



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

REGIONAL COUNCIL OFFICERS

President
Jan C. Harnik, Riverside County
Transportation Commission

First Vice President
Art Brown, Buena Park

Second Vice President
Curt Hagman, County of
San Bernardino

Immediate Past President
Clint Lorimore, Eastvale

COMMITTEE CHAIRS

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

Community, Economic &
Human Development
Frank Yokoyama, Cerritos

Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

REMOTE PARTICIPATION ONLY

NEXT GENERATION
INFRASTRUCTURE
SUBCOMMITTEE

Wednesday, February 15, 2023
9:00 a.m. – 11:00 a.m.

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/82980378329>

To Attend and Participate by Phone:

Call-in Number: 1-699-900-6833

Meeting ID: 829 8037 8329

***Please see next page for detailed
instructions on how to participate in the meeting.***

PUBLIC ADVISORY

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cecilia Pulido at (213) 630-1480 or via email at cpulido@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1480. 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 Public Comments

You may submit public comments in two (2) ways:

1. **In Writing:** Submit written comments via email to: ePublicComment@scag.ca.gov by **5pm on Tuesday, February 14, 2023**. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Tuesday, February 14, 2023, will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: ePublicComment@scag.ca.gov.

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.

OUR MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/82980378329>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 829 8037 8329**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

OUR MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



Next Generation Infrastructure Subcommittee *Members – February 2023*

- 1. Hon. Keith Eich**
Chair, La Canada Flintridge, RC District 36
- 2. Hon. Art Brown**
Buena Park, RC District 21
- 3. Hon. Margaret Finlay**
Duarte, RC District 35
- 4. Hon. Jan C. Harnik**
RCTC
- 5. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 6. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 7. Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member
- 8. Hon. Larry McCallon**
Highland, RC District 7/Air District Rep.
- 9. Hon. Carol Moore**
Laguna Woods, OCCOG
- 10. Hon. George Nava**
Brawley, ICTC
- 11. Hon. Alan Wapner**
SBCTA

OUR MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



NEXT GENERATION INFRASTRUCTURE SUBCOMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Wednesday, February 15, 2023
9:00 AM

The Next Generation Infrastructure Subcommittee 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 Keith Eich, Chair)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Tuesday, February 14, 2023. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Next Generation Infrastructure Subcommittee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1480, or email to cpulido@scag.ca.gov. Written comments received after 5pm on Tuesday, February 14, 2023, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Next Generation Infrastructure Subcommittee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.



NEXT GENERATION INFRASTRUCTURE SUBCOMMITTEE AGENDA

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

1. Minutes of the Meeting – January 18, 2023

PPG. 5

ACTION ITEM

2. Draft Next Generation Infrastructure Subcommittee White Paper
(Warren Whiteaker, Manager of Integrated Planning & Programming)

45 Mins.

PPG. 11

RECOMMENDED ACTION:

Approve submission of Next Generation Infrastructure Subcommittee White Paper recommendations to the Joint Policy Committee.

ADJOURNMENT



Southern California Association of Governments
Remote Participation Only
February 15, 2023

NEXT GENERATION INFRASTRUCTURE SUBCOMMITTEE
MINUTES OF THE MEETING
WEDNESDAY, JANUARY 18, 2023

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE NEXT GENERATION INFRASTRUCTURE SUBCOMMITTEE (NGI). A VIDEO AND AUDIO RECORDING OF THE FULL MEETING IS AVAILABLE AT: <http://scag.igm2.com/Citizens/>.

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

Members Present:

Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Margaret Finlay	<i>Duarte</i>	District 35
Hon. Jan Harnik	<i>RCTC</i>	
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Paul Marquez, Ex-Officio		<i>Caltrans</i>
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon. Alan Wapner		SBCTA

Members Not Present

Hon. George Nava	<i>Brawley</i>	ICTC
------------------	----------------	------

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Keith Eich called the meeting to order at 9:07 a.m. and asked SCAG staff member, Warren Whiteaker, Manager of Integrated Planning & Programming, to lead the Pledge of Allegiance. The Clerk confirmed a quorum was present.

