



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
Rex Richardson, Long Beach

First Vice President
Clint Lorimore, Eastvale

Second Vice President
Jan C. Harnik, Riverside County
Transportation Commission

Immediate Past President
Bill Jahn, Big Bear Lake

COMMITTEE CHAIRS

Executive/Administration
Rex Richardson, Long Beach

Community, Economic &
Human Development
Jorge Marquez, Covina

Energy & Environment
David Pollock, Moorpark

Transportation
Cheryl Viegas-Walker, El Centro

REMOTE PARTICIPATION ONLY

TRANSPORTATION COMMITTEE

Thursday, July 2, 2020
9:00 a.m. – 10:30 a.m.

To Participate on Your Computer:
<https://scag.zoom.us/j/253270430>

To Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 253 270 430

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

PUBLIC ADVISORY

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, 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 Peter Waggonner at (213) 630-1402 or via email at waggonner@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) 630-1402. 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

Submit written comments via email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, July 1, 2020.

Written comments received after 5pm on Wednesday, July 1, 2020 will be read by SCAG staff during the Public Comment Period (up to 3 minutes, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting). All written comments received by SCAG will be included as part of the official record of the meeting.

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.

Instructions for Participating in the Meeting

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

To Participate by Computer

1. Click the following link: <https://scag.zoom.us/j/253270430>
2. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select "Join Audio via Computer."
4. The virtual conference room will open. You will receive a message, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

To Participate by Phone

1. Call **1-669-900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 253 270 430**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. Remain on the line if the meeting has not yet started.



TC - Transportation Committee *Members – July 2020*

1. **Hon. Cheryl Viegas-Walker**
TC Chair, El Centro, RC District 1
2. **Hon. Steven Hofbauer**
TC Vice Chair, Palmdale, RC District 43
3. **Hon. Sean Ashton**
Downey, RC District 25
4. **Hon. Phil Bacerra**
Santa Ana, RC District 16
5. **Hon. Rusty Bailey**
Riverside, RC District 68
6. **Hon. Kathryn Barger**
Los Angeles County
7. **Hon. Ben Benoit**
Air District Representative
8. **Hon. Will Berg**
Port Hueneme, VCOG
9. **Hon. Russell Betts**
Desert Hot Springs, CVAG
10. **Hon. Art Brown**
Buena Park, RC District 21
11. **Hon. Joe Buscaino**
Los Angeles, RC District 62
12. **Hon. Ross Chun**
Aliso Viejo, OCCOG
13. **Hon. Jonathan Curtis**
La Canada Flintridge, RC District 36
14. **Hon. Diane Dixon**
Newport Beach, OCCOG
15. **Hon. JJohn Dutrey**
Montclair, 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



TRANSPORTATION COMMITTEE AGENDA

- 16. Hon. Emily Gabel-Luddy**
Burbank, AVCJPA
- 17. Hon. James Gazeley**
Lomita, RC District 39
- 18. Hon. Dean Grose**
Los Alamitos, RC District 20
- 19. Hon. Jack Hadjinian**
Montebello, RC District 34
- 20. Sup. Curt Hagman**
San Bernardino County
- 21. Hon. Ray Hamada**
Bellflower, RC District 24
- 22. Hon. Jan C. Harnik**
RCTC
- 23. Hon. Mike Judge**
VCTC
- 24. Hon. Trish Kelley**
Mission Viejo, OCCOG
- 25. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
- 26. Hon. Linda Krupa**
Hemet, WRCOG
- 27. Hon. Richard Loa**
Palmdale, NCTC
- 28. Hon. Clint Lorimore**
Eastvale, RC District 4
- 29. Hon. Steven Ly**
Rosemead, RC District 32
- 30. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 31. Hon. Ray Marquez**
Chino Hills, RC District 10

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



- 32. Hon. Larry McCallon**
Highland, RC District 7
- 33. Hon. Marsha McLean**
Santa Clarita, NCTC
- 34. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 35. Hon. Fred Minagar**
Laguna Niguel, RC District 12
- 36. Hon. Carol Moore**
Laguna Woods, OCCOG
- 37. Hon. Ara Najarian**
Glendale, SFVCOG
- 38. Hon. Frank Navarro**
Colton, RC District 6
- 39. Hon. Hector Pacheco**
San Fernando, RC District 67
- 40. Hon. Chuck Puckett**
Tustin, RC District 17
- 41. Hon. Ed Reece**
Claremont, SGVCOG
- 42. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 43. Hon. Ali Saleh**
Bell, RC District 27
- 44. Hon. Tim Sandoval**
Pomona, RC District 38
- 45. Hon. Rey Santos**
Beaumont, RC District 3
- 46. Hon. Zak Schwank**
Temecula, RC District 5
- 47. Hon. Marty Simonoff**
Brea, RC District 22

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



TRANSPORTATION COMMITTEE AGENDA

- 48. Hon. Thomas Small**
Culver City, WSCCOG
- 49. Hon. Jeremy Smith**
Canyon Lake, Pres Appt. (Member at Large)
- 50. Hon. Larry Smith**
Calimesa, Pres. Appt. (Member at Large)
- 51. Hon. Ward Smith**
Placentia, OCCOG
- 52. Hon. Jose Luis Solache**
Lynwood, RC District 26
- 53. Hon. Karen Spiegel**
Riverside County
- 54. Hon. Cynthia Sternquist**
Temple City, SGVCOG
- 55. Hon. Brent Tercero**
Pico Rivera, GCCOG
- 56. Hon. Steve Tye**
Diamond Bar, RC District 37
- 57. Hon. Donald Wagner**
Orange County
- 58. Hon. Alan Wapner**
SBCTA
- 59. Hon. Alicia Weintraub**
Calabasas, LVMCOG
- 60. Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member

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



TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation ONLY
Thursday, July 2, 2020
9:00 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Cheryl Viegas-Walker, Chair)*

PUBLIC COMMENT PERIOD

Submit written comments via email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, July 1, 2020. Written comments received after 5pm on Wednesday, July 1, 2020 will be read by SCAG staff during the Public Comment Period (up to 3 minutes, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting). All written comments received by SCAG will be included as part of the official record of the meeting.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Item

1. Minutes of TC Meeting, May 7, 2020
2. Minutes of the Special Meeting - May 20, 2020

Receive and File

3. Highlights of the 31st Annual Demographic Workshop

INFORMATION ITEMS

- | | |
|--|----------|
| 4. Connect SoCal Update
<i>(Sarah Jepson, Planning Director)</i> | 30 Mins. |
| 5. SCAG’s SB 743 Local Implementation Support
<i>(Michael Gainor, SCAG Staff)</i> | 15 Mins. |
| 6. US 101 Connected Communities Study Status Report
<i>(Nancy Lo, SCAG Staff)</i> | 15 Mins. |

CHAIR'S REPORT

(The Honorable Cheryl Viegas-Walker, Chair)

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



TRANSPORTATION COMMITTEE AGENDA

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(John R. Asuncion, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENT/S

ADJOURNMENT

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



Southern California Association of Governments
Remote Participation Only
July 2, 2020

**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, May 7, 2020**

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>

The Transportation Committee of the Southern California Association of Governments (SCAG) held its meeting telephonically and electronically given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s recent Executive Order N-29-20. A quorum was present.

Members Present:

Hon. Sean Ashton, Downey	District 25
Hon. Phil Bacerra, Santa Ana	District 16
Hon. Rusty Bailey, Riverside	District 68
Hon. Kathryn Barger	Los Angeles County
Hon. Ben Benoit, Wildomar	South Coast AQMD
Hon. Will Berg, Port Hueneme	VCOG
Hon. Drew Boyles	El Segundo
Hon. Art Brown, Buena Park	District 21
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Diane Dixon, Newport Beach	OCCOG
Hon. John Dutrey, Montclair	SBCTA
Hon. Emily Gabel-Luddy	AVCJPA
Hon. James Gazeley, Lomita	District 39
Hon. Jack Hadjinian	Montebello
Hon. Curt Hagman	San Bernardino County
Hon. Ray Hamada	Bellflower
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Linda Krupa, Hemet	WRCOG

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

Hon. Richard Loa, Palmdale	NCTC
Hon. Clint Lorimore, Eastvale	District 4
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon, Highland	SBCTA
Hon. Marsha McLean, Santa Clarita	District 67
Hon. L. Dennis Michael	District 9
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Frank Navarro, Colton	District 6
Hon. Hector, Pacheco, San Fernando	District 67
Hon. Charles Puckett, Tustin	District 17
Hon. Ed Reece	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. Tim Sandoval, Pomona	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
Hon. Thomas Small, Culver City	Culver City
Hon. Jeremy Smith	Canyon Lake
Hon. Larry Smith	Calimesa
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes (Vice Chair)	SFVCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Cheryl Viegas-Walker, El Centro (Chair)	District 1
Hon. Don Wagner	Orange County
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

Members Not Present:

Hon. Joe Buscaino, Los Angeles	District 62
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Jose Huizar, Los Angeles	District 61
Hon. Paul Krekorian	District 49
Hon. Lisa Middleton, Palm Springs	CVAG
Hon. Fred Minagar, Laguna Niguel	District 12



Hon. Cory Moss	SGVCOG
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Steve Tye	District 37

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Cheryl Viegas-Walker, Imperial County Transportation Commission, called the meeting to order at 11:01 a.m. and led the Pledge of Allegiance. A roll call of members was conducted. A quorum was present.

ACTION/DISCUSSION ITEM

1. Proposed Final Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy and Program Environmental Impact Report (PEIR)

Kome Ajise, SCAG Executive Director, stated that Connect SoCal represents a collaborative effort as member jurisdictions contributed input to the plan and brought forth the best strategies for how the region will live and get around. Mr. Ajise introduced Sarah Jepson, Director of Planning, for a plan overview. Ms. Jepson noted the plan was formulated with wide ranging inclusion including community groups and neighborhood organizations as well as employing the newest technology in new ways to deepen that engagement and reach more of the public. She stated the plan development included in-depth technical analysis, community engagement and was guided by 10 goals including improving quality of life, strengthening the economy, protecting the environment as well as creating safe, resilient and healthy communities particularly in response to the global pandemic. Additionally, the plan is required to comply with both federal and state requirements.

Ms. Jepson stated Connect SoCal includes over 4,000 individual transportation projects totaling over \$638 billion in regional investment through 2045. She noted the plan seeks to reduce dependency on the automobile noting active transportation has increased from \$12 billion in 2016 to \$22 billion in 2020 which reflects collaboration with local jurisdictions particularly to identify and compete for grant funding. She noted a plan draft and its Program Environmental Impact Report was released November 14, 2019 through January 24, 2020 for public comment during which SCAG conducted outreach throughout its 6 counties to solicit input. During this time 1,800 comments were received from 81 different agencies, organizations and individuals were posted on SCAG’s website. Subsequently, revisions and updates were made to evolve and add improvements. Additionally, the plan meets greenhouse gas emissions standards and will be an economic driver to lead the region’s economic recovery with 168,400 jobs created annually through transportation system investments.

Hon. Kathryn Barger, Los Angeles County, expressed thanks to Hon. Steve Hofbauer, Palmdale, for collaboration on the rail portion of the High Desert Corridor.

Hon. Curt Hagman, San Bernardino County, asked about adding a fixed route transit system to Ontario Airport and how it can be included in the plan. Sarah Jepson, SCAG staff, responded that the plan is typically amended during the 4-year cycle and that new projects are submitted through the county transportation commissions, although an amendment is not likely needed as rail to the airport is currently contained in the plan.

PUBLIC COMMENT

John Asuncion, SCAG staff, noted that 112 public comments were received by 5:00 p.m. May 6, 2020 which have been distributed to committee members. In addition, 14 comments were received past the 5:00 p.m. May 6, 2020 deadline. Mr. Asuncion read and summarized the comments.

A MOTION was made (Talamantes) to approve Proposed Final Connect SoCal (2020-2045) Regional Transportation Plan/Sustainable Communities Strategy and Program Environmental Impact Report. Motion was SECONDED (Hofbauer) and passed by the following votes:

AYES: ASHTON, BACERRA, BAILEY, BARGER, BENOIT, BERG, BOYLES, BROWN, CHUN, CURTIS, DIXON, DUTREY, GABEL-LUDDY, GAZELEY, HADJINIAN, HAGMAN, HAMADA, HARNIK, HOFBAUER, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOORE, NAJARIAN, NAVARRO, PACHECO, PUCKETT, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMALL, SMITH J., SMITH L., SPIEGEL, STERNQUIST, TALAMANTES, TERCERO, VIEGAS-WALKER, WAGNER, WAPNER, WEINTRAUB (52)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

2. Minutes of the Meeting – March 5, 2020

Receive and File

3. COVID-19: Leading and Learning in Uncertain Times

A MOTION was made (Hofbauer) to approve the Consent Calendar. The motion was SECONDED (Ashton) and passed by the following votes:

AYES: ASHTON, BACERRA, BAILEY, BARGER, BENOIT, BERG, BOYLES, BROWN, CHUN, CURTIS, DIXON, DUTREY, GABEL-LUDDY, GAZELEY, HADJINIAN, HAGMAN, HAMADA, HARNIK, HOFBAUER, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOORE, NAJARIAN, NAVARRO, PACHECO, PUCKETT, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMALL, SMITH J., SMITH L., SPIEGEL, STERNQUIST, TALAMANTES, TERCERO, VIEGAS-WALKER, WAGNER, WAPNER, WEINTRAUB (52)

NOES: None (0)

ABSTAIN: None (0)

METROLINK REPORT

Hon. Art Brown, Buena Park, reported that the Los Angeles County Metropolitan Transportation Authority (L.A. Metro) has been awarded \$107 million through California's Transit and Intercity Rail Capital (TIRCP) grant program for upgrades to the Metrolink Antelope Valley Line. These improvements will result in 30-minute bi-directional service between Los Angeles Union Station and Santa Clarita, and 60-minute bi-directional service to the Antelope Valley.

