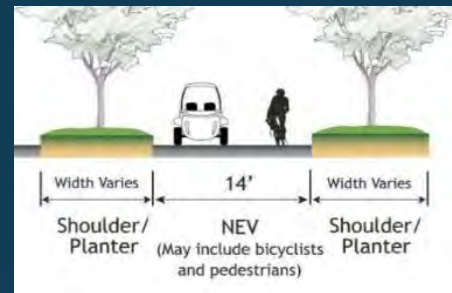
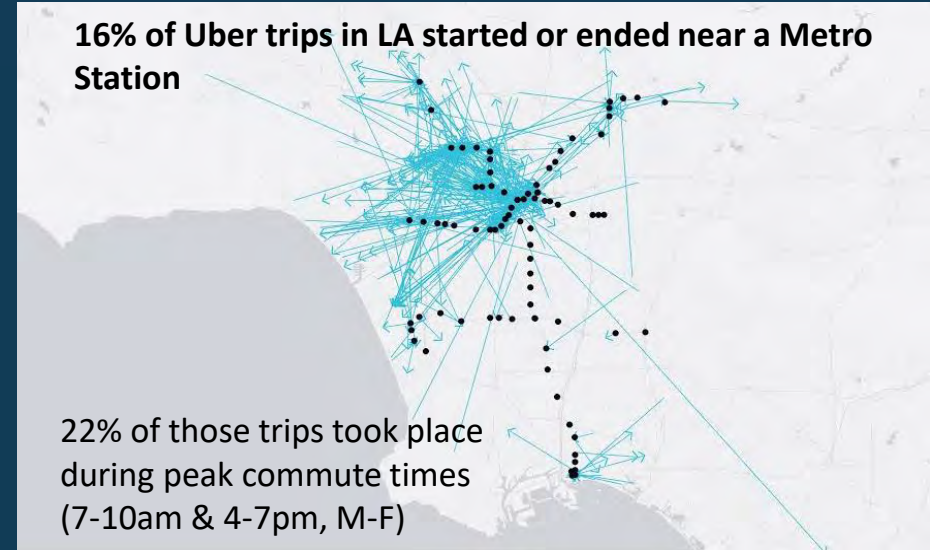
# New Mobility -- 2016

GHG REDUCTIONS FROM MOBILITY INNOVATIONS 2040 ZERO-EMISSION VEHICLE (ZEV)

**1.0%**  
NEIGHBORHOOD ELECTRIC VEHICLE (NEV)

**0.1%**  
CARSHARING/ RIDESOURCING

**0.9%**



# Research Questions

- What is happening in the private & public sectors?
- How can SCAG collect data and model these innovations?
- If these innovations produce outcomes that work against our regional goals, how do we develop and encourage policies?



# Emerging Technologies Discussed



## Existing & Near-term Emerging Technologies

Alternative Fuel Vehicles\*

Carshare\*

Bike Share / Micromobility\*

Neighborhood Electric Vehicles

Smart Parking

Transportation Network Companies (TNC)

Transit / TNC partnerships

Microtransit

Mobility as a Service (MaaS)

Advanced ITS – Connected Vehicles

Goods Movement Technologies

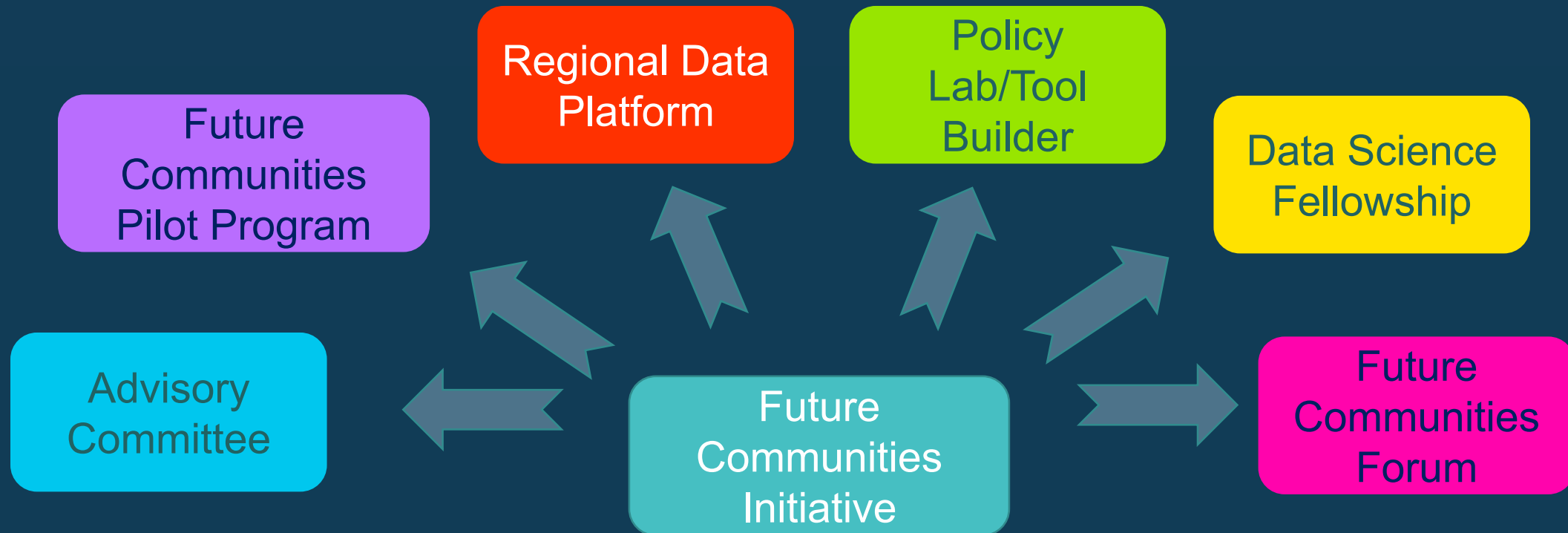
## Medium to Long term technologies

Automated / Connected Vehicles

Hyperloop

Vertical Take Off and Landing

# Future Communities Initiative: Program Details



## Partnership Framework

- SCAG launched a 3-year, \$8 m initiative to advance priority projects
- The initiative will leverage public/private funds, including \$4.5 M in SCAG resources
- Projects will be administered by SCAG leveraging existing relationships and programs with cities/counties

# Agenda



1. Technical Approach
2. Policy Approach
3. Implementation

# What Stakeholders Have Asked For

## Main Themes:

- Mobility
- Accessibility
- Public Health/Safety
- Climate Change



# San Francisco's Guiding Principles



## TEN GUIDING PRINCIPLES



### Collaboration

Emerging Mobility Services and Technologies must collaborate with each other and the community to



### Safety

Emerging Mobility Services and Technologies must ensure San Francisco's goal for achieving Vision Zero and pedestrian safety.



### Transit

Emerging Mobility Services and Technologies must account for the operational impacts of occupancy modes.