PUBLIC COMMENT PERIOD

Chair Eich 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 ePublicComment@scag.ca.gov.

The Clerk acknowledged there were no written public comments for items not listed on the agenda. Seeing no public comment speakers, Chair Eich closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEM

There were no reprioritizations made.

CONSENT CALENDAR

There were no public comments on this item.

1. Minutes of the Meeting – November 16, 2022

A MOTION was made (Moore) to approve the Consent Calendar. Motion was SECONDED (Finlay) and passed by the following roll call vote:

AYES: Brown, Eich, Finlay, Harnik, Hernandez, Manos, McCallon, Moore, and Wapner (9)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

2. Context Setting and Panel Introduction

There were no public comments received for this item.

Chair Eich introduced Warren Whiteaker, Manager of Integrated Planning & Programming, to present Item No. 2.

Mr. Whiteaker’s presentation included background information of the Connect SoCal 2024 process and an overview of the NGI Subcommittee goals and planning process. He provided some context for that day’s discussions which focused on strategies to address equity and resilience through transportation

funding. Additionally, he provided a summary of the previous discussions the committee had in the months of September-November 2022. Mr. Whiteaker highlighted how the region currently pays for transportation. Local sources account for the largest slice of the funding. Nearly 70% of sources are revenues associated with sales taxes. He also shared how SCAG's mobility innovation and pricing initiative aims to surface the priorities of historically marginalized populations and aims to understand the travel needs of underrepresented communities.

The comprehensive staff report and PowerPoint presentation were included in the agenda packet.

3. Panel Discussion: (How) should we better align the way we pay for and fund transportation with equity and resiliency goals?

There were no public comments received for this item.

Chair Eich outlined how Item No. 3 would be run. He shared there's been growing interest in advancing equity through transportation investments and policy, including with universal basic mobility (UBM) concepts. He stated generally, UBM concepts offer services and policies to fully cover or subsidize the cost of travel, reducing barriers to mobility access. He explained this session aimed to better understand the potential for such concepts, including the potential for scalability. Furthermore, he stated that at its core, exploring UBM and similar concepts helps surface the equity implications of existing transportation policies, in particular transportation funding policies—not only in how we invest revenues, but how we raise revenues. He stated existing funding mechanisms had not prompted the kind of equity debate they had seen with alternatives like road pricing proposals. Yet, existing mechanisms are not inherently equitable. He shared that the session would also highlight the challenges with the status quo and explore how alternatives like road pricing concepts could increase fairness over the current transportation funding system while offering opportunities to achieve other policy objectives. Chair Eich introduced the panelists and asked them to share their opening statements about how they see the Southern California region regarding equity, resilience, and transportation funding now and in 2050, which was SCAG's horizon year for the upcoming regional plan – Connect SoCal 2024.

Chair Eich asked Seleta Reynolds, Chief Innovation Officer, Los Angeles County Metropolitan Transportation Authority, to introduce herself and share opening thoughts with the group.

Ms. Reynolds introduced herself and shared some of the challenges that Metro faced as an organization such as figuring out the new normal emerging from the pandemic. She stated they were currently grappling with enormous policy shortfalls regarding land use. Particularly the construction of the right amount of housing and renter protections to help people stay in their homes. She shared that at the root of it, they were confronting a decade-long crisis around poverty. She stated that at Metro,