In March, the U.S. Department of Transportation (USDOT) announced an award of \$10.7 million from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program to fund passenger rail safety and speed improvement projects in the Burbank to Anaheim Rail Corridor. This project will improve the tracks and signal controls between Metrolink's Burbank Airport-South and Glendale stations. As with all transit agencies across our nation and region, Metrolink ridership is down significantly--90% systemwide due to COVID-19. Metrolink has reduced its service 30% in response.

ADJOURNMENT

Hon. Cheryl Viegas-Walker, El Centro, adjourned the meeting at 12:09 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

TC

2019- 20															Total Mtgs Attended To Date
MEMBERS	CITY	Representing	MAY (GA)	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	7-May	
Ashton, Sean	Downey	District 25		1		1	1	1				1	1	1	7
Bacerra, Phil	Santa Ana	District 16											1	1	2
Bailey, Rusty	Riverside	WRCOG					1	1				1	1	1	5
Barger, Kathryn	Los Angeles County	Los Angeles County		1			1							1	3
Benoit, Ben	Wildomar	South Coast AQMD		1		1	1	1				1	1	1	7
Berg, Will	Port Hueneme	VCOG		1			1	1				1		1	5
Boyles, Drew	El Segundo	El Segundo		1			1	1				1		1	5
Brown, Art	Buena Park	District 21		1		1	1					1	1	1	6
Buscaino, Joe	Los Angeles	District 62					1	1							2
Chun, Ross	Aliso Viejo	OCTA		1		1	1	1				1	1	1	7
Curtis, Jonathan	La Cañada Flintridge	District 36										1	1	1	3
Dixon, Diane	Newport Beach	OCCOG										1	1	1	1
Dutrey, J. John	Montclair	SBCTA					1	1				1		1	4
Gabel-Luddy, Emily	Burbank	AVCIPA		1		1	1					1		1	5
Gazeley, James	Lomita	District 39		1		1	1	1				1	1	1	7
Hadjinian, Jack	Montebello	SGVCOG		1		1						1	1	1	5
Hagman, Curt	San Bernardino Cnty	San Bernardino Cnty		1				1						1	3
Hamada, Ray	Bellflower	Bellflower		1		1	1						1	1	5
Harnik, Jan	Palm Desert	RCTC		1		1	1	1				1	1	1	7
Harrington, Dave	Aliso Viejo	OCCOG													0
Hofbauer, Steven	Palmdale	District 43				1	1	1				1	1	1	6
Huizar, Jose	City of Los Angeles	District 61													0
Judge, Mike	Simi Valley	VCTC		1		1	1					1	1	1	6
Kelley, Trish	Mission Viejo	OCCOG		1		1	1					1	1	1	6
Krekorian, Paul	Public Transit Rep	District 49													0
Krupa, Linda	Hemet	WRCOG				1		1						1	3
Loa, Richard	Palmdale	NCTC											1	1	2
Lorimore, Clint	Eastvale	District 4		1		1	1	1				1	1	1	7
Manos, Steve	Lake Elsinore	District 63		1		1	1	1					1	1	6
Marquez, Paul	Caltrans District 7	Ex-Officio		1			1	1				1	1		5
Marquez, Ray	Chino Hills	District 10		1		1	1	1				1	1	1	7

Attachment: TC May 7 Attendance Sheet (Minutes of the Meeting - May 7, 2020)

McCallon, Larry	Highland	SBCTA	1	1	1	1	1	7
McLean, Marsha	No. L.A. County	District 67	1	1	1	1	1	6
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1	1	1	1	6
Middleton, Lisa	Palm Springs	CVAG		1	1	1	1	4
Minagar, Fred	Laguna Niguel	District 12		1	1	1	1	4
Moore, Carol	Laguna Woods	OCCOG		1	1	1	1	6
Moss, Cory	City of Industry	SGVCOG			1	1	1	3
Najarian, Ara	Glendale	AVCIPA	1		1	1	1	4
Navarro, Frank	Colton	District 6			1	1	1	5
Pacheco, Hector	San Fernando	District				1	1	3
Puckett, Charles	Tustin	District 17	1	1	1	1	1	7
Reece, Ed	Claremont	SGVCOG			1	1	1	4
Robinson, Dwight	Lake Forest	OCCOG					0	0
Ruiz, Crystal	San Jacinto	WRCOG		1	1		1	4
Saleh, Ali	City of Bell	GCCOG			1	1	1	5
Sandoval, Tim	Pomona	District 38	1		1	1	1	6
Santos, Rey	Beaumont	District 3		1	1	1	1	6
Schwank, Zak	Temecula	District 5				1	1	4
Simonoff, Marty	Brea	District 22	1	1	1	1	1	7
Small, Thomas	Culver City	Culver City			1		1	3
Smith, Jeremy	Canyon Lake	Canyon Lake				1	1	3
Smith, Larry	Calimesa	Calimesa		1	1	1	1	5
Spiegel, Karen	Riverside County	Riverside County	1	1	1	1	1	7
Sternquist, Cynthia	Temple City	SGVCOG		1	1		1	4
Talamantes, Jess	Burbank	SFVCOG	1	1	1	1	1	7
Tercero, Brent	Pico Rivera	GCCOG		1	1	1	1	6
Tye, Steve	Diamond Bar	District 37	1	1	1	1	1	6
Viegas-Walker, Cheryl	El Centro	District 1	1	1	1	1	1	7
Wagner, Don	Orange County	Orange County	1	1			1	5
Wapner, Alan	Ontario	SBCTA	1	1	1	1	1	7
Weintraub, Alicia	Calabasas	LVMCOG	1		1		1	3



Southern California Association of Governments
Remote Participation Only
July 2, 2020

**MINUTES OF THE SPECIAL MEETING
TRANSPORTATION COMMITTEE (TC)
WEDNESDAY, May 20, 2020**

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>

The Transportation Committee of the Southern California Association of Governments (SCAG) held its special meeting telephonically and electronically given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s recent Executive Order N-29-20. A quorum was present.

Members Present:

- | | |
|----------------------------------|-----------------------|
| Hon. Sean Ashton, Downey | District 25 |
| Hon. Rusty Bailey, Riverside | District 68 |
| Hon. Ben Benoit, Wildomar | South Coast AQMD |
| Hon. Will Berg, Port Hueneme | VCOG |
| Hon. Art Brown, Buena Park | District 21 |
| Hon. Ross Chun, Aliso Viejo | OCTA |
| Hon. Diane Dixon, Newport Beach | OCCOG |
| Hon. John Dutrey, Montclair | SBCTA |
| Hon. Emily Gabel-Luddy | AVCJPA |
| Hon. James Gazeley, Lomita | District 39 |
| Hon. Jack Hadjinian | Montebello |
| Hon. Curt Hagman | San Bernardino County |
| Hon. Ray Hamada | Bellflower |
| Hon. Jan Harnik, Palm Desert | RCTC |
| Hon. Steven Hofbauer, Palmdale | District 43 |
| Hon. Mike T. Judge, Simi Valley | VCTC |
| Hon. Trish Kelley, Mission Viejo | OCCOG |
| Hon. Linda Krupa, Hemet | WRCOG |
| Hon. Richard Loa, Palmdale | NCTC |
| Hon. Clint Lorimore, Eastvale | District 4 |
| Hon. Steve Manos, Lake Elsinore | District 63 |
| Hon. Ray Marquez, Chino Hills | District 10 |

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



Hon. Larry McCallon, Highland	SBCTA
Hon. Marsha McLean, Santa Clarita	District 67
Hon. L. Dennis Michael	District 9
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Frank Navarro, Colton	District 6
Hon. Charles Puckett, Tustin	District 17
Hon. Ed Reece	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
Hon. Thomas Small, Culver City	Culver City
Hon. Jeremy Smith	Canyon Lake
Hon. Larry Smith	Calimesa
Hon. Karen Spiegel	Riverside County
Hon. Jess Talamantes (Vice Chair)	SFVCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Steve Tye	District 37
Hon. Cheryl Viegas-Walker, El Centro (Chair)	District 1
Hon. Don Wagner	Orange County
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

Members Not Present:

Hon. Phil Bacerra, Santa Ana	District 16
Hon. Kathryn Barger	Los Angeles County
Hon. Drew Boyles	El Segundo
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Jose Huizar, Los Angeles	District 61
Hon. Paul Krekorian	District 49
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Cory Moss	SGVCOG
Hon. Hector, Pacheco, San Fernando	District 67
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Tim Sandoval, Pomona	District 38

Hon. Cynthia Sternquist, Temple City
Hon. Alicia Weintraub, Calabasas

SGVCOG
LVMCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Cheryl Viegas-Walker, Imperial County Transportation Commission, called the meeting to order at 3:30 p.m. and led the Pledge of Allegiance. A roll call of members was conducted. A quorum was present.

PUBLIC COMMENT

No members of the public requested to comment.

ACTION/DISCUSSION ITEM

1. Election of Transportation Committee Chair for 2020-2021

Ruben Duran, SCAG counsel, announced that the Committee will elect its 2020-21 Chair. Mr. Duran stated the candidates for Chair are Hon. Cheryl Viegas-Walker, District 1, and Hon. Steven Hofbauer, Palmdale. Mr. Duran stated that additional nominations would be accepted from the floor and opened the floor for any additional nominations. As no additional nominations were received from the floor, statements were given by each candidate and the committee voted.

Hon. Cheryl Viegas-Walker, District 1, received the majority of votes and was elected Chair as follows:

Viegas-Walker: Ashton, Bailey, Benoit, Brown, Chun, Dixon, Dutrey, Gabel-Luddy, Hadjinian, Hagman, Hamada, Harnik, Kelley, Krupa, Lorimore, Manos, Marquez, McCallon, Michael, Puckett, Reece, Ruiz, Saleh, Santos, Schwank, Small, Smith J., Smith L., Speigel, Talamantes, Tercero, Tye, Viegas-Walker, Wagner, Wapner

Hofbauer: Berg, Gazeley, Hofbauer, Judge, Loa, McLean, Moore, Najarian, Navarro, Simonoff

2. Election of Transportation Committee Vice Chair for 2020-2021

Ruben Duran, SCAG counsel, announced that the Committee will elect its 2020-21 Vice Chair. Mr. Duran stated the candidates for Vice Chair are Hon. Sean Ashton, District 25, Hon. Ben Benoit, South Coast AQMD, Hon. Steven Hofbauer, Palmdale and Hon. Alan Wapner, San Bernardino County Transportation Authority. Mr. Duran stated that additional

nominations would be accepted from the floor and opened the floor for any additional nominations. As no additional nominations were received from the floor, statements were given by each candidate and the committee voted.