### Congestion

Emerging Mobility Services and Technologies must consider the effects on traffic congestion, including the resulting impacts on road safety, modal choices, emergency vehicle response time, transit performance and reliability.



### Sustainability

Emerging Mobility Services and Technologies must support sustainability, including helping to meet the city's greenhouse gas (GHG) emissions reduction goals, promote use of all non-auto modes, and support efforts to increase the



### Equitable Access

Emerging Mobility Services and Technologies must be accessible to all users, regardless of age, race, color, gender, disability, or any other protected category, and to underserved communities and groups who have historically benefited least.



### Accountability

Emerging Mobility Services and Technologies must be transparent and the public can effectively evaluate the system and determine whether



### Labor

Emerging Mobility Services and Technologies must ensure fairness in pay and labor policies and practices. Emerging Mobility Services and Technologies should support San Francisco's local hire principles, promote equitable job training opportunities, and maximize procurement of goods and services from disadvantaged business enterprises.



### Disabled Access

Emerging Mobility Services and Technologies must be inclusive of persons with disabilities. Those who require accessible vehicles, physical access points, services, and technologies are entitled to receive the same or comparable level of access as persons without disabilities.



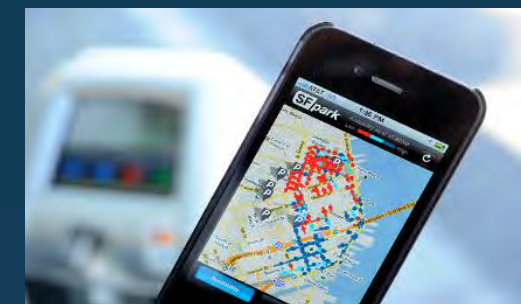
### Financial Impact

Emerging Mobility Services and Technologies must promote a positive financial impact on the City's infrastructure investments and delivery of publicly-provided transportation services.



# Common Proposed Policies

- Road Pricing
  - Layered pricing to include congestion pricing, and high zero-occupancy pricing
- Integrated Payment Systems
- Reform Parking Requirements
  - Design future parking for flexible use
- Smart Growth policies to mitigate AV induced sprawl
- Job Centers Concept to reduce commute mileage
- Require more private sector data sharing
- Smart curb space management



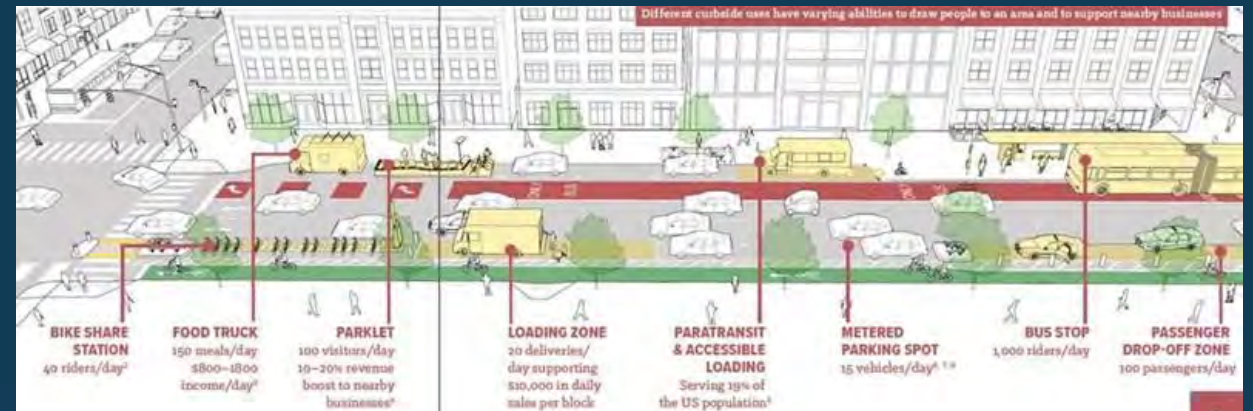
# Agenda



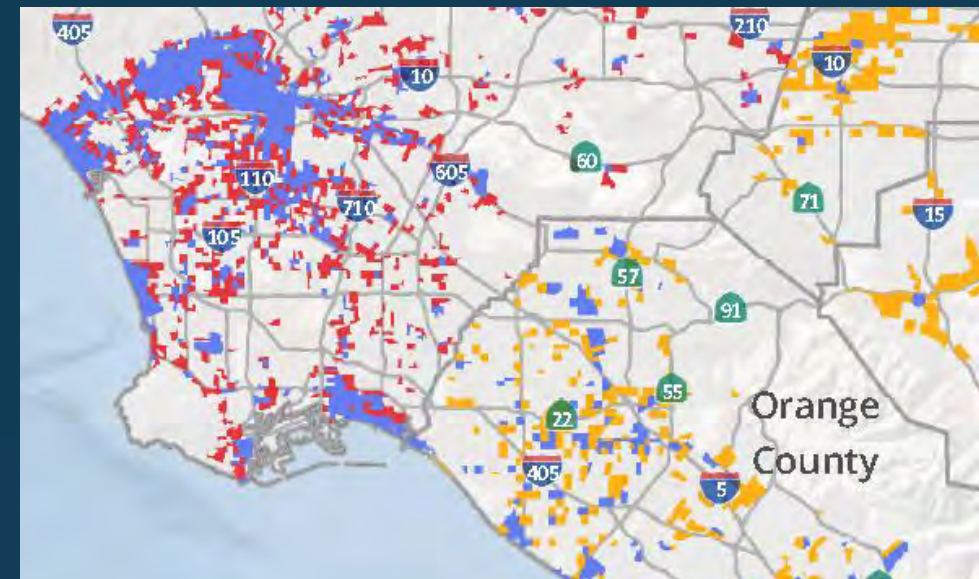
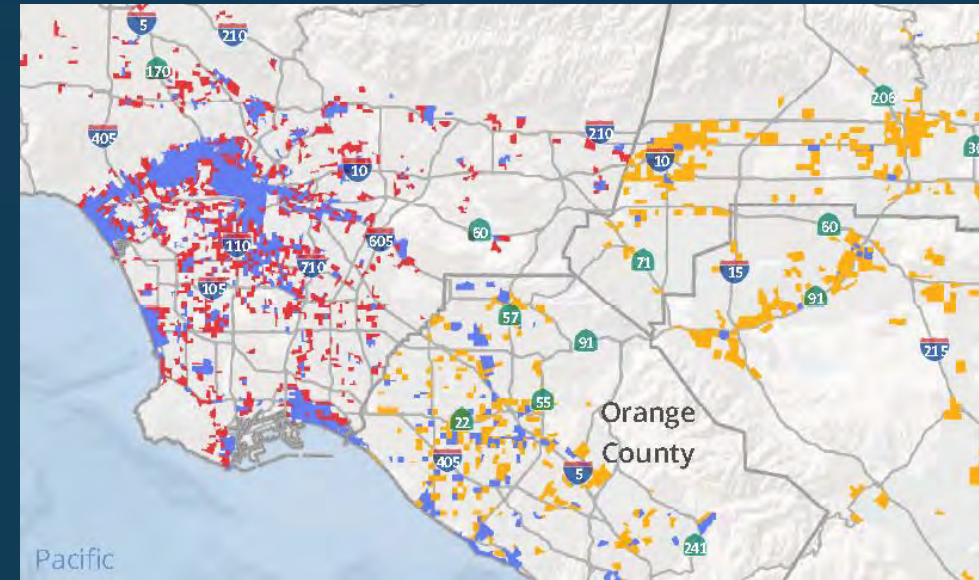
1. Technical Approach
2. Policy Approach
3. **Implementation**