delivering safe, reliable, clean services was the primary goal to restore credibility and confidence in the transit system. She elaborated, stating beyond that, they must provide services that closed the gap among the number of opportunities people can reach with and without a car. She stated this was the driver for the concept of Universal Basic Mobility (UBM). She stated UBM provided a level playing field for everyone, and that it has three parts: physical infrastructure, workforce development services, and paying to access transportation. She explained that one of the challenges that gets in the way of expanding UBM more broadly was to change the way we think about transportation. She stated people should be able to pay for services with a debit card or their phone to make it easy to get around in ways other than driving. She explained that the Metro congestion reduction study, which started before the pandemic, explored expanding the success of express lanes to deal with congestion and change how people pay for public utilities. She explained it saves time, transit performs better, and captures the revenue from that investment which goes back to the community. Ms. Reynolds stated they couldn't just provide people with options, they also had to make the cost of their choices more transparent. Lastly, she stated there was increasing investment in private transportation options that relied primarily on digital infrastructure to manage and deploy fleets and that the public sector operated public roads in the physical world, but that was not clear in the digital world.

The comprehensive presentations and discussions can be found in the video recording of the meeting on SCAG's website.

Chair Eich asked Michael Manville, Vice Chair of the UCLA Department of Urban Planning to introduce himself and share his opening thoughts.

Mr. Manville introduced himself and shared his thoughts on the transportation system's equality and resiliency now and in 2050. He stated he thought the system was neither equitable nor resilient. He stated a resilient transportation system would be able to absorb new demand but our transportation system, particularly in the more built out areas in the region, could not do that. He stated the slightest change in the system causes a bottleneck. He shared that by topography and climate, the Southern California region should be one of the most pleasant places for biking and walking. He elaborated stating that however, if they looked at the statistics, [the Southern California region] was one of the most dangerous places to do that. He stated planning decisions made these options very difficult. He explained that in the social sciences, there were two ways they defined equity. One was the benefit principle (people who benefit from it also pay for it). The other one was the ability to pay principle (we should not impose inordinate burdens for vital services on people). He stated these two principles could sometimes conflict. He shared we have made driving artificially inexpensive for people who do it by keeping roads and curbs unpriced. Furthermore, he stated public transportation in the region was exceptionally bad, and they needed to fix it because Metro could not do it alone. Lastly, he stated the big question for him was, when they reached 2050, how much were they willing to rethink some of their land use decisions, so they can make most out of some of the investments Metro had coming.

The discussions can be found in the video recording of the meeting on SCAG's website.

Subcommittee members provided thoughts on the challenges and opportunities of public transportation use. Additionally, members provided comments about how essential it was to reduce the use of cars, and also bringing awareness of the car's contribution to our economy and our dependency on it.

Following the panelists opening thoughts on how they see the Southern California region regarding equity, resilience, and transportation funding now and in 2050, Chair Eich asked a series of questions that created dialogue among the panelists and subcommittee members. The questions led to discussions on how well the existing transportation funding system accounts for the need for addressing equity and resiliency. Discussions were also had on limitations to the existing transportation funding system in responding to key issues we currently face such as climate change, new travel patterns, and using technology. Additionally, discussions ensued to share thoughts on traditional transportation planning focused on home-to-work commutes and how transportation funding from various sources (federal, state, local) reinforced these tendencies. The panelists also entertained questions about key opportunities and challenges with expanding Universal Basic Mobility and how they should reconcile potentially competing goals.

The comprehensive presentations and discussions can be found in the video recording of the meeting on SCAG's website.

Chair Eich called on Chief Counsel, Michael Houston to provide some housekeeping items.

Michael Houston, Chief Counsel, stated that while they were conducting roll call for the Consent Calendar, the Clerk had not heard the verbal voice vote for member McCallon. He stated the Brown Act required a roll call voice vote and clarified that the record would reflect his yes vote on the Consent Calendar.

4. Concluding Comments

Mr. Whiteaker provided some takeaways from that day's meeting. He stated there was a need and opportunity for addressing the digital transportation public realm, the idea of rethinking of our transportation system more like a utility and rethinking the role of automobile that goes beyond just reducing VMT, and the importance of evaluating accessibility to achieve our environmental goals with modest changes in travel. He stated as an example, they need to start to think about our system more like investors and not just as implementors. Lastly, he recapped the discussion by stating that pricing could be a revenue source and tool to improve driving and system performance, and also an opportunity to address equity concerns and other policy goals.