Hon. Steven Hofbauer, Palmdale, received the majority of votes and was elected Vice Chair as follows:

Ashton:	Ashton, Hadjinian, Hamada, Saleh, Tercero
Benoit:	Bailey, Benoit, Harnik, Krupa, Manos, Ruiz, Santos, Schwank, Smith J., Smith L., Spiegel, Viegas-Walker, Wagner
Hofbauer:	Berg, Brown, Chun, Gabel-Luddy, Gazeley, Hofbauer, Judge, Loa, McLean, Moore, Najarian, Puckett, Talamantes, Tye
Wapner:	Dixon, Dutrey, Hagman, Kelley, Lorimore, Marquez, McCallon, Michael, Navarro, Simonoff, Small, Wapner

ADJOURNMENT

Hon. Cheryl Viegas-Walker, El Centro, adjourned the meeting at 4:12 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

TC

2019- 20															Total Mtgs Attended To Date
MEMBERS	CITY	Representing	MAY (GA)	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	7-May	
Ashton, Sean	Downey	District 25		1		1	1	1				1	1	1	7
Bacerra, Phil	Santa Ana	District 16											1	1	2
Bailey, Rusty	Riverside	WRCOG					1	1				1	1	1	5
Barger, Kathryn	Los Angeles County	Los Angeles County		1			1							1	3
Benoit, Ben	Wildomar	South Coast AQMD		1		1	1	1				1	1	1	7
Berg, Will	Port Hueneme	VCOG		1			1	1				1		1	5
Boyles, Drew	El Segundo	El Segundo		1			1	1				1		1	5
Brown, Art	Buena Park	District 21		1		1	1					1	1	1	6
Buscaino, Joe	Los Angeles	District 62					1	1							2
Chun, Ross	Aliso Viejo	OCTA		1		1	1	1				1	1	1	7
Curtis, Jonathan	La Cañada Flintridge	District 36										1	1	1	3
Dixon, Diane	Newport Beach	OCCOG										1	1	1	1
Dutrey, J. John	Montclair	SBCTA					1	1				1		1	4
Gabel-Luddy, Emily	Burbank	AVCIPA		1		1	1					1		1	5
Gazeley, James	Lomita	District 39		1		1	1	1				1	1	1	7
Hadjinian, Jack	Montebello	SGVCOG		1		1						1	1	1	5
Hagman, Curt	San Bernardino Cnty	San Bernardino Cnty		1				1						1	3
Hamada, Ray	Bellflower	Bellflower		1		1	1						1	1	5
Harnik, Jan	Palm Desert	RCTC		1		1	1	1				1	1	1	7
Harrington, Dave	Aliso Viejo	OCCOG													0
Hofbauer, Steven	Palmdale	District 43				1	1	1				1	1	1	6
Huizar, Jose	City of Los Angeles	District 61													0
Judge, Mike	Simi Valley	VCTC		1		1	1					1	1	1	6
Kelley, Trish	Mission Viejo	OCCOG		1		1	1					1	1	1	6
Krekorian, Paul	Public Transit Rep	District 49													0
Krupa, Linda	Hemet	WRCOG				1		1						1	3
Loa, Richard	Palmdale	NCTC											1	1	2
Lorimore, Clint	Eastvale	District 4		1		1	1	1				1	1	1	7
Manos, Steve	Lake Elsinore	District 63		1		1	1	1					1	1	6
Marquez, Paul	Caltrans District 7	Ex-Officio		1			1	1				1	1		5
Marquez, Ray	Chino Hills	District 10		1		1	1	1				1	1	1	7

Attachment: TC May 20 Attendance (Minutes of the Special Meeting - May 20, 2020)

McCallon, Larry	Highland	SBCTA	1	1	1	1	1	7
McLean, Marsha	No. L.A. County	District 67	1	1	1	1	1	6
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1		1	1	6
Middleton, Lisa	Palm Springs	CVAG		1	1	1		4
Minagar, Fred	Laguna Niguel	District 12		1		1		4
Moore, Carol	Laguna Woods	OCCOG		1	1	1		6
Moss, Cory	City of Industry	SGVCOG			1	1		3
Najarian, Ara	Glendale	AVCIPA	1		1		1	4
Navarro, Frank	Colton	District 6			1	1		5
Pacheco, Hector	San Fernando	District				1		3
Puckett, Charles	Tustin	District 17	1	1	1	1	1	7
Reece, Ed	Claremont	SGVCOG			1	1		4
Robinson, Dwight	Lake Forest	OCCOG						0
Ruiz, Crystal	San Jacinto	WRCOG		1	1			4
Saleh, Ali	City of Bell	GCCOG			1	1		5
Sandoval, Tim	Pomona	District 38	1		1	1		6
Santos, Rey	Beaumont	District 3		1	1	1		6
Schwank, Zak	Temecula	District 5				1		4
Simonoff, Marty	Brea	District 22	1	1	1	1		7
Small, Thomas	Culver City	Culver City			1			3
Smith, Jeremy	Canyon Lake	Canyon Lake				1		3
Smith, Larry	Calimesa	Calimesa		1	1	1		5
Spiegel, Karen	Riverside County	Riverside County	1	1	1	1		7
Sternquist, Cynthia	Temple City	SGVCOG		1	1			4
Talamantes, Jess	Burbank	SFVCOG	1	1	1	1		7
Tercero, Brent	Pico Rivera	GCCOG		1	1	1		6
Tye, Steve	Diamond Bar	District 37	1	1	1	1		6
Viegas-Walker, Cheryl	El Centro	District 1	1	1	1	1		7
Wagner, Don	Orange County	Orange County	1	1				5
Wapner, Alan	Ontario	SBCTA	1	1	1	1		7
Weintraub, Alicia	Calabasas	LVMCOG	1		1			3



Southern California Association of Governments
Remote Participation Only
July 2, 2020

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

From: John Cho, Senior Regional Planner, Research & Analysis,
213-236-1847, choj@scag.ca.gov

Subject: Highlights of the 31st Annual Demographic Workshop

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD:

For Information Only – No Action Required

RECOMMENDED ACTION FOR EEC, TC AND RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG staff will provide highlights of the 31st Annual Demographic Workshop, which was jointly held with the University of Southern California (USC) Sol Price School of Public Policy, on June 11 and 18, 2020 as video conferences.

BACKGROUND:

SCAG and USC Sol Price School of Public Policy jointly hosted the 31st Annual Demographic workshop virtually on June 11, and June 18th, 2020 from 1:30 PM to 4:45 PM. With an ever-slowing population growth, this year’s program, “Accelerating Planning to Catch up to 21st Century Demographics” provided the most recent update on demographic trends and their implications as we begin a new decade. Due to COVID-19, the workshop was held as video conferences for the first time. On June 11, presentations included the latest demographic trends such as migration, fertility, and aging statistics and the implications on housing. On June 18, a special focus was given to the impact of COVID-19 on housing and economy along with the updates on progress and challenges the decennial census of 2020 in the midst of COVID-19.

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



Over 300 demographers, policymakers, business leaders, and professionals attended the workshop. The PowerPoint and video recordings are posted on the SCAG website (<http://www.scag.ca.gov/demographics>).

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation: 31st Annual Demographics Workshop



31st ANNUAL DEMOGRAPHIC WORKSHOP

ACCELERATING PLANNING TO CATCH UP TO 21ST CENTURY DEMOGRAPHICS

Part 1 – June 11, 2020

The Changing Demographic Outlook and Housing Trends



Demographic Check-Up: Continued Slow Growth?

Janna Goldberg, Ph.D. – MODERATOR

- Director of Research, LendingClub

Armando Mendoza

- Data Dissemination Specialist, Customer Liaison & Marketing Services Office, U.S. Census Bureau

Beth Jarosz

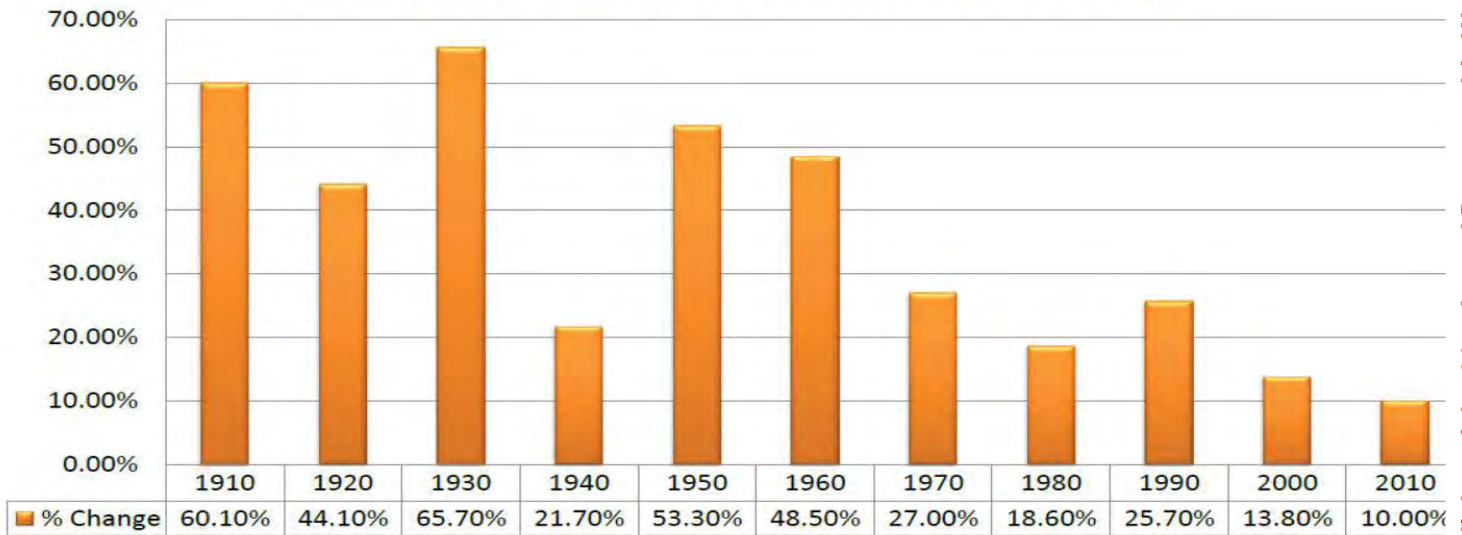
- Senior Research Associate, U.S. Programs, Population Reference Bureau

Walter Schwarm, Ph.D.

- Chief of Demographic Research Unit, California Department of Finance

Armando Mendoza

California Resident Population Percent Change



U.S. Department of Commerce
Economics and Statistics Administration
U.S. CENSUS BUREAU
census.gov

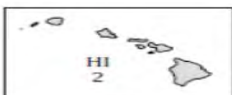
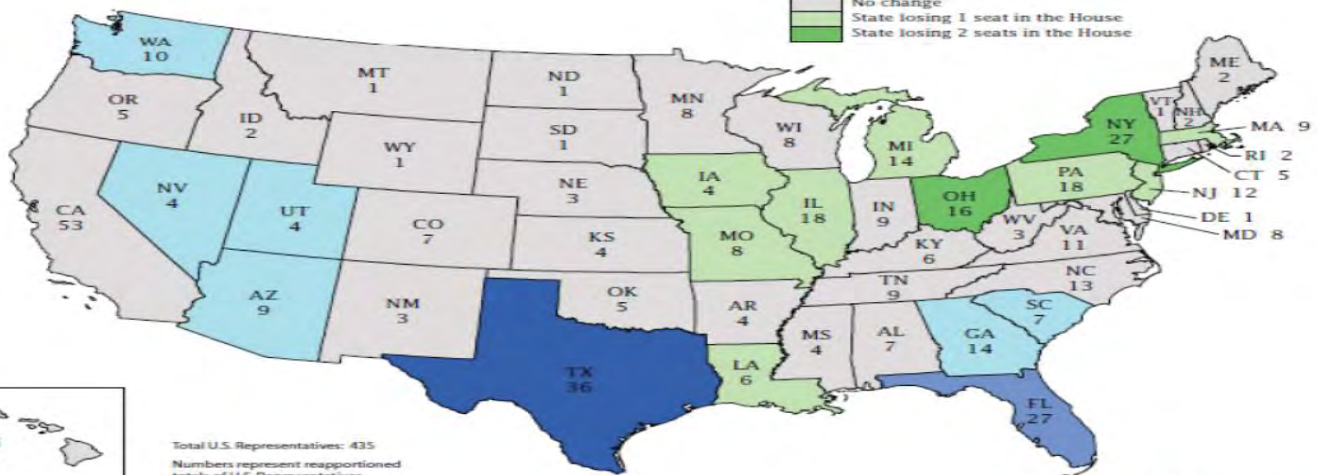
Armando Mendoza

Apportionment of the U.S. House of Representatives Based on the 2010 Census



Change from 2000 to 2010

- State gaining 4 seats in the House
- State gaining 2 seats in the House
- State gaining 1 seat in the House
- No change
- State losing 1 seat in the House
- State losing 2 seats in the House



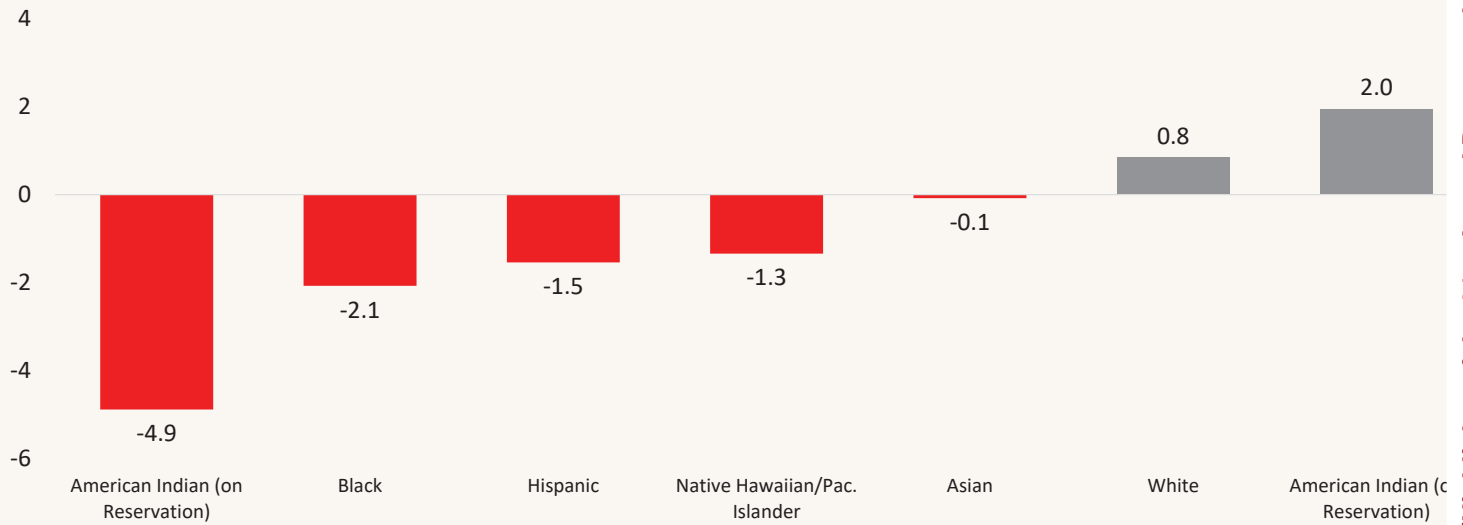
U.S. Department of Commerce

U.S. CENSUS BUREAU
Empowering the World's Next Decisions

Beth Jarosz

Despite systems to ensure complete count, communities of color are disproportionately undercounted.