# Policy Integration

- Land-Use
- Street Design
- Pricing and System Management



- Neighborhood Mobility Areas
- Identified TAZ's with
  1. High number of Intersections
  2. Low observed travel speeds
  3. High mix of uses
  4. High accessibility to “everyday” destinations



## Neighborhood Mobility Areas

Employ Complete Streets strategies:

- Bike lanes, roundabouts, wider sidewalks & better lighting,
- Connected network of low-speed lanes
- Neighborhood design

Shift short trips to Non-SOV modes.



# Street Design & New Mobility



# Street Design & New Mobility



**go human**

## Go with the flow.

Ride in bike lanes, not sidewalks.



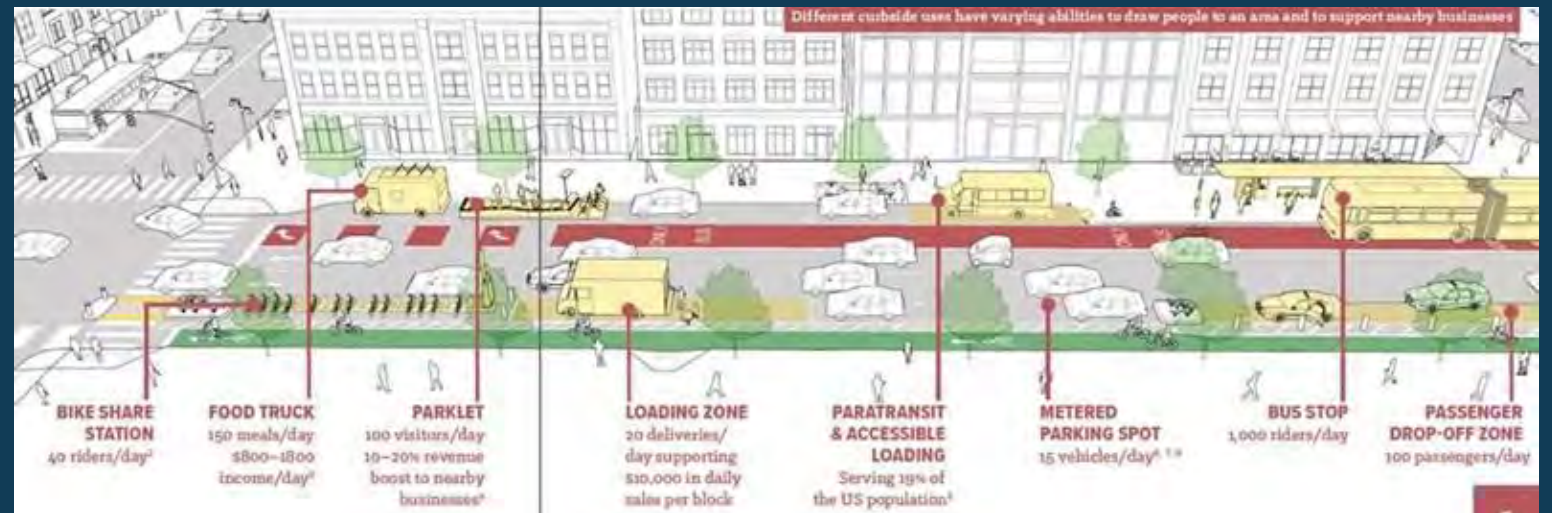


Regional Express Lane Network



Pricing Strategies





## Curbside Management

# 4 MPO Future Mobility Research Program

- Research Products:
  - Off-Model Calculators for Carshare, BikeShare, Microtransit etc.
  - Modeling approach for automated vehicles
  - Currently conducting travel surveys of ridehailing users



# Thank You

Marco Anderson

Sustainability

[anderson@scag.ca.gov](mailto:anderson@scag.ca.gov)

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





## **Technical Working Group**

# **Agenda Item 5**

# ON THE MOVE: SOUTHERN CALIFORNIA DELIVERS THE GOODS

TWG

Mike Jones

Senior Regional Planner

Southern California Association of  
Governments

July 18, 2019



# OUR REGION



- Nation's largest Metropolitan Planning Organization (MPO)
- Governed by a Regional Council of 86 elected officials
- 38,000 Square Miles
- 15 Subregions
- Nation's Global Gateway for Trade
- Address federal & state regional planning mandates & local membership needs