Chair Eich stated they would share the panelists contact information via email after the meeting. He also stated the next [subcommittee] meeting was scheduled for February 15, 9:00-11:00 a.m.

ADJOURNMENT

There being no further business, Vice Chair Eich adjourned the Next Generation Infrastructure Subcommittee meeting at 11:01 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE NGI SUBCOMMITTEE]

//



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Remote Participation Only
February 15, 2023

To: Next Generation Infrastructure Subcommittee (NGIS)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Next Generation Infrastructure White Paper Recommendations

RECOMMENDED ACTION:

Approve submission of Next Generation Infrastructure Subcommittee White Paper recommendations to the Joint Policy Committee.

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 Next Generation Infrastructure Subcommittee has convened four times between September 2022 and January 2023, with the end goal of identifying recommendations to build on Connect SoCal 2020 and provide guidance on the priorities and strategies for Connect SoCal 2024, reflecting the rapidly evolving developments across the region specific to the future of mobility and associated implications for public policy. The need for a more comprehensive understanding of these developments and consensus building on key regional strategies and policies is even more evident today in preparation for Connect SoCal 2024 as we continue to grapple with the pandemic, a more challenging economic environment, and shifting state and federal priorities with increasing uncertainties across the planning horizon.

The Next Generation Infrastructure Subcommittee meetings covered post-pandemic changes in travel, evolving objectives for highway investment, ensuring transit recovery, and better aligning how we pay for and fund transportation with equity and resilience goals. Each meeting included a presentation from SCAG staff, presentations from experts in the field, and feedback from Subcommittee members.

The Next Generation Infrastructure Subcommittee White Paper summarizes the discussion, findings, and recommendations from Subcommittee members. Subject to feedback and concurrence from the Subcommittee members in February, the White Paper recommendations will be submitted to the Joint Policy Committee in March 2023.

BACKGROUND:

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 growth. 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. The pillars of Connect SoCal 2020 are anticipated to continue into Connect SoCal 2024, including a focus on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets.

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

Over the course of the next fiscal year, SCAG staff will be seeking direction from our policy makers, through the relevant Policy Committees, on the priorities and strategies for Connect SoCal 2024 to better align investments across the region.

Next Generation Infrastructure Subcommittee

The Next Generation Infrastructure Subcommittee includes Regional Council and Policy Committee members from across the region, including:

1. Hon. Keith Eich, Chair, La Canada Flintridge, RC District 36, San Gabriel Valley Council of Governments
2. Hon. Art Brown, Buena Park, RC District 21, Orange County Council of Governments
3. Hon. Margaret Finlay, Duarte, RC District 35, San Gabriel Valley Council of Governments
4. Hon. Jan C. Harnik, Riverside County Transportation Commission (RCTC) Representative
5. Hon. Laura Hernandez, Port Hueneme, RC District 45, Ventura Council of Governments
6. Hon. Steve Manos, Lake Elsinore, RC District 63, Western Riverside Council of Governments
7. Mr. Paul Marquez, Caltrans, District 7, Ex-Officio Non-Voting Member
8. Hon. Larry McCallon, Highland, RC District 7/Air District Representative
9. Hon. Carol Moore, Laguna Woods, Orange County Council of Governments (OCCOG)

10. Hon. George Nava, Brawley, Imperial County Transportation Commission (ICTC) Representative
11. Hon. Alan Wapner, San Bernardino County Transportation Authority (SBCTA) Representative

The Next Generation Infrastructure Subcommittee convened four times between September 2022 and January 2023. To facilitate greater policy discussion of key areas anticipated to be critical for the development of Connect SoCal 2024, the Next Generation Infrastructure Subcommittee discussed and responded to the following policy questions, generating recommendations for Policy Committee consideration:

- How has travel changed with COVID and what will this mean for long-range transportation planning?
- (How) should our objectives for highway investment evolve?
- How do we ensure transit recovery?
- (How) should we better align the way we pay for and fund transportation with equity and resiliency goals?