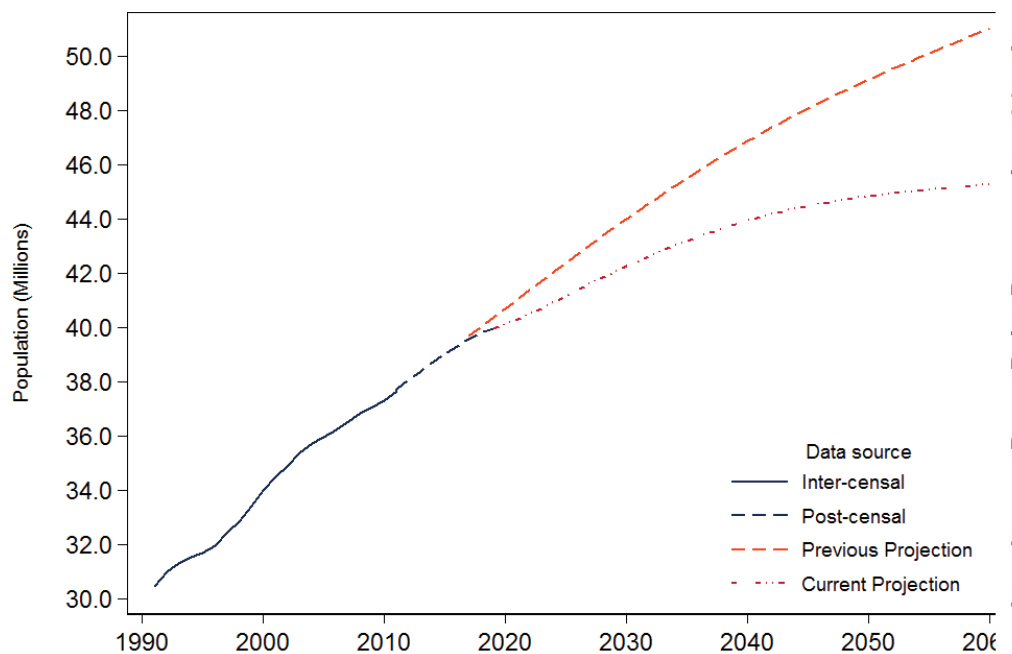
2010 Census Net Undercount Rate, Nationwide



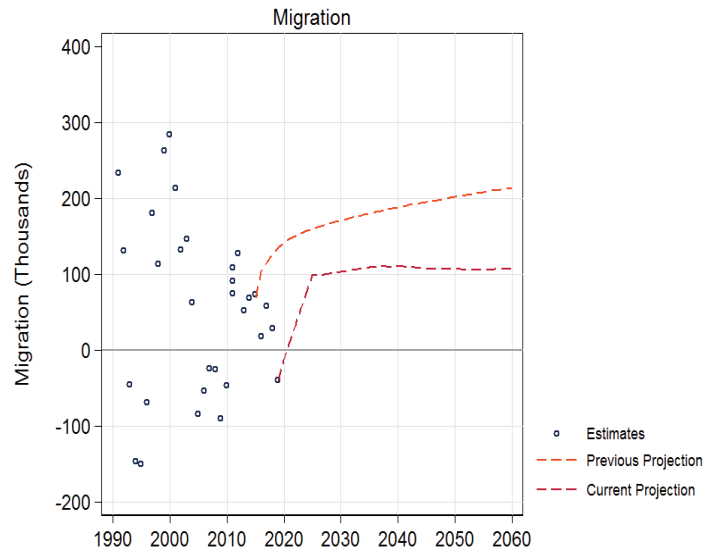
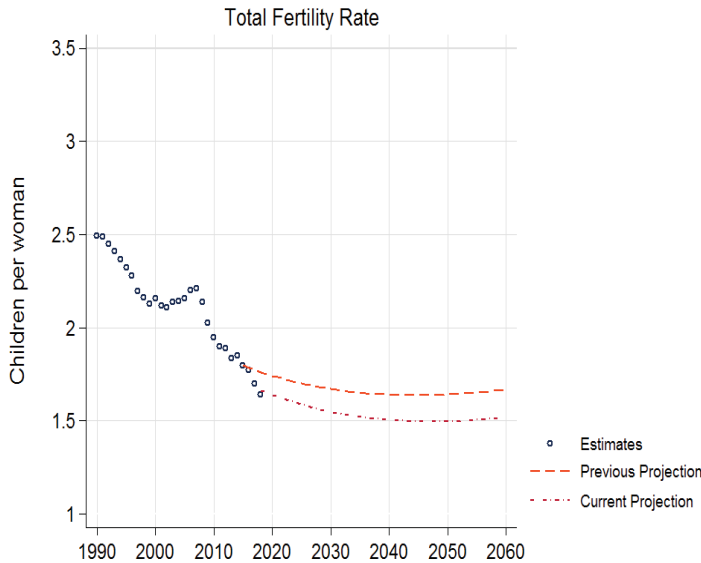
Walter Schwarm

Population Projections for California

- Total Population: Previous Vs. Current
- Population growth is projected to slow to an average 0.5% per year (down from previous projections of 0.8% per year). At this rate, California will grow from 39.9 million in 2019 to 45.3 million in 2060 (instead of previous projections of 50.6 in 2060).
- The projection reflects both:
 - Lower starting population due to less estimated growth since 2010
 - Net migration of ~ 100,000 per year rather than 200,000
 - Fewer births, compounded by fewer foreign-born migrants
 - Higher deaths from slowing life expectancy gains.



Walter Schwarm



Demographic Change and Housing

Linda Wheaton – MODERATOR

- Senior Housing Policy Advisor, Southern California Association of Governments

Gary Painter, Ph.D.

- Professor and Director of Social Policy, USC Sol Price Center for Social Innovation, University of Southern California

JungHo Park, Ph.D.

- Postdoctoral Researcher, Population Dynamics Research Group, University of Southern California

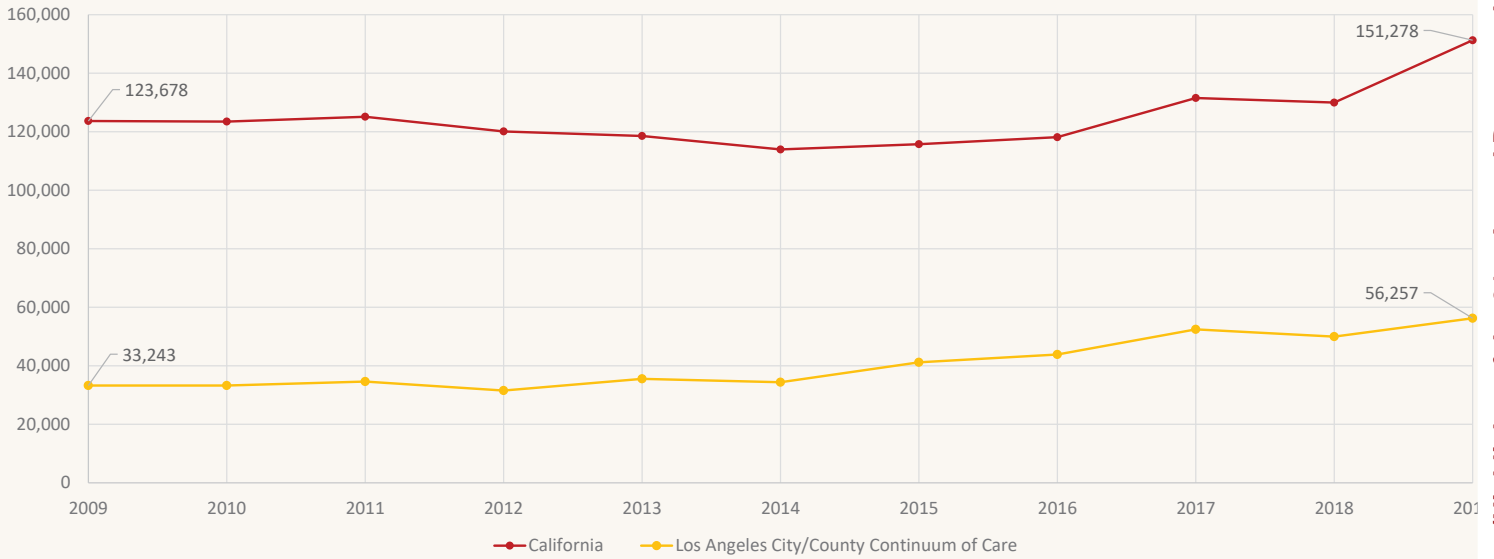
Dowell Myers, Ph.D.

- Professor and Director, Population Dynamics Research Group, University of Southern California

Gary Painter

What do we know about homelessness in CA?

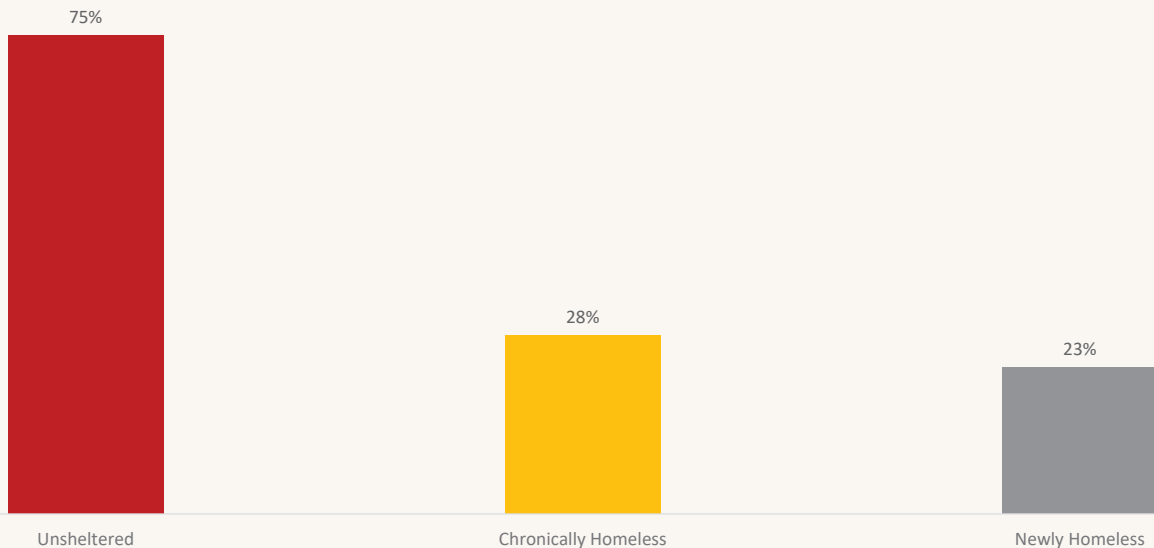
Number of People Experiencing Homelessness, CA vs. LA, 2009-2019



Gary Painter

Who is experiencing homelessness in Los Angeles?