6

COUNTIES

48.1%

STATE POPULATION



19.1  
MILLION  
RESIDENTS



15th  
LARGEST  
ECONOMY  
IN THE WORLD

## SCAG Facts

191

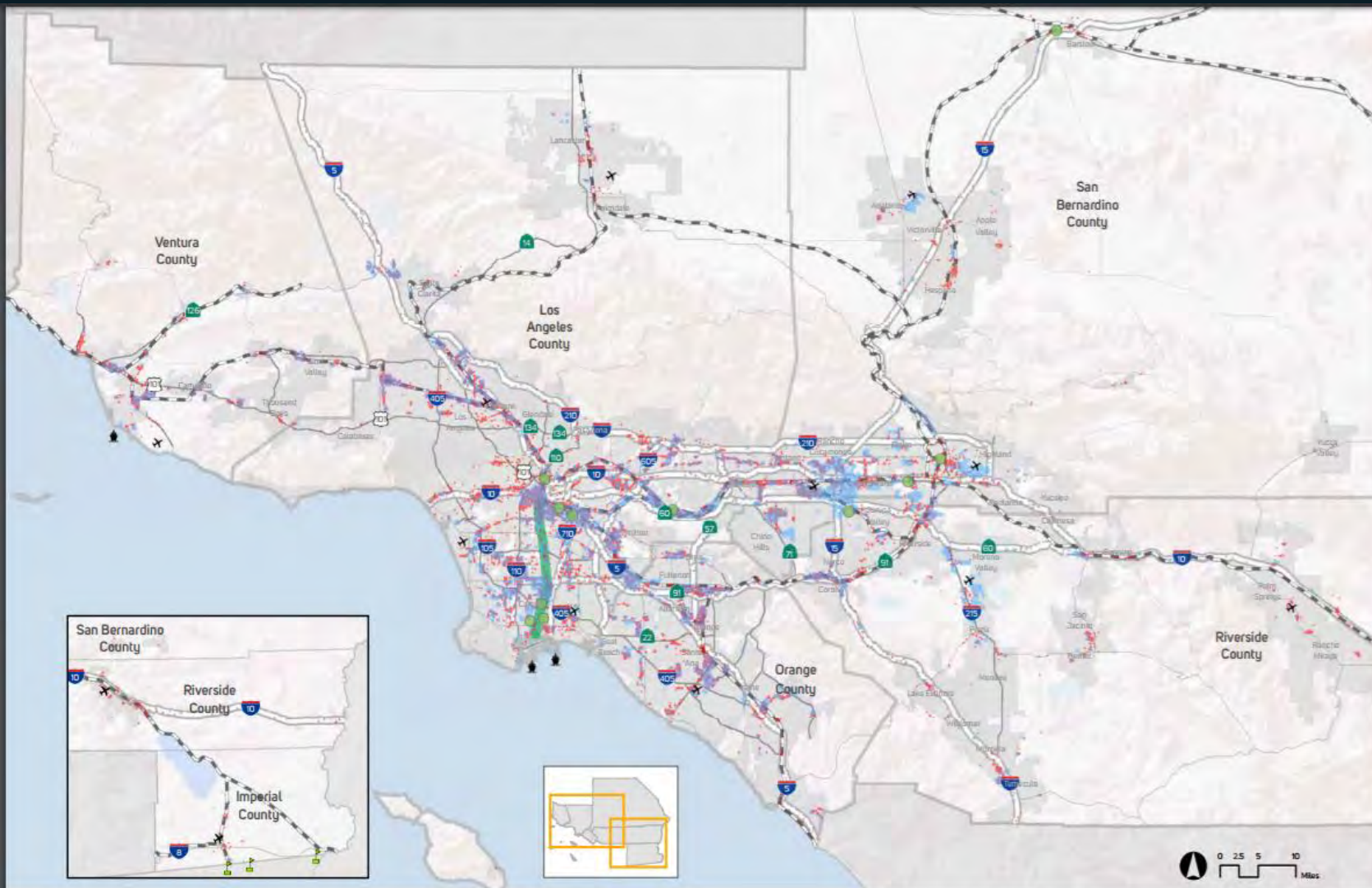
CITIES

5.8%

U.S. POPULATION



# THE REGIONAL GOODS MOVEMENT SYSTEM



- Seaports
- Commercial Airports
- Extensive Highway Network
- Class I Rail
- International Border Crossings
- Warehousing and Distribution Facilities
- America's Manufacturing Center
- Large Consumer Market



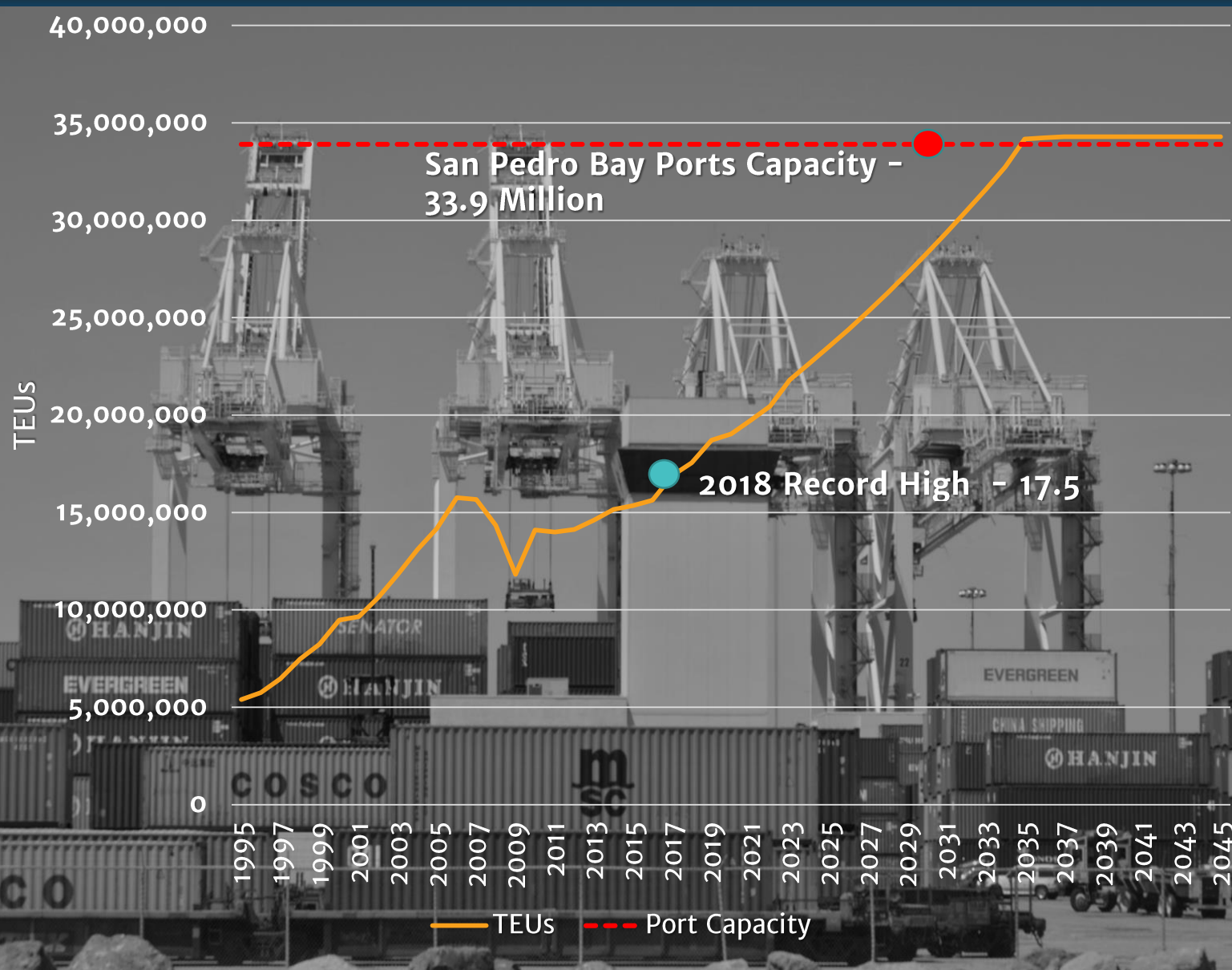
# CRITICAL INTERNATIONAL GOODS MOVEMENT CHALLENGES

**Our vision: A world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards, and quality of life for our communities**

- **National trade policy uncertainty**
  - Trans-Pacific Trade Lane
  - NAFTA/USMCA
- **Import supply chains are diversifying**
- **Shifting trade volumes among various ports of entry**
- **Panama Canal widening impacts on Asian trade**