Each of the first four Subcommittee meetings included facilitated discussions led by the Subcommittee Chair. The Subcommittee presentations and subsequent discussions highlighted the following key findings:

- Increases in telework are changing the dynamics of travel both in time and in location.
- Post-pandemic, the region is experiencing more short trips throughout the day, especially across the afternoon period.
- Transportation system preservation remains a universal priority, and with greater needs associated with transition to zero emissions vehicles.
- The deployment of new technology should focus on people and addressing larger shared goals (e.g., advancing equitable access).
- Expanding highway capacity may be warranted but should be aligned with efforts to mitigate potential increases in vehicle miles traveled, especially single-occupant vehicle travel.
- Transportation solutions should involve increasing choices beyond driving, including connecting communities with pedestrian and bicycle facilities, and prioritizing transit to make it competitive with driving.
- Center solutions on people and their evolving travel needs, for example supporting more local short trips versus long commutes.
- Focus on understanding and meeting the needs of existing transit riders because this will also help attract new riders.

- Leverage technology and data to better understand people's needs, communicate information and invite feedback, attract riders that might otherwise never consider transit, and facilitate unified planning and payment for multimodal trips.
- Public agencies should partner across agencies and sectors to develop projects and in doing so, minimize risk, build trust, and recognize/leverage unique strengths that each party brings.
- Cities should encourage the shift of the mobility paradigm by enhancing and supporting services across all modes including transit, micromobility, and automobiles.
- Public agencies need to engage and assert a role in management of the transportation digital realm.
- Re-envision the transportation system more like a utility.
- Rethink the role of the automobile in our daily lives, but in a sophisticated manner that goes beyond just focusing on the need to reduce vehicle miles traveled.
- Place greater importance on valuing accessibility.
- Recognize that we can achieve many environmental goals with modest changes in travel behavior.
- Plan and manage the transportation system like an investor.
- Road pricing can be revenue source, mechanism to improve driving and system performance, and tool for addressing equity concerns.

White Paper Recommendations

Overall, feedback from members of the Subcommittee can be grouped into four broad recommendations. These recommendations will inform the Connect SoCal Policy Development Framework and on-going policy discussions related to Connect SoCal 2024, and will be taken to the Regional Council for further deliberation:

- *Maintain a people-centric transportation investment strategy:* Ensure that deployment of new technologies support people's needs and address larger shared goals like advancing equitable access and reducing traffic fatalities and serious injuries. Prioritize use of our public rights-of-way for all roadway users, especially focusing on the needs of non-single occupant vehicle users.
- *Continue to invest in system preservation and efficiency:* Fix-it-first remains a key strategy for Connect SoCal, especially recognizing greater needs associated with the transition to zero emission vehicles and ensuring system resilience. Within this context, operational improvements and targeted strategic highway capacity expansion are warranted when coupled with complementary efforts to offset any potential increases in vehicle miles traveled and especially single-occupant vehicle travel.

-
- *Expand and enhance mobility choices:* Focus on understanding and meeting the needs of existing transit riders, which will also attract new riders. Increase choices beyond driving by enhancing and supporting services across all modes of travel including transit, active transportation, micromobility, and automobiles. Reconsider the role of the automobile in our daily lives and how mobility options can increase reliable accessibility.
 - *Re-envision how we plan, fund, and manage the transportation system:* Plan and manage the transportation system more like an investor, including asserting a role in the management of the transportation digital realm. Appropriately pricing the transportation system ensures that the system functions for all users (even during peak demand periods), generates reliable revenue, and established resources for addressing equity concerns.