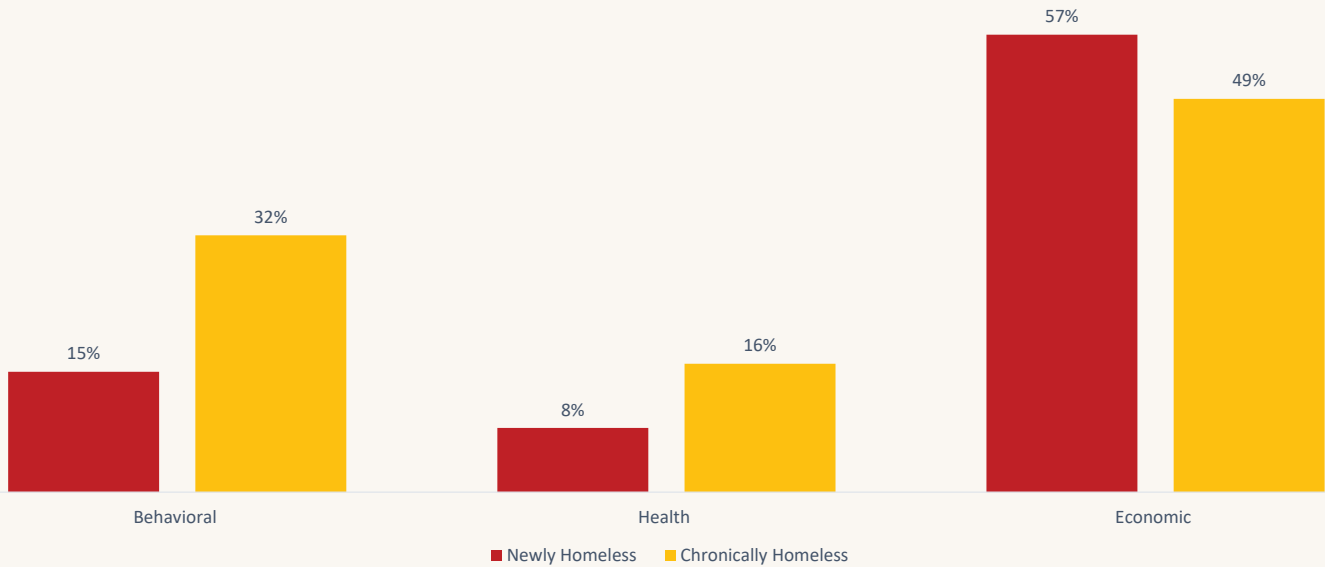
LA Continuum of Care Demographics-2019



Gary Painter

Who is experiencing homelessness in Los Angeles?

Reasons Given For Homelessness among Unsheltered Adults, Los Angeles Continuum of Care, 2019



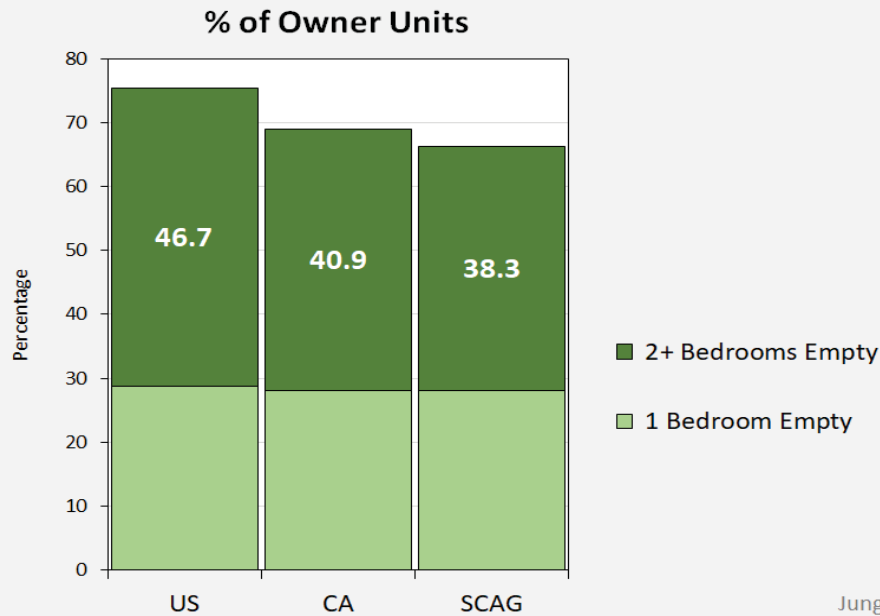
Gary Painter

How did we get here?

- Constrained housing supply
- Severe rent burden
- Institutional and systemic racism

JungHo Park

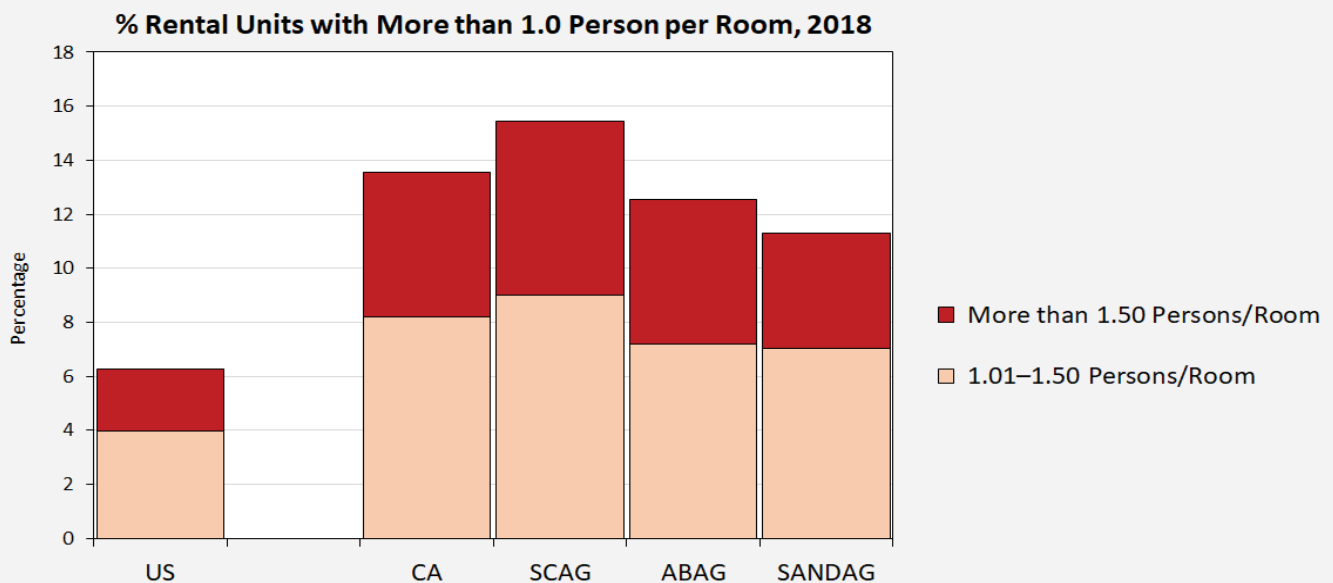
38.3% of Homeowners in SCAG Region Have at Least Two Empty Bedrooms, 2018



Sources: 2018 American Community Survey IPUMS Microdata files (Ruggles et al., 2020)

JungHo Park

15.5% of Renters in SCAG Region Live in Overcrowded Units, 2.5 Times the National Incidence

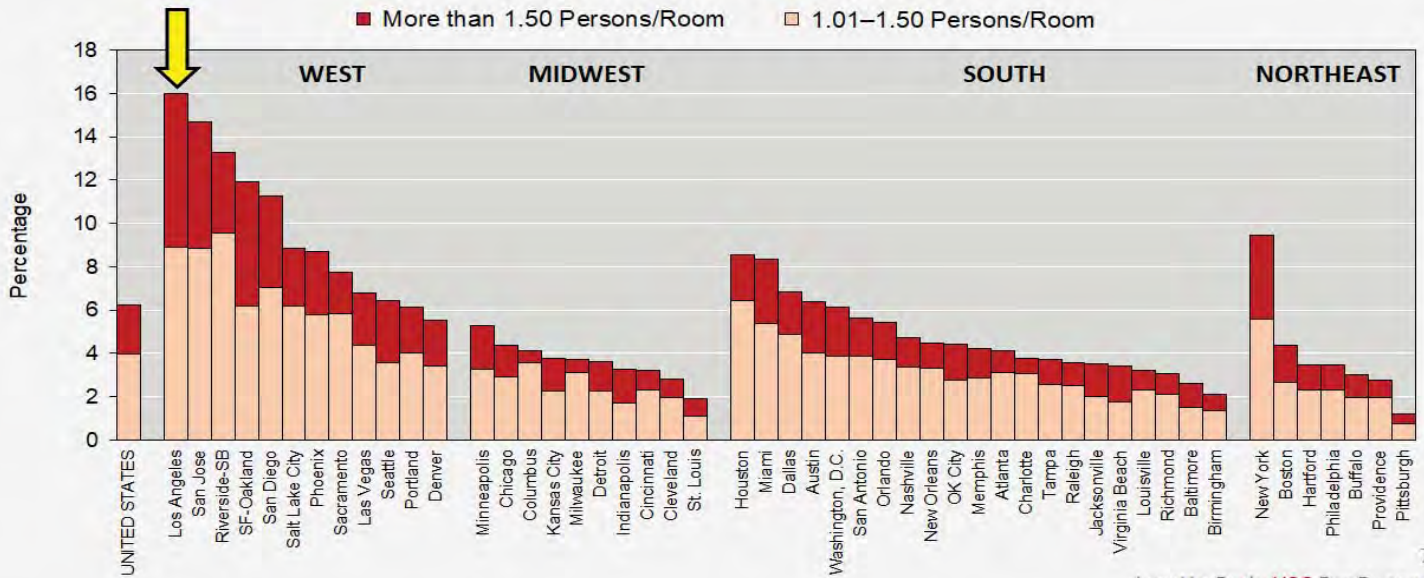


Sources: 2018 American Community Survey IPUMS Microdata files (Ruggles et al., 2020)

JungHo Park

LA and California Metro Areas *Most Overcrowded* in the Nation

% Rental Units that Are Overcrowded, 2018



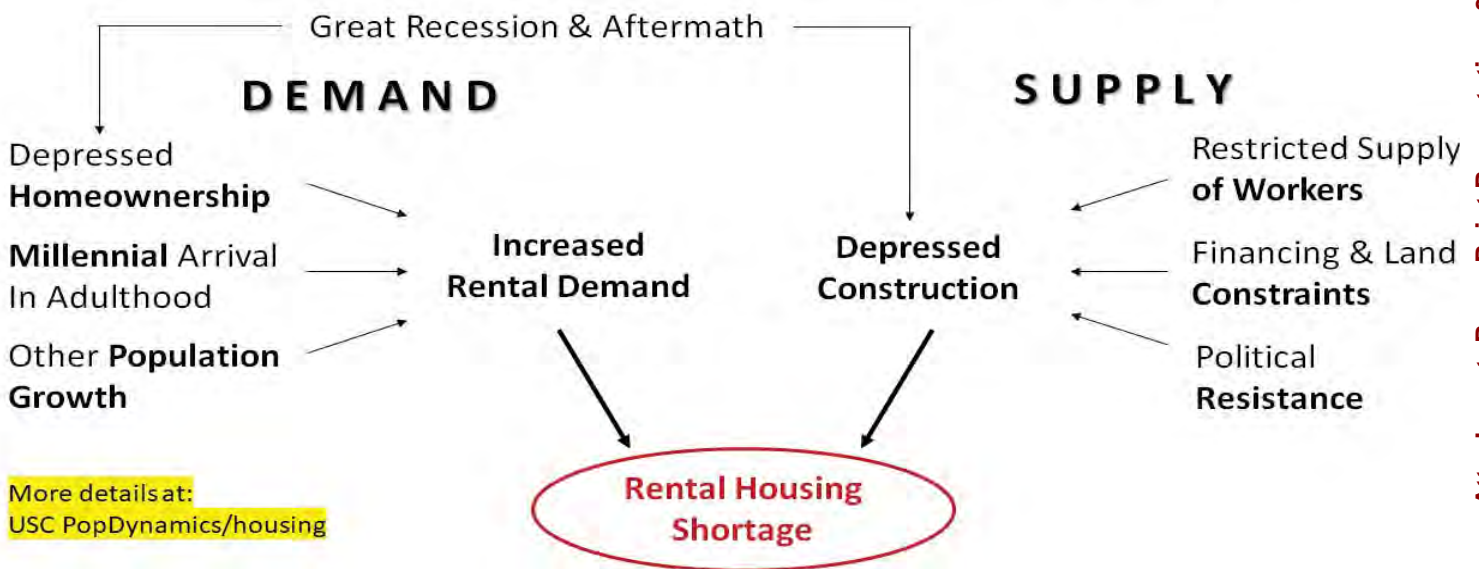
JungHo Park, USC PopDynamic

Sources: 2018 American Community Survey PUMS Microdata files (Ruggles et al., 202

Dowell Myers

When Growing Rental Demand Meets Limited Housing Supply

Conceptual Diagram for Explaining the Rental Housing Shortage



Dowell Myers

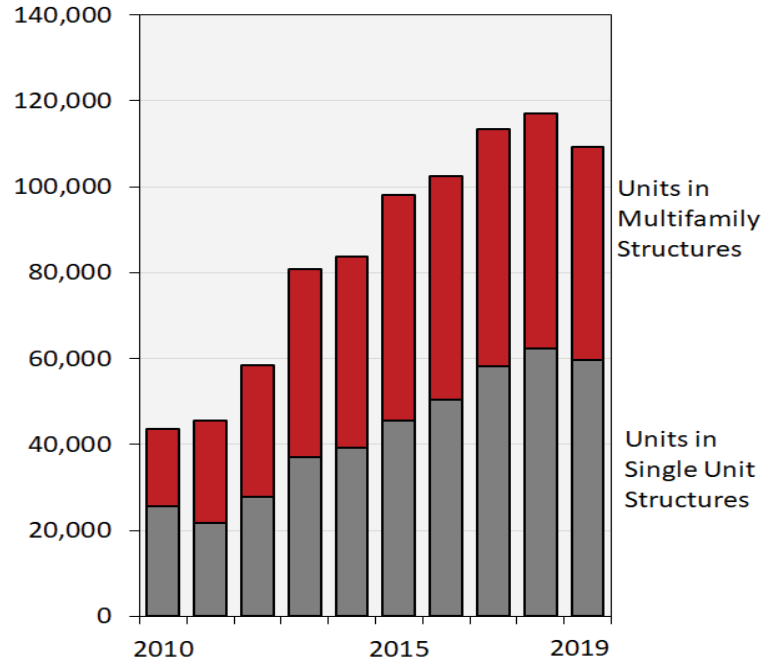
California Statewide

Permits for New Construction
(U.S. Census Bureau)

Whoa!