# TRADE FLOW THROUGH THE PORTS OF LOS ANGELES AND LONG BEACH

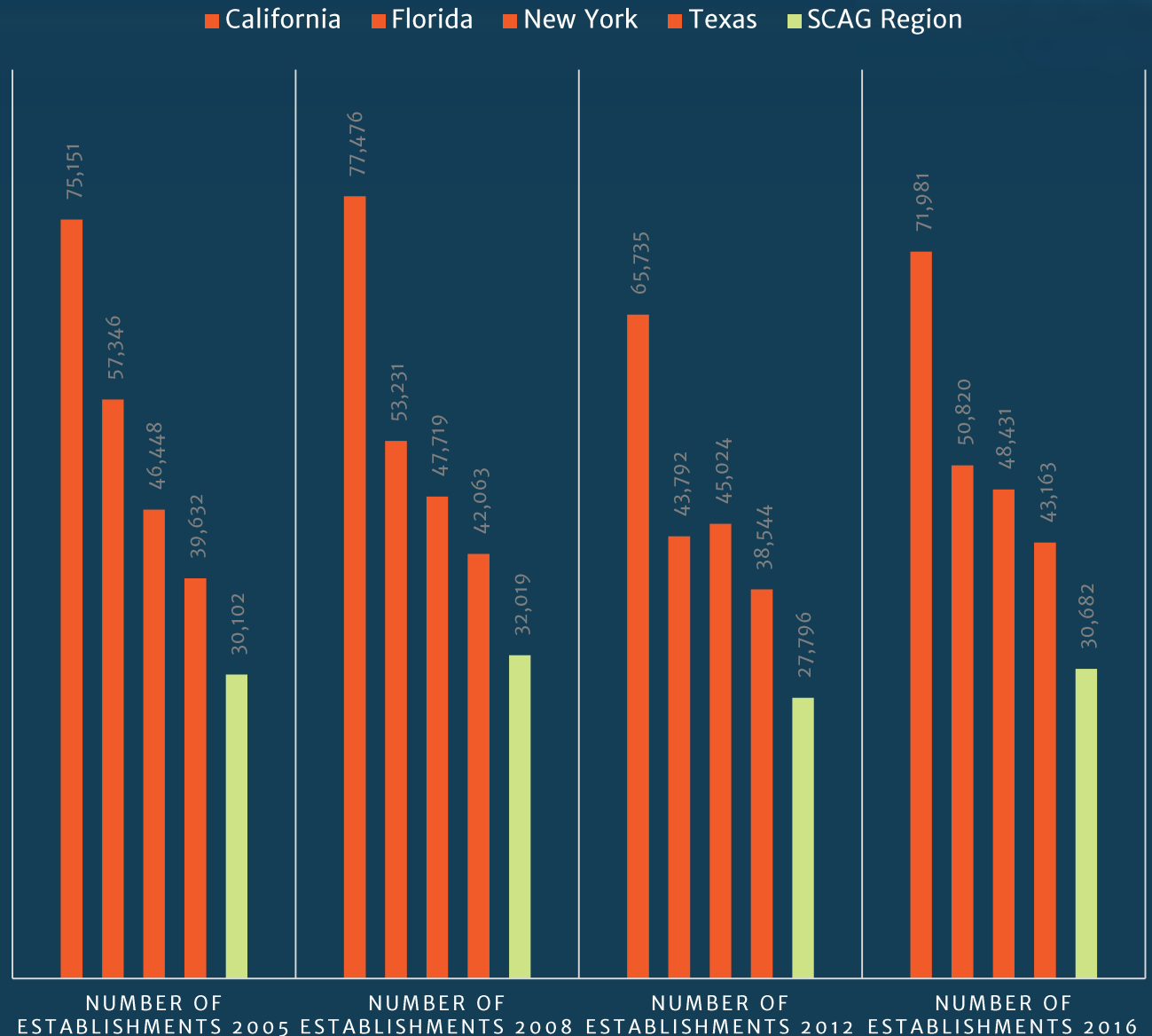


- Current TEU throughput back to pre-recession levels
- Forecast of continued strong growth through 2040
- Predominantly Asian imports for both local and national distribution
- Forecast is critical to the regional planning process providing input into SCAG's regional heavy duty truck modeling work

# GOODS MOVEMENT SUPPORTS REGIONAL MANUFACTURING



- Most important regional goods movement dependent industry
- The overall welfare of the U.S. economy is often viewed through the lens of how manufacturing performs
- Contrary to popular belief, Southern California is America's manufacturing heartland, not the Midwest
- Only the state of California itself is a bigger manufacturing center
- The goods made in California serve local and international markets

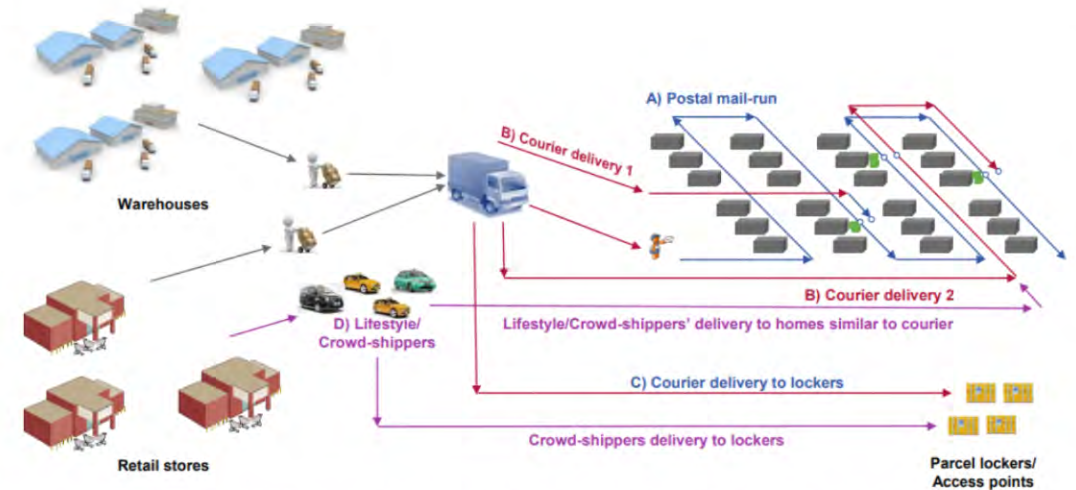


# SoCal Connect Goods Movement Highlight Areas: First Mile/Last Mile

- Improve the regional understanding of last-mile delivery conditions, challenges, and solutions
- Understand user challenges and needs
- Quantify delivery issues and conditions
- Balance conflicting demands for street space
- Develop diverse site-specific strategies
- Identify pilot projects for delivery improvements
- Have a stakeholder-driven process

The last mile, which holds key to the consumer experience, has witnessed an emergence of multiple delivery models

### Last mile delivery models



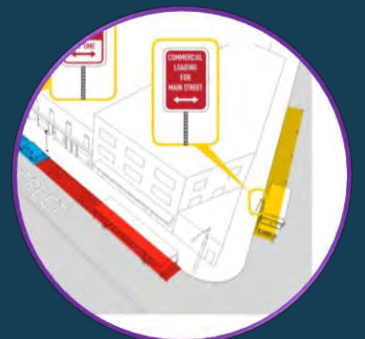
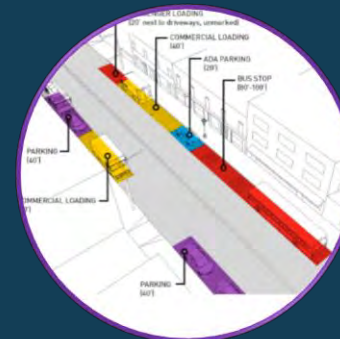
Source: Accenture analysis  
Copyright © 2015 Accenture. All Rights Reserved.