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. 2023-02-15 NGI Meeting 5 Presentation
2. 2023-02-15 NGI Meeting 5 White Paper



Next Generation Infrastructure Subcommittee

February 15, 2023

WWW.SCAG.CA.GOV

Next Generation Infrastructure Subcommittee

GOAL

Build on Connect SoCal 2020 and provide guidance on the priorities and strategies for Connect SoCal 2024, reflecting the rapidly evolving developments across the region specific to the future of mobility and associated implications for public policy

Next Generation Infrastructure Subcommittee: Topics

#	DATE	TOPIC
1	September 21	How has travel changed with COVID and what will this mean for long-range transportation planning?
2	October 19	(How) should our objectives for highway investment evolve?
3	November 16	How do we ensure transit recovery?
4	January 18	(How) should we better align the way we pay for and fund transportation with equity and resiliency goals?
5	February 15	Next Generation Infrastructure Subcommittee Recommendations <i>White Paper</i>

Subcommittee Recommendations

- **Maintain a people-centric transportation investment strategy:** Ensure that deployment of new technologies support people’s needs and address larger shared goals like advancing equitable access and reducing traffic fatalities and serious injuries. Prioritize use of our public rights-of-way for all roadway users, especially focusing on the needs of non-single occupant vehicle users.

Subcommittee Recommendations

- **Continue to invest in system preservation and efficiency:** Fix-it-first remains a key strategy for Connect SoCal, especially recognizing greater needs associated with the transition to zero emission vehicles and ensuring system resilience. Within this context, operational improvements and targeted strategic highway capacity expansion are warranted when coupled with complementary efforts to offset any potential increases in vehicle miles traveled and especially single-occupant vehicle travel.

Subcommittee Recommendations

- **Expand and enhance mobility choices:** Focus on understanding and meeting the needs of existing transit riders, which will also attract new riders. Increase choices beyond driving by enhancing and supporting services across all modes of travel including transit, active transportation, micromobility, and automobiles. Reconsider the role of the automobile in our daily lives and how mobility options can increase reliable accessibility.

Subcommittee Recommendations

- **Re-envision how we plan, fund, and manage the transportation system:** Plan and manage the transportation system more like an investor, including asserting a role in the management of the transportation digital realm. Appropriately pricing the transportation system ensures that the system functions for all users (even during peak demand periods), generates reliable revenue, and established resources for addressing equity concerns.



THANK YOU!

For more information, please visit:

www.scag.ca.gov/connect-socal

Connect SoCal 2024 Subcommittee Draft White Paper

NEXT GENERATION INFRASTRUCTURE

Introduction

SCAG is currently developing Connect SoCal 2024. Three special Regional Council subcommittees have been created around Next Generation Infrastructure, Resilience and Conservation, and Racial Equity and Regional Planning. The Resilience and Conservation Subcommittee and Racial Equity and Regional Planning Subcommittee each met four times between September 2022 and January 2023 and the Next Generation Infrastructure Subcommittee met five times between September 2022 and February 2023, to identify recommendations that will inform how these emerging issues are addressed in Connect SoCal 2024.

The goal of the Next Generation Infrastructure Subcommittee was to build on Connect SoCal 2020 and provide guidance on the priorities and strategies for Connect SoCal 2024, reflecting the rapidly evolving developments across the region specific to the future of mobility and associated implications for public policy. The need for a more comprehensive understanding of these developments and consensus building on key regional strategies and policies is even more evident today in preparation for Connect SoCal 2024 as we continue to grapple with the pandemic, a more challenging economic environment, and shifting state and federal priorities with increasing uncertainties across the planning horizon.

The Next Generation Infrastructure Subcommittee convened five times between September 2022 and February 2023. To facilitate greater policy discussion of key areas anticipated to be critical for the development of Connect SoCal 2024, the Next Generation Infrastructure Subcommittee discussed and responded to the following policy questions:

- ***How has travel changed with COVID and what will this mean for long-range transportation planning?***
- ***(How) should our objectives for highway investment evolve?***
- ***How do we ensure transit recovery?***
- ***(How) should we better align the way we pay for and fund transportation with equity and resiliency goals?***

Subcommittee Foundations

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 growth. 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. The pillars of Connect SoCal 2020 are anticipated to continue into Connect SoCal 2024, including a focus on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets.