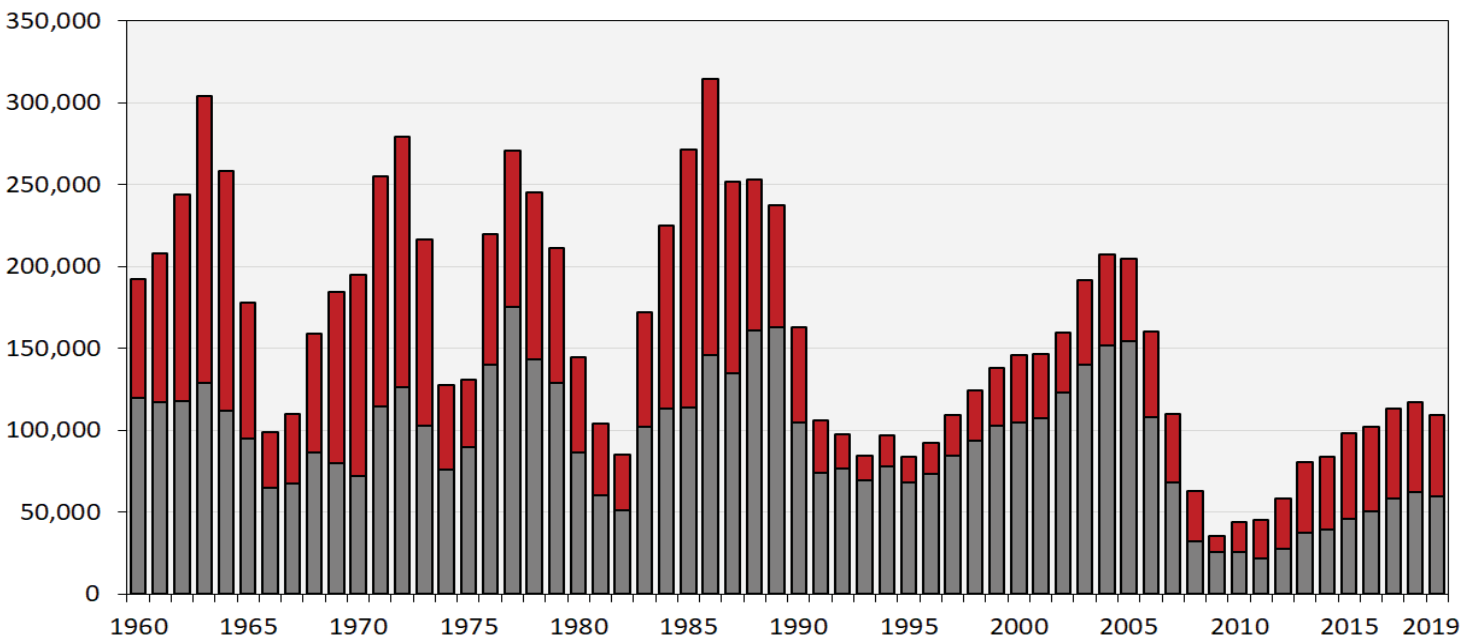
**Too much building!
Too many apartments!**

Unprecedented!



Dowell Myers, USC Price

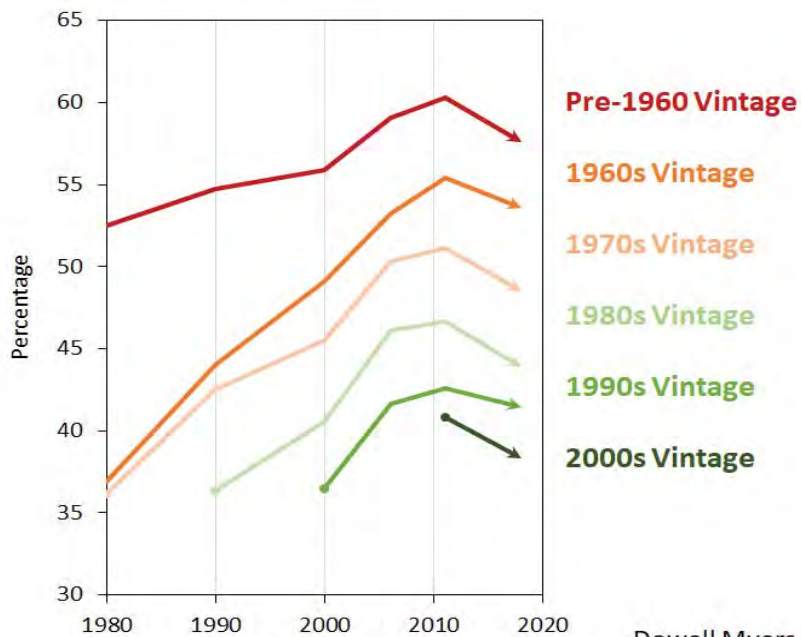
Dowell Myers



Dowell Myers, USC Price

Tracking the *Rising Share Low-Income* in Apartments

Percent (%) Low-income Tenants in Apartments of Each Vintage, As Time Passes



Sources: USC PopDynamics Analysis of 100 largest metro areas, based on 1980, 1990, and 2000 Decennial Census and 2006 through 2018 ACS IPUMS Files.

Dowell Myers, USC Price

BREAK

Roundtable discussions will commence at 3:45 p.m.

- **Differential Privacy and Census Data**
Jonathan Buttle
- **Housing Planning for the Future**
Sohab Mehmood
- **Introduction to the New Census Bureau Website**
Armando Mendoza

Attachment: PowerPoint Presentation: 31st Annual Demographics Workshop (Highlights of the 31st Annual Demographic Workshop)



31st ANNUAL DEMOGRAPHIC WORKSHOP

ACCELERATING PLANNING TO CATCH UP TO 21ST CENTURY DEMOGRAPHICS

Part 2 – June 18, 2020

Impact of COVID-19 on Housing and the Economy



2020 CENSUS UPDATE



James T. Christy

Assistant Director for Field Operations
U.S. Census Bureau



James T. Christy

2020 Census Operational Adjustments due to COVID-19

Activity/Operations	Original Schedule	New Schedule
<p>Process Apportionment Counts After collection activities are complete, Census Bureau experts run and review output from programs to unduplicate responses, determine final housing unit status, populate any missing housing unit data on household size, and finalize the universe to be included in the apportionment count file.</p>	July 31, 2020 – December 31, 2020	October 31, 2020 – April 30, 2021
<p>Deliver Apportionment Counts to the President By law, the Census Bureau will deliver each state's population total, which determines its number of seats in the U.S. House of Representatives.</p>	By December 31	Deliver by April 30, 2021
<p>Process Redistricting Data Census Bureau experts run and review programs to populate any missing demographic data for each household, run differential privacy programs to ensure confidentiality, and run tabulation programs for each state delivery.</p>	January 1, 2021 – March 30, 2021	May 1, 2021 – July 31, 2021
<p>Deliver Redistricting Counts to States By law, the Census Bureau will deliver the local counts each state needs to complete legislative redistricting.</p>	By April 1, 2021	Deliver by July 31, 2021

BIG SHIFTS AHEAD FOR HOUSING IN A POST-COVID WORLD



Chris Porter

Chief Demographer

John Burns Real Estate Consulting

Chris Porter

The 4-5-6 Rule for Demographic Predictions

4



5



6

The **4** Big Influencers

1. Government Policies
2. Economic Cycles
3. Technology Advances
4. Societal Shifts

During **5** Main Life Stages

1. Childhood
2. Early Career
3. Family Formation
4. Late Career
5. Retirement

Help Answer **6** Key Consumer Questions

1. Who?
2. What?
3. When?
4. Where?
5. Why?
6. How?

Chris Porter

Housing shifts occurring prior to COVID-19

- Growth shift from cities to suburbs
- Retirees moving to be closer to family
- Migration to warm, affordable regions
- Slowing of immigration
- First-time buyers entering the market
- Single-family homes for renters

Impact of COVID-19 on Economy

Irena Asmundson, Ph.D. – MODERATOR

- Chief Economist, California Department of Finance

Somjita Mitra, Ph.D.

- Chief of Economic Research, California Department of Finance

Richard Green, Ph.D.

- Professor and Director & Chair of the Lusk Center for Real Estate, University of Southern California

Steve Levy

- Director and Senior Economist, Center for Continuing Study of the California Economy



31st ANNUAL ACCELERATING PLANNING TO CATCH UP
DEMOGRAPHIC WORKSHOP TO 21ST CENTURY DEMOGRAPHICS



Somjita Mitra

California's Economic Outlook in January



Unemployment at record lows



Almost 10 years of consecutive job growth



1 out of 7 new U.S. jobs in California

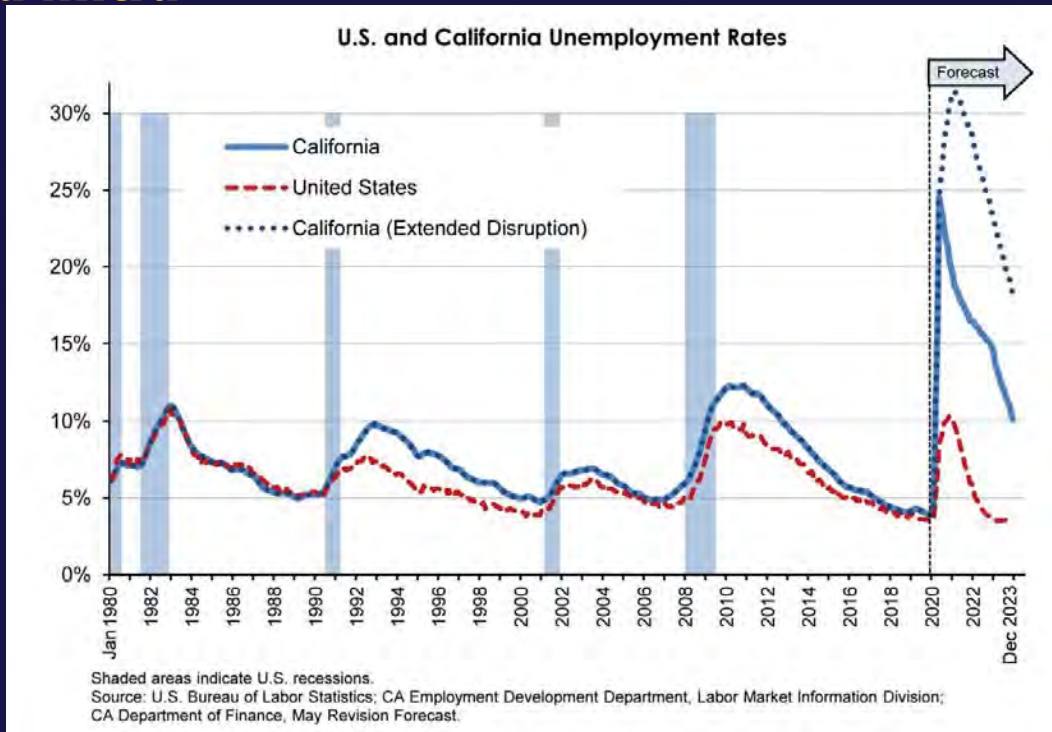


5th largest economy in the world

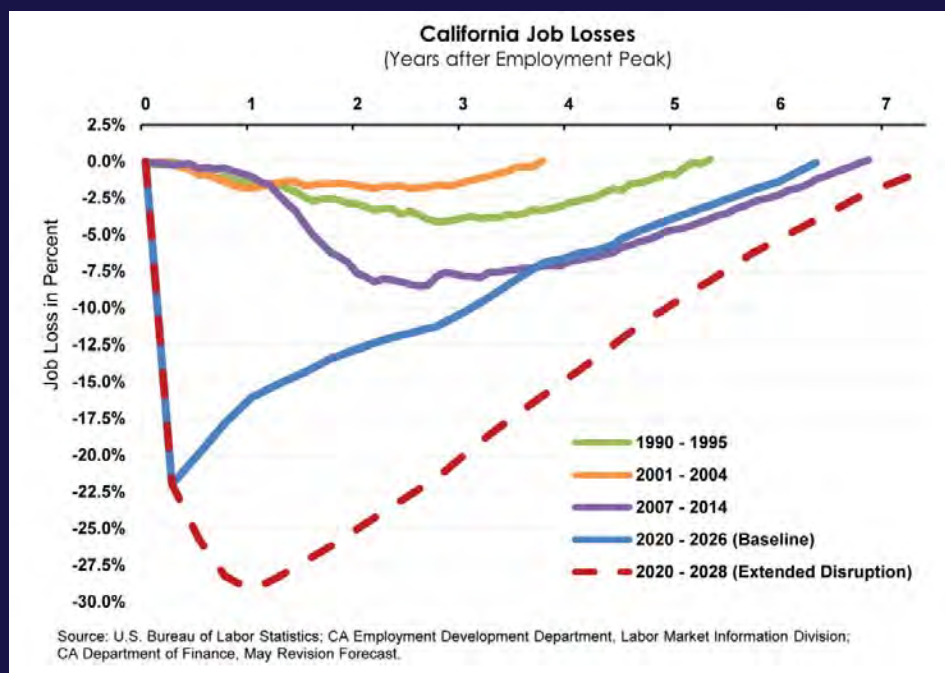


Projected budget surplus \$5.6 billion

Somjita Mitra



Somjita Mitra



Somjita Mitra

Long-Term Revenue Forecast — Three Largest Sources

(General Fund Revenue — Dollars in Billions)