GIS Screening by Attributes

Mapping Screen Locations and Visually Identify Clusters

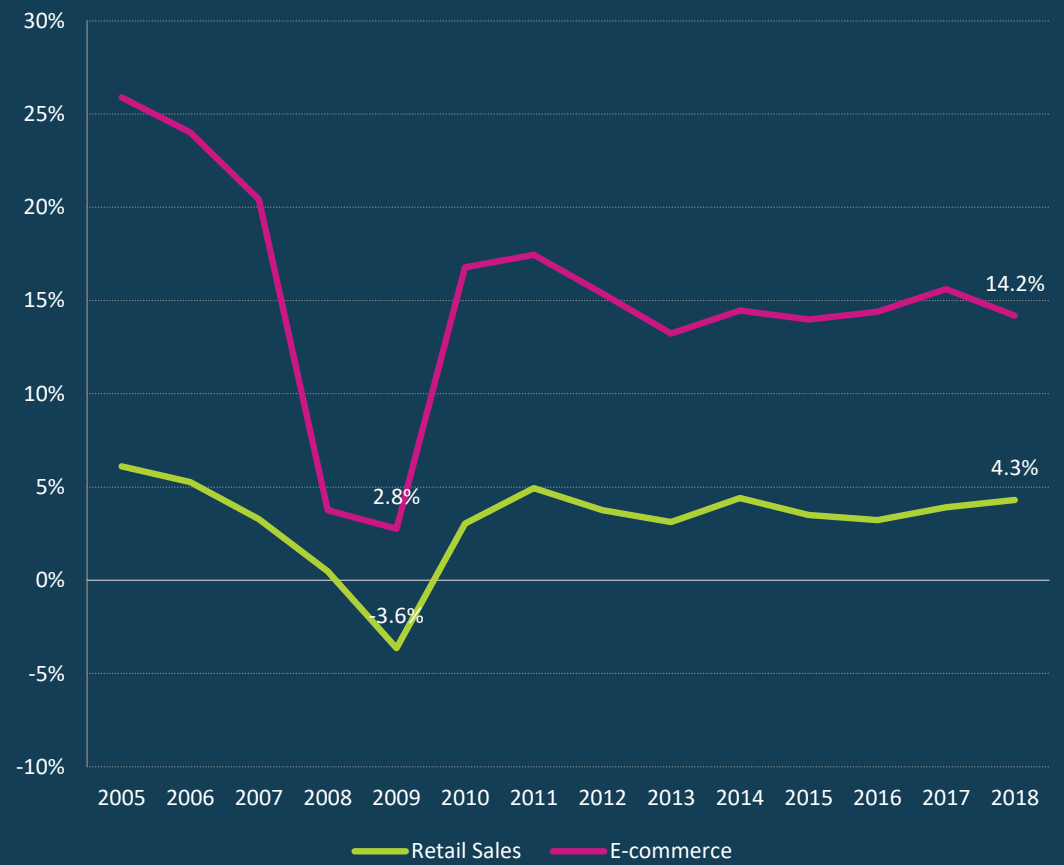
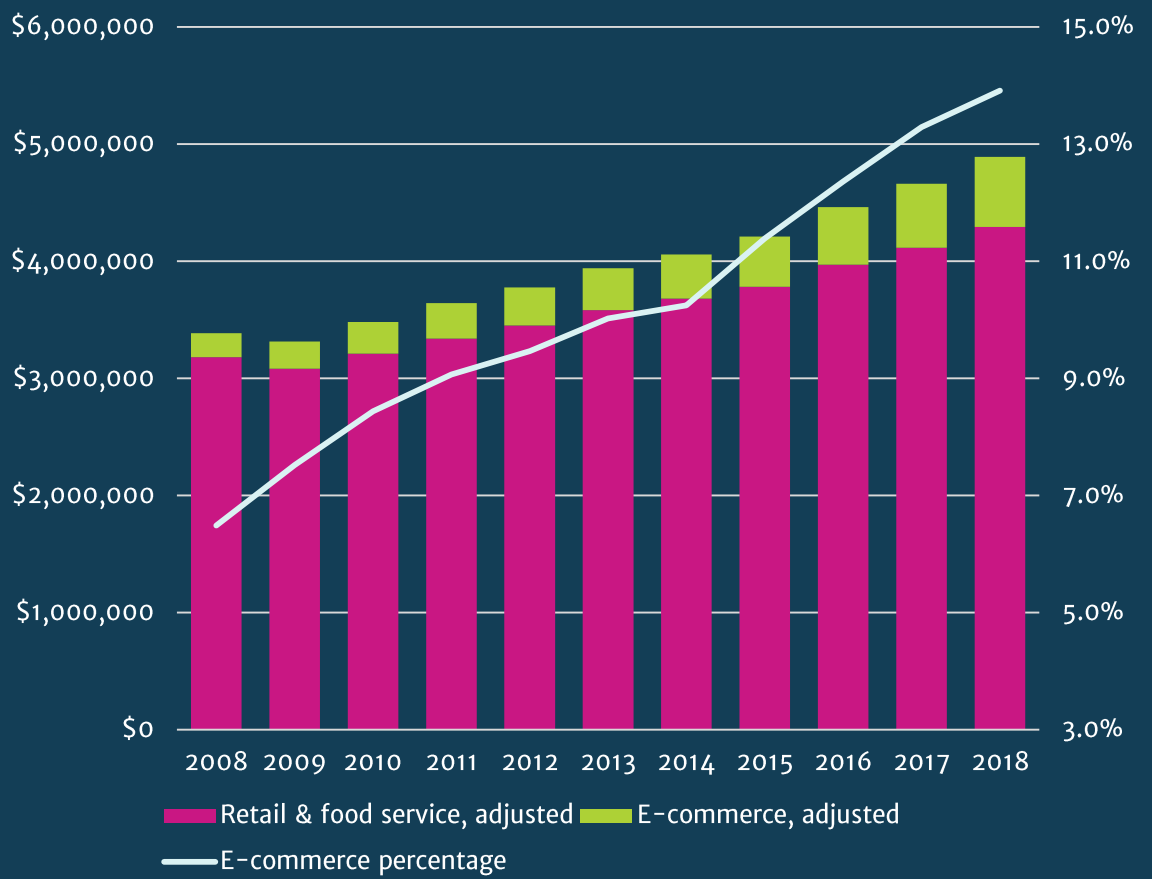
Visual Review of Block Clusters