The adoption of Connect SoCal 2020 illustrated the complexity of long-range planning with rapidly evolving developments across the region ranging from broader sustainability and air quality issues to the future of mobility and associated implications for public policy. The need for more comprehensive understanding of these developments and consensus building on key regional strategies and policies is even more evident today in preparation for Connect SoCal 2024 as we continue to grapple with the pandemic, a more challenging economic environment, and increasing uncertainties across the planning horizon. The emerging landscape will be complex, likely exacerbating many of our existing core challenges.

Over the course of the next fiscal year, SCAG staff will be seeking direction from our policy makers, through the relevant Policy Committees, on the priorities and strategies for Connect SoCal 2024 to better align investments across the region.

Subcommittee: Discussion & Key Findings

On September 21, 2022, the first meeting of the Subcommittee focused on how travel behavior is evolving. The meeting explored telecommuting/hybrid work, including implications of on job centers and future commute patterns. Despite higher levels of telecommuting/hybrid work, travel volumes have rebounded from pandemic lows. The meeting also explored the contribution of non-commute travel to increasing traffic and investment strategy alignment with the non-commute geospatial patterns and modal choices. Professor Giovanni Circella, the Director of the 3 Revolutions Future Mobility Program at the University of California, Davis and Professor Brian Taylor, the Director of the Institute of Transportation Studies at the University of California, Los Angeles provided presentations exploring emerging trends and engaged Subcommittee members with implications for investment strategies.

The second Subcommittee meeting was held on October 19, 2022, and focused on evolving objectives for highway investment. A panel discussion comprised the bulk of the meeting. The panelists were:

- Fran Inman, Senior Vice President, Majestic Realty
- Benito Pérez, Policy Director, Transportation for America
- Jeanie Ward-Waller, Deputy Director, Planning & Modal Programs, Caltrans
- Raymond Wolfe, Executive Director, San Bernardino County Transportation Authority

The panelists explored how highway investment policies have evolved in recent years, including shifting away from highway capacity investments. The discussion also explored the implications of changing highway objectives for goods movement and the supply chain. The panelist addressed how we might reimagine use of our public rights-of-way, including for Complete Streets, safety improvements, and curb space management.

On November 16, 2022, the third Subcommittee meeting focused on how the region can work together to ensure transit recovery. A panel discussion comprised the bulk of the meeting. The panelists were:

- Rolando Cruz, Chief Transportation Officer, City of Culver City, Culver CityBus
- Roderick Diaz, Director of Planning and Development, Metrolink
- Krista Glotzbach, Partnerships Lead, Via
- Lauren McCarthy, Director and Strategic Lead, Shared-Use Mobility Center

The panelists explored how transit has changed in recent years and in light of the pandemic, and the ways in which public and private organizations can work together to motivate increased transit ridership.

The final Subcommittee meeting was held on January 18, 2023. Seleta Reynolds, Chief Innovation Officer at the Los Angeles County Metropolitan Transportation Authority, addressed universal basic mobility and Professor Michael Manville, UCLA Department of Urban Planning Vice Chair, highlighted his research on how we should better align the way we pay for, fund, and manage our transportation system with equity and resiliency goals.

Each of the Subcommittee meetings included facilitated discussions led by the Subcommittee Chair. The Subcommittee presentations and subsequent discussions highlighted the following key findings:

- Increases in telework are changing the dynamics of travel both in time and in location.
- Post-pandemic, the region is experiencing more short trips throughout the day, especially across the afternoon period.
- Transportation system preservation remains a universal priority, and with greater needs associated with transition to zero emissions vehicles.
- The deployment of new technology should focus on people and addressing larger shared goals (e.g., advancing equitable access).
- Expanding highway capacity may be warranted but should be aligned with efforts to mitigate potential increases in vehicle miles traveled, especially single-occupant vehicle travel.
- Transportation solutions should involve increasing choices beyond driving, including connecting communities with pedestrian and bicycle facilities, and prioritizing transit to make it competitive with driving.
- Center solutions on people and their evolving travel needs, for example supporting more local short trips versus long commutes.
- Focus on understanding and meeting the needs of existing transit riders because this will also help attract new riders.
- Leverage technology and data to better understand people's needs, communicate information and invite feedback, attract riders that might otherwise never consider transit, and facilitate unified planning and payment for multimodal trips.
- Public agencies should partner across agencies and sectors to develop projects and in doing so, minimize risk, build trust, and recognize/leverage unique strengths that each party brings.
- Cities should encourage the shift of the mobility paradigm by enhancing and supporting services across all modes including transit, micromobility, and automobiles.
- Public agencies need to engage and assert a role in management of the transportation digital realm.
- Re-envision the transportation system more like a utility.
- Rethink the role of the automobile in our daily lives, but in a sophisticated manner that goes beyond just focusing on the need to reduce vehicle miles traveled.
- Place greater importance on valuing accessibility.
- Recognize that we can achieve many environmental goals with modest changes in travel behavior.
- Plan and manage the transportation system like an investor.

- Road pricing can be revenue source, mechanism to improve driving and system performance, and tool for addressing equity concerns.

Subcommittee Recommendations

Overall, feedback from members of the Subcommittee can be grouped into four broad recommendations. These recommendations will inform the Connect SoCal Policy Development Framework and on-going policy discussions related to Connect SoCal 2024, and will be taken to the Regional Council for further deliberation:

- **Maintain a people-centric transportation investment strategy:** Ensure that deployment of new technologies support people’s needs and address larger shared goals like advancing equitable access and reducing traffic fatalities and serious injuries. Prioritize use of our public rights-of-way for all roadway users, especially focusing on the needs of non-single occupant vehicle users.
- **Continue to invest in system preservation and efficiency:** Fix-it-first remains a key strategy for Connect SoCal, especially recognizing greater needs associated with the transition to zero emission vehicles and ensuring system resilience. Within this context, operational improvements and targeted strategic highway capacity expansion are warranted when coupled with complementary efforts to offset any potential increases in vehicle miles traveled and especially single-occupant vehicle travel.
- **Expand and enhance mobility choices:** Focus on understanding and meeting the needs of existing transit riders, which will also attract new riders. Increase choices beyond driving by enhancing and supporting services across all modes of travel including transit, active transportation, micromobility, and automobiles. Reconsider the role of the automobile in our daily lives and how mobility options can increase reliable accessibility.
- **Re-envision how we plan, fund, and manage the transportation system:** Plan and manage the transportation system more like an investor, including asserting a role in the management of the transportation digital realm. Appropriately pricing the transportation system ensures that the system functions for all users (even during peak demand periods), generates reliable revenue, and established resources for addressing equity concerns.

Next Steps

These recommendations are intended to inform the on-going development of the Connect SoCal Policy Development Framework to provide direction for addressing emerging and cross-cutting issues in Connect SoCal 2024. They will be considered by the Joint Policy Committee alongside recommendations from the Racial Equity and Regional Planning Subcommittee and the Resilience and Conservation Subcommittee in March. The scope of the Subcommittee discussions also illuminated opportunities for broader recommendations to inform SCAG’s work both in Connect SoCal implementation and other program areas. To realize these recommendations, potential actions to support integration into Connect SoCal 2024 and its implementation are summarized below:

- Incorporate and analyze data from surveys, other location-based services data as available to incorporate emerging travel patterns and behaviors.
- Evaluate options to assess transit priority treatments and on-demand shared mobility services, including directly within regional models.

- Explore mitigation strategies to combine with efforts to build out the express lane system and improve the flow of goods.
- Conduct research and engagement with disadvantaged communities and communities of color to better understand and plan for mobility needs.
- Conduct research, engagement, and pilot projects for advancing funding strategies that transition the region to a user fee-based system that better reflects the true costs of transportation and ensures an equitable distribution of costs and benefits.