	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Average Year-Over-Year Growth
Personal Income Tax	\$99.2	\$94.8	\$76.8	\$76.8	\$81.4	\$87.7	-1.9%
Sales and Use Tax	\$26.1	\$24.9	\$20.6	\$23.7	\$24.6	\$25.4	0.0%
Corporation Tax	\$14.1	\$13.9	\$16.6	\$15.9	\$16.0	\$14.9	1.6%
Total	\$139.4	\$133.6	\$114.0	\$116.4	\$122.0	\$128.0	-1.4%
Growth	6.4%	-4.2%	-14.6%	2.1%	4.8%	4.9%	

Note: Numbers may not add due to rounding.

Source: California Department of Finance, May Revision Forecast

Richard Green

Real Estate

- Owner housing?
- Apartments. Rent collections are down, but this is temporary.
- Industrial. Probably sees an increase in demand at end of crisis.
- Office
 - Are people going to want to continue to socially distance?
 - Do people miss seeing other people at work?
- Retail
 - Lots of comorbidities already
 - This could push more shopping centers to close
 - Grocery anchored places the exception
- Hotels???

Steve Levy

Composition of Job Growth

- There is always uncertainty regarding job trends far into the future.
 - But the question for the impact of COVID on the region's long-term growth is whether any impacts are long lasting and whether they favor or hinder **relative** growth in the SCAG region.
-
-

Steve Levy

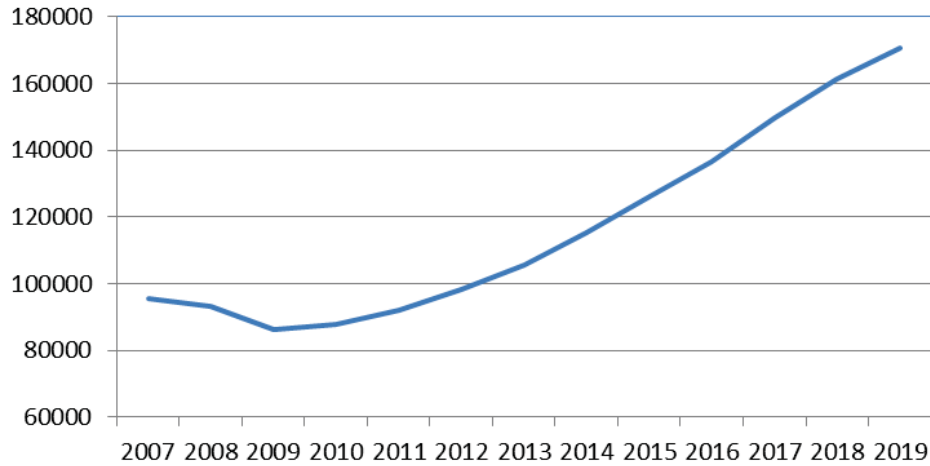
Does the SCAG Region Have a Competitive Set of Industries

- The region benefits from trade from the fast-growing Pacific Rim
- The region is a tourism center
- The region has specialized design firms
- The region is building a tech base
- These sectors performed well in the years since the growth forecast was completed
- While COVID will negatively impact these strengths in the short term, that is unlikely for the 2025—2045 period?

Steve Levy

A Surge in Logistics Jobs

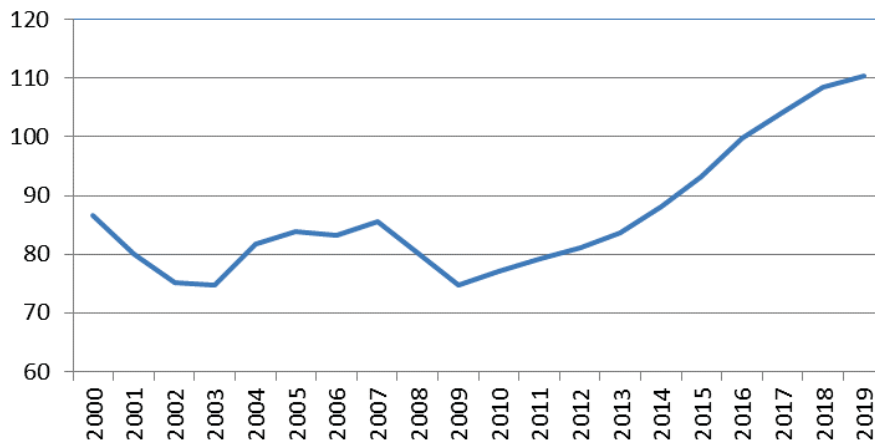
Logistics Jobs in Riv--SB Metro Area



Steve Levy

Air Travel on the Rise

Passengers at Major SCAG Region Airports (Millions)



Steve Levy

Regional Challenges and Responses

- Major challenges continue to be housing that is sufficient and affordable and expanding mobility options
- The Connect SoCal regional plan addresses these challenges directly
- In addition the state has and continues to adopt policies and funding in support of more housing that is broadly affordable
- The response to COVID can accelerate these positive responses

BREAK

Roundtable discussions will commence at 3:45 p.m.

- **The Show Must Go On: LAUSD Planning and Response During COVID-19**
Mary Prichard
- **The Art of Utilizing Data and Technology to Quantify the Impacts of COVID-19**
Tom Vo
- **Post COVID-19 Economic Development Toolkit**
Larry Kosmont & Joseph Dieguez



Southern California Association of Governments
Remote Participation Only
July 2, 2020

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

From: Sarah Jepson, Director of Planning, Planning Division,
213-236-1955, jepson@scag.ca.gov

Subject: Connect SoCal Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On May 7, 2020, the Regional Council adopted Resolution No. 20-621-1 certifying the Connect SoCal Program Environmental Impact Report (PEIR) and approving Connect SoCal for federal conformity purposes only. The Resolution postponed for up to 120 days the date by which the Regional Council would be asked to consider approval of Connect SoCal in its entirety and outlined a series of activities to be undertaken by staff prior to reconsideration of the plan for all other purposes, including but not limited to submittal to the California Air Resources Board (ARB). The Resolution provided direction to staff to report back to the Regional Council within 60 days on progress related to items in the Resolution, including modifications to the Sustainable Communities Strategy and associated modeling analysis.

Staff has conducted additional outreach and completed all activities directed by Resolution No. 20-621-1. As a result of this work and input from stakeholders and local jurisdictions, staff are integrating the necessary technical modifications to the Sustainable Communities Strategy (SCS) data to address the Regional Council's direction and is preparing recommendations for addressing the short and long-term impacts of the COVID-19 pandemic as part of the agency's broader work plan to implement Connect SoCal and prepare for future updates. Given the limited-nature of the technical modifications within a regional planning context, SCAG staff intends to recommend that the Regional Council proceed with adoption of Connect SoCal in its entirety once modifications to the SCS data have been modeled. Given the feedback heard to date and constraints of the 120 day

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

timeline, staff is not recommending any changes to the policies or strategies in the plan itself but rather recommends emergent issues continue to be studied and addressed as part of a future plan update.

*The Final Connect SoCal and PEIR approved for federal conformity purposes and proposed for approval for all other purposes is available on-line at:
<https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>.*

The timely adoption of Connect SoCal in its entirety once limited modifications to the SCS data have been modeled will enable SCAG staff to proceed with the distribution of the Draft RHNA Allocations to local jurisdictions and submit Connect SoCal to ARB for confirmation that the plan meets greenhouse gas reduction targets—ensuring the region’s eligibility and competitiveness for state transportation funding programs.

BACKGROUND:

On May 7, 2020, the Regional Council adopted Resolution No. 20-621-1 certifying the Connect SoCal Program Environmental Impact Report (PEIR) and approving Connect SoCal for federal conformity purposes only. The Resolution postponed for up to 120 days the date by which the Regional Council would be asked to consider approval of Connect SoCal in its entirety and for all other purposes, including but not limited to submittal to the California Air Resources Board (ARB). The Resolution established the following expectations during this timeframe:

- Allow for more time to review Connect SoCal and consider its implications in light of the short and long-term impacts of the COVID-19 pandemic on the region as requested by many stakeholders;
- Staff shall work with local authorities to identify and restore locally approved entitlements as conveyed by local jurisdictions;
- Staff shall identify and quantify all differences within the Sustainable Communities Strategy (SCS) and locally-approved General Plans and quantify the increase (or decrease) in housing, jobs or population between Connect SoCal and each local General Plan within 60 days; and
- Staff shall provide a progress report describing modifications to the SCS and associated modeling and analysis within 60 days.

This report provides information on SCAG staff’s progress to fulfill these expectations. Additional details are available in the attachments to this report.

1) Pandemic Outreach & Feedback

Since the May 7th meeting, staff has been engaging in several outreach activities to learn more from stakeholders about how they have been impacted by COVID-19 and learn how Connect

SoCal can best be positioned as a tool for recovery and regional resilience. Activities include engagement with regional planning working groups, direct outreach to specific stakeholders, focus groups with community-based organizations (CBOs), a public survey, and a public virtual town-hall.

The two focus groups with seven community-based organizations (CBOs), have reiterated issues raised during the spring 2019 Connect SoCal outreach process as well as daylighted additional concerns in light of recent events. For instance, stakeholders continue to see significant value in maintaining roots and strengthening connections within their established communities, but COVID-19 has amplified concerns about housing availability and affordability, evictions, limited alternative transportation options and displacement. A summary of input from these meetings is being prepared. Participants include: Abundant Housing LA, People for Mobility Justice/ Ride in Living Color, Strategic Actions for a Just Economy, TRUST South LA, Kennedy Commission, Santa Ana Active Streets and Alianza Coachella Valley.

SCAG has also conducted a survey asking stakeholders about the impact of COVID-19 on their communities as well as specific questions relating to SCAG's activities and long-range planning. The survey closed on June 25, 2020. A summary of input will be provided under separate cover in advance of the July Regional Council and Policy Committee meetings. As of the midpoint, (159 responses) the survey responses indicate:

- The top noted impacts of COVID-19 to communities is lack of income to pay rent/mortgage and increased vehicle speeds on local roads
- The top longer-term concern about COVID-19 impact to the community was lack of government funding for services and programs
- On average, 87 percent of respondents noted that the Connect SoCal goals were either the same or more significant in light of COVID-19

Lastly, on June 24, 2020 SCAG held a Virtual Townhall: Regional Dialogue on Connect SoCal and COVID-19 Recovery with small group breakout discussions to learn the specific impacts of COVID-19 in communities across the region and to hear from stakeholders about how Connect SoCal implementation, through the planning resources, research and convening functions of SCAG can help assist in moving the region forward. The event featured a keynote address from President Rex Richardson and a presentation from Planning Director Sarah Jepson. A verbal summary of feedback from this recent convening will be provided at the July Regional Council and Policy Committee meetings. Additional information is available as an attachment to this report.

Next Steps:

Staff is recommending that a **Connect SoCal Implementation Plan** be developed focused on aligning SCAG's work programs with the immediate public health, safety, racial justice and fiscal challenges faced by the region and raised by stakeholders through the outreach process. As a complement to the Implementation Plan, staff will also prepare a **2024 Connect SoCal Emerging Issues Outlook** describing areas of additional analysis to be pursued to better understand the long-term impacts of the pandemic on future plan updates. Both of these items will be presented to the Policy Committees and Regional Council in September. Given the living nature of Connect SoCal and its existing focus on the need to develop regional resilience strategies targeting our most vulnerable communities, SCAG staff is not recommending any specific modifications or clarifications to Connect SoCal in response to the pandemic at this time. Rather, staff recommends that policy changes and plan updates be considered through future board action informed by the Implementation Plan, Emerging Issues Outlook and regular processes for updating the RTP/SCS.