Added to Draft Case Study List



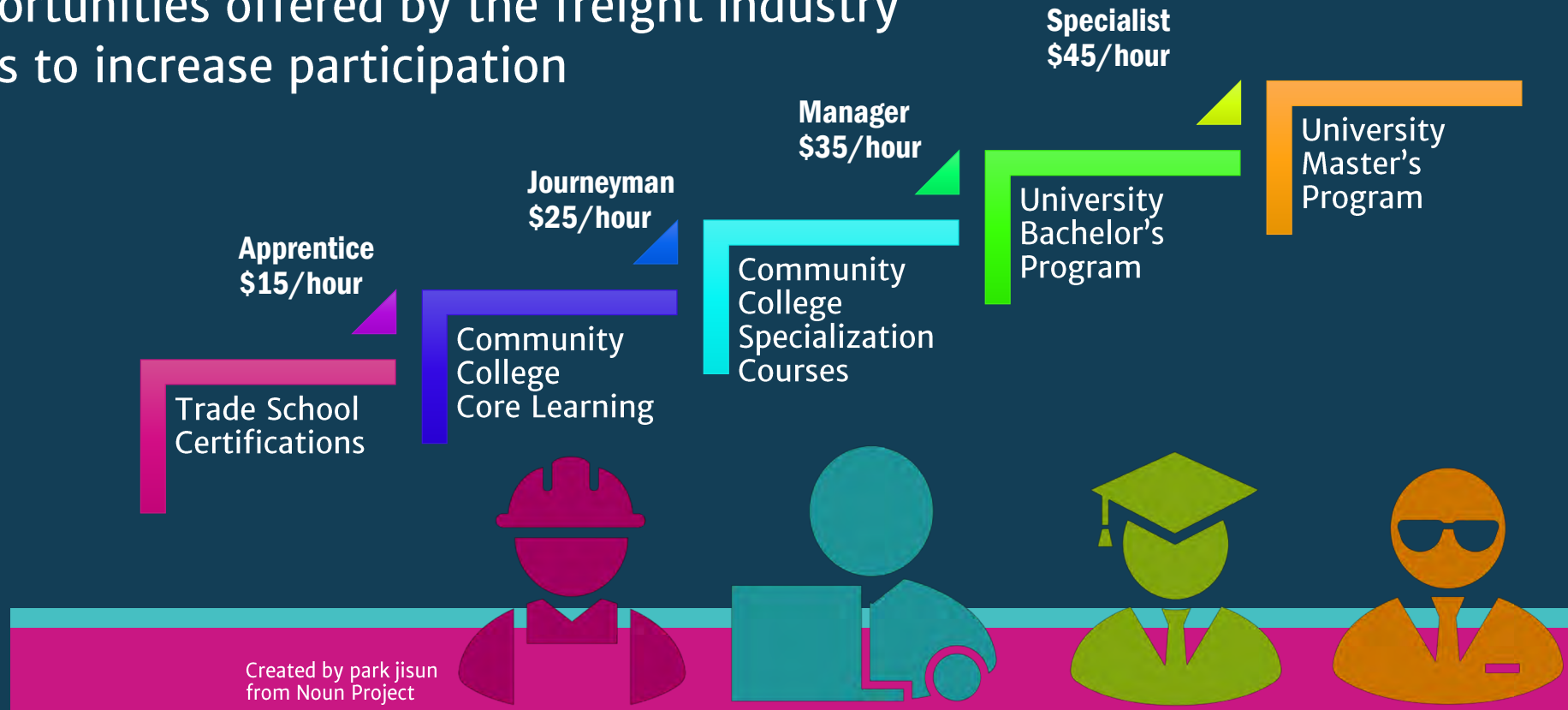
# SoCal Connect Goods Movement Highlight Areas: E-Commerce

## E-Commerce v. In-Store Retail Sales



# SoCal Connect Goods Movement Highlight Areas: Workforce Development

- Automation and disruption
- Competitive wages and increased pressure on the goods movement industry
- Impact and mitigation of the freight workforce skills gap
- Significant lack of awareness among younger generations about the job opportunities offered by the freight industry
- Regional programs to increase participation

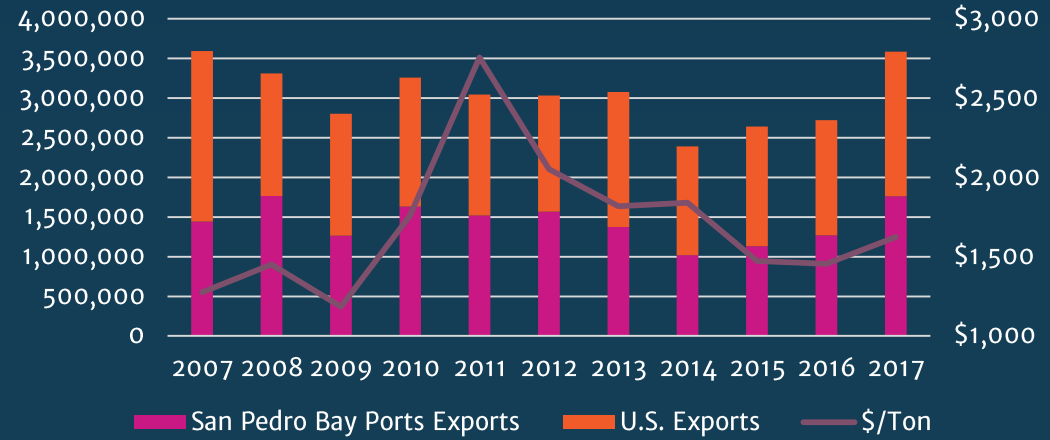


# SoCal Connect Goods Movement Highlight Areas: Commodity Analyses



- Development of replicable method that can be applied to any commodity
- Creation of tools to use big data right to leverage datasets to maximize planning efficacy
- Opportunity for proof of concept and expansion to encompass domestic production and consumption and illustrate regional freight relationships to economic measures
- Consistency with SCAG emphasis on data-driven
- Relevance to SCAG
  - Funding competitiveness: Know inside and out the benefits for federal, state, local funding opportunities.
  - Fed/State: operational and management strategies to address current and future transportation demand and inputs into state and federal plans (CFMP/State Rail Plan, etc. )

## U.S. & San Pedro Bay Ports Cotton Export Performance



### Cotton: Nature's Amazing Gift

According to the National Cotton Council of America, no one exactly knows how old cotton is. Pieces of cotton have discovered that are estimated to be nearly 7,000 years old. Today, cotton is used in thousands of products ranging from clothing, bedding, and even % of the material used in \$100 Bills. The far-reaching uses of cotton makes it one of the most important raw materials used every day by consumers across the globe.

**One Bale of Cotton Can Make:**

- 1,500 SHEETS AND PILLOWCASES
- 400 SPIDERS
- 700 SHIRTS
- 40,000 SOCKS
- 1,321 SOCKS

**San Pedro Bay Ports Cotton Export Focus:**

Why is focusing on the cotton export market so important? During 2017, over 70 percent of all cotton produced within the U.S. was exported. In 2017, over 3.5 billion pounds of cotton were exported through the San Pedro Bay Ports. That's enough cotton to make an astounding 6.9 billion men's shirts, or more than two t-shirts for every male in the world today. Cotton exports through the San Pedro Bay Ports made up 43 percent of all U.S. cotton exports. That's a value of \$2.9 billion. Cotton exports were approximately the same as the entire net earnings for Target Corporation in 2017.