2) Growth Forecast Analysis

The Connect SoCal Growth Forecast is developed based on the guiding principles below, which were established with SCAG's Technical Working Group to align it and Connect SoCal's Forecasted Regional Development Pattern with local general plans. The additional analysis directed by the Regional Council provided the opportunity to confirm the Connect SoCal Growth Forecast data was developed in accordance with the Connect SoCal Growth Forecast Guiding Principles (Guiding Principles), and in particular, Guiding Principle #2, which focuses on consideration of entitlements and General Plan maximum capacities.

Staff also understood from the Regional Council's direction that the board was interested in better understanding the potential increases (or decreases) in housing and jobs resulting from Connect SoCal regional policy implementation. This information is captured by comparing the Connect SoCal neighborhood-level Transportation Analysis Zone (TAZ) data with the "Local Input" TAZ level data, which is provided by local jurisdictions at the beginning of the planning process to reflect their growth assumptions. Pursuant to Guiding Principle #4, the TAZ level data is ***"utilized to conduct required modeling analysis and is therefore advisory 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 and Connect SoCal does not supersede local jurisdiction authority or decisions on future development including entitlements and development agreements."*** It is also important to note that for purposes of determining consistency with Connect SoCal for CEQA, grant or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency, and ***"consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program***

Environmental Impact Report (PEIR). The TAZ level growth forecast data is not referenced or included as part of the goals and policies of Connect SoCal nor is it included in the associated PEIR. The Guiding Principles provide important context for the analysis requested by the Regional Council, especially regarding the use of advisory-only, TAZ level data. These deeply vetted Guiding Principles help distinguish limited technical data modifications from broader Connect SoCal policy changes. For instance, if intended use of the TAZ-Level Growth Forecast data is treated as more than advisory, or if plan data is modified to align with “Local Input,” broader regional policy changes would be needed, since “Local Input” does not comprehensively reflect Connect SoCal’s established regional planning policies.

Board Adopted Guiding Principles for the Connect SoCal Growth Forecast

-
- 1 Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projects that have been reviewed and refined with feedback from local jurisdictions through SCAG’s Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.
 - 2 Connect SoCal’s growth forecast at the Transportation Analysis Zone (TAZ) level is controlled to not exceed the maximum density of local general plans as conveyed by jurisdictions, except in the case of existing entitlements and development agreements.
 - 3 For the purpose of determining consistency with Connect SoCal for California Environmental Quality Act (CEQA), grants or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project’s consistency; SCAG may also evaluate consistency for grants and other resource opportunities; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program Environmental Impact Report (PEIR).
 - 4 TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analysis 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 and Connect SoCal does not supersede local jurisdiction authority or decisions on future development, including entitlements and development agreements. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal.
 - 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.
-

- a. Technical Analysis and Modifications
- i. Work with local authorities to identify and restore locally approved entitlements as conveyed by local jurisdictions;

SCAG coordinated an extensive local engagement process, called the Bottom-Up Local Input and Envisioning Process, with Southern California’s 197 towns, cities and counties when developing Connect SoCal to create a Growth Forecast dataset that simultaneously respects local land use policies, reflects local entitlements, and advances regional goals. In addressing the Regional Council directives, SCAG has continued to work closely with local jurisdictions and the development community to review how growth is reflected in areas with entitled projects. This valuable effort supplements the detailed and iterative process used to develop Connect SoCal since 2018.

In May and June 2020, SCAG conducted targeted outreach to jurisdictions where quantitative analysis indicated the need for direct discussion, and also welcomed all jurisdictions to again review SCAG’s Growth Forecast to ensure entitlements (with anticipated phasing) were captured and general plan maximums were reflected. In total, twelve jurisdictions provided feedback to SCAG – with 6 asking for adjustments due to general plan capacities or entitlements, and others specifically asking that the Growth Forecast not be changed for their jurisdiction at all.

- ii. Identify and quantify all differences within the SCS and locally-approved General Plans and quantify the increase (or decrease) in housing, jobs or population between Connect SoCal and each local General Plan within 60 days

To address the directive of the Regional Council, SCAG conducted quantitative analysis to compare Connect SoCal’s Growth Forecast (a modeling input for the SCS) with local general plan dwelling unit capacities, and sought feedback from local jurisdictions on general plan capacities and entitlements in late May and early June.

For the quantitative analysis of local general plan dwelling unit capacities, capacities at the Transportation Analysis Zone (TAZ) level were calculated utilizing maximum and average dwelling unit densities per acre for each parcel taken from local general plans, and then were summed to the TAZ level. This data was supplemented with capacities from entitlements, large scale specific plans, and “Local Input” (in the event that growth conveyed by jurisdictions was higher than SCAG’s calculated dwelling unit density). Within the time constraints of the review period, staff has confirmed 95% of the 13,257 split TAZs, which account for 97% of the total households reflected in the plan for 2045, do not exceed general plan dwelling unit density

maximums (as calculated utilizing available data). It is important to note that SCAG's assessment of general plan capacity is an estimate that does not consider all factors impacting development capacity (such as local ordinances for accessory dwelling units (ADUs), density bonuses, and zoning). These factors add additional capacity to TAZs to a degree that cannot be estimated utilizing available data.

To complement the quantitative analysis and as mentioned above, SCAG sought feedback from local jurisdictions on general plan capacities and entitlements during the late May and early June review period. As mentioned previously, six jurisdictions requested adjustments to the Connect SoCal growth forecast to better reflect capacities and/or entitlements.

b. Supplemental Policy Analysis

To complement this technical analysis, SCAG staff conducted further analysis to account for anticipated shifts—increases and decreases—in growth resulting from Connect SoCal policies. This analysis considers differences, within the locally established density ranges—not exceeding general plan capacities, of the growth projected by Connect SoCal as compared to local growth assumptions, or Local Input, provided directly by local jurisdictions. In some cases, the Connect SoCal growth assumptions are equivalent to the Local Input, as SCAG has determined the jurisdiction's assumptions effectively capture regional policies. In other cases, the development anticipated is increased or decreased in one location and shifted to another location, within the same jurisdiction, to capture anticipated impacts of regional policies. This analysis provides a means to capture increases and decreases in housing and jobs anticipated as a result of Connect SoCal, which staff understood as the primary intent of the Regional Council's direction.

Table 1 below shows the magnitude of the shift in growth, anticipated as a result of regional policies, within jurisdictions into areas targeted for growth (i.e., Priority Growth Areas) as compared to the locally envisioned growth ("Local Input" as conveyed by jurisdictions in October 2018 at the TAZ level.)

Table 1 – Household and Employment Growth Anticipated to Occur Between 2016 and 2045 in the SCAG Region

Connect SoCal Policy Areas	Growth Anticipated to Occur Between 2016 and 2045	(A) “Local Input” (October 2018)	(B) Final Plan (May 2020)	Difference (B) - (A)
Regional Total	Households	1,621,000	1,621,000	-
	Employment	1,660,000	1,660,000	-
Priority Growth Areas ¹	Households	54%	64%	10%
	Employment	58%	74%	16%
Absolute Constrained Areas ²	Households	13%	10%	-3%
	Employment	14%	9%	-4%
Variable Constrained Areas ³	Households	50%	47%	-3%
	Employment	45%	43%	-2%

1. Includes High Quality Transit Areas, Transit Priority Areas, Job Centers, Livable Corridors, Neighborhood Mobility Areas, Spheres of Influence (outside of constrained areas)

2. Includes tribal lands, military, open space, conserved lands, sea level rise areas (2 feet) and farmlands in unincorporated areas

3. Includes Wildland Urban Interface (WUI), grazing lands, farmlands in incorporated jurisdictions, 500-year flood plains, CalFire Very High Severity Fire Risk (state and local), and Natural Lands and Habitat Corridors (connectivity, habitat quality, habitat type layers)

The land use pattern and future growth distribution at the TAZ level in Connect SoCal is intended to be different from those in the “Local Input” growth distribution to reflect regional planning policies. Connect SoCal’s Growth Forecast and Forecasted Regional Development Pattern, while advisory in nature, envision a future land use and development pattern that will help Southern California to gain resources from the State’s Greenhouse Gas Reduction Fund (GGRF) and SB 1 revenue that can help to incentivize sustainable growth at the local level. These shifts contribute to important outcomes for the region as modeled for Connect SoCal. Quantitatively, these shifts also resulted in a reduction of 3.7 million vehicle miles traveled region-wide (VMT) in year 2035 (as compared to “Local Input”) and contributed to a reduction in greenhouse gas emissions that allowed Connect SoCal to meet Southern California’s target. Without these measures and by not changing any other factors, Connect SoCal will not be able to reach the State’s per capita greenhouse gas reduction target for 2035 of 19% below 2005 levels. Future growth in Very High Severity Fire Risk Areas and areas subject to sea level rise is reduced in comparison to “Local Input,” and many acres of existing farmlands and protected

open space areas are preserved. By 2045, local implementation of Connect SoCal's regional policies would redirect over 200,000 people and over 100,000 jobs to priority growth areas from constrained places such as high severity fire risk areas, natural lands, habitat corridors, and lands vulnerable to sea level rise.

Technical Modifications and Next Steps:

SCAG will be integrating feedback from local jurisdictions on the topics of entitlements and general plan capacities in accordance with the approaches specified in Attachments 1 and 2. Overall, with changes being considered from a total of six jurisdictions, SCAG staff estimate that adjustments will be minor and will not significantly impact the overall regional modeling results of Connect SoCal. Accordingly, SCAG staff expects to recommend that the Regional Council proceed with adoption of Connect SoCal in its entirety once modifications to the SCS data have been modeled, and direct staff to report on any changes in plan performance outcomes.

In addition to responding to Regional Council directives under the Resolution, SCAG is currently conducting stakeholder outreach with the Center of Biological Diversity (CBD) in response to their two comment letters received on May 1, 2020 and May 6, 2020 on the Connect SoCal Final Program Environmental Impact Report (PEIR). The comment letters sought additional clarification on Connect SoCal's project list, SCAG's funding and implementation authority and environmental analysis for the PEIR. SCAG responded to CBD's first comment letter on May 1, 2020 and has initiated two outreach meetings with CBD. Additionally, SCAG is currently drafting a response to CBD's second comment letter.

SCAG anticipates preparing additional environmental documentation (e.g., PEIR Addendum) in accordance with the California Environmental Quality Act, prior to requesting Regional Council action to adopt Connect SoCal in its entirety.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2019/20 Overall Work Program (010.0170.01 RTP Support, Development and Policy Implementation and 020.0161.04: Regulatory Compliance).

ATTACHMENT(S):

1. A - Approach for Addressing Entitlements
2. B - Connect SoCal and General Plan Comparison Analysis

SCAG’s Approach for Addressing Entitlements in SCAG’s Tier 2 Transportation Analysis Zone (TAZ) level modeling data for Connect SoCal

EXECUTIVE SUMMARY:

On May 7, the Regional Council adopted Resolution No. 20-621-1 approving Connect SoCal for federal conformity purposes only as part of its action, and directed staff to work with local authorities to identify and restore locally approved entitlements as conveyed by local jurisdictions, among other directives. This report describes the process SCAG staff undertook to address this particular directive related to entitlements, to meet the requirements of providing a progress report describing anticipated modifications to the SCS and associated approximate modeling and analysis within 60 days of Resolution adoption.

Background:

SCAG’s regional transportation model relies on population, household and employment data at the neighborhood level—Tier 2 Transportation Analysis Zones (TAZs)—as part of a complex series of calculations to predict travel behavior and resulting outcomes, like vehicle miles travelled and greenhouse gas emissions. There are 11, 267 Tier 2 TAZs and 13,257 split city/Tier 2 TAZs in the SCAG region. SCAG coordinates an extensive local engagement process, called the Bottom-Up Local Input and Envisioning Process, with towns, cities and counties as part of the development of the plan to create this dataset, so that it respects local general plans while also reflecting the impacts of regional policy. For example, when projecting growth in a TAZ, if there is capacity to place more future growth within a regional Priority Growth Area, within the regulatory framework of a general plan, then staff would determine that this is the best reflection of regional policy.

In addressing the Regional Council directives, SCAG has worked closely with the development community and local jurisdictions to review how growth is reflected in areas with entitled projects. This is a particularly sensitive and challenging process for large-scale developments that may take several decades to come to fruition, but also challenging, because large scale development often comprise their own TAZs so the regional data can be misconstrued as reflecting the growth limits of an entitled project, when it is simply a point-in- time projection of the growth over a 25 year period for regional transportation planning purposes. After another round of engagement and data review with local jurisdictions, seven asked that their Growth Forecast data be revised due to entitlements. SCAG staff are currently working to evaluate feedback and update the data accordingly.

Analysis of Entitlement Data for Connect SoCal