**The FreightWorks Traffic Analysis is established within SCAG's goals and objectives as a mechanism to educate, inform and provide transparency for the region. Research and analysis serves to inform local jurisdictions and a wide variety of key stakeholders. Further, international trade and regional economic competitiveness. This approach provides strong benefits for elected officials, businesses, policy discussion and planning, future funding opportunities, as well as information for key (and) relevant decisions for the RTP/ES, various studies and programs.**

### BY THE NUMBERS

Percentage of total U.S. Cotton Exports Through San Pedro Bay Ports

Year	San Pedro Bay Ports (%)	U.S. Exports (%)
2007	43	57
2008	45	55
2009	42	58
2010	44	56
2011	46	54
2012	48	52
2013	45	55
2014	43	57
2015	41	59
2016	44	56
2017	43	57

**U.S. Cotton Exports Value (\$ Billions)**

Year	Value (\$ Billions)
2007	1.2
2008	1.5
2009	1.8
2010	2.1
2011	2.5
2012	2.8
2013	3.1
2014	3.4
2015	3.7
2016	4.0
2017	4.3

**Top Three Markets for U.S. Cotton Exports Through San Pedro Bay Ports (2017)**

Market	Percentage (%)
China	35
U.S. Exports	25
Other	40

**U.S. Cotton Exports Through San Pedro Bay Ports (\$ Billions)**

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2007	1.2
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2010	2.1
2011	2.5
2012	2.8
2013	3.1
2014	3.4
2015	3.7
2016	4.0
2017	4.3

**San Pedro Bay Ports Cotton Exports (\$ Billions)**

Year	Value (\$ Billions)
2007	0.5
2008	0.7
2009	0.8
2010	1.0
2011	1.2
2012	1.4
2013	1.6
2014	1.8
2015	2.0
2016	2.2
2017	2.4

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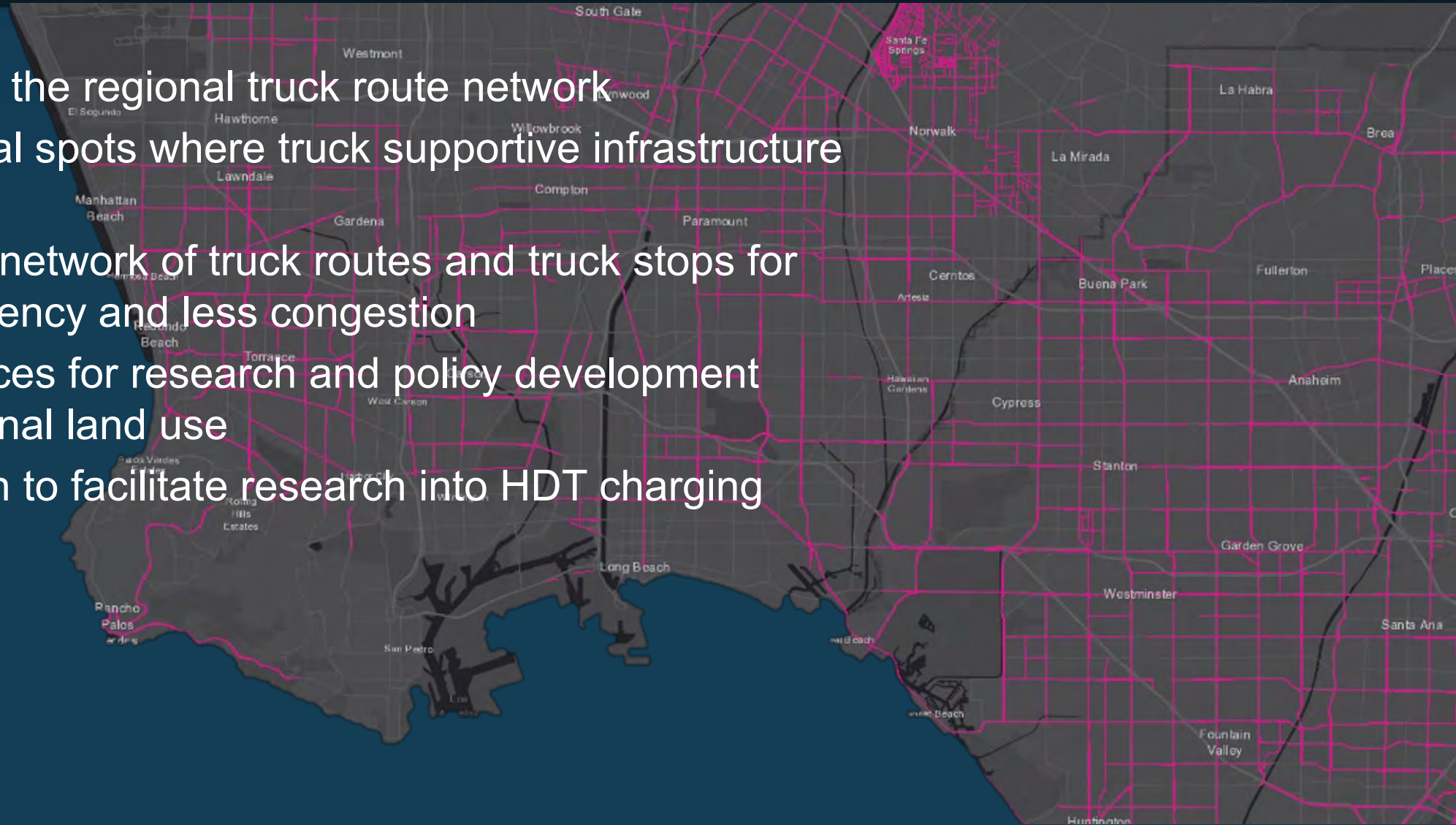
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2015	3.7
2016	4.0
2017	4.3

# SoCal Connect Goods Movement Highlight Areas: Truck Routes and Truck Parking



- Identify gaps in the regional truck route network
- Identify potential spots where truck supportive infrastructure can be added
- Build cohesive network of truck routes and truck stops for maximum efficiency and less congestion
- Provide resources for research and policy development related to regional land use
- Use information to facilitate research into HDT charging infrastructure



# GOODS MOVEMENT ENVIRONMENTAL ROADMAP

- Developed to address community health concerns, federal attainment requirements and climate change issues, while contributing to our economic and energy security goals
- Focus on the long-term goal of a zero-emission goods movement system where technically feasible and economically viable





# REGIONAL GOODS MOVEMENT STRATEGIES

- Curb space and Delivery
- Freight and the Sharing Economy
- Truck Automation & Connected Vehicles
- Big Data and Data-Driven Decision Making
- Low- and Zero-Emission Vehicles



# THE FUTURE OF FREIGHT



THANK YOU

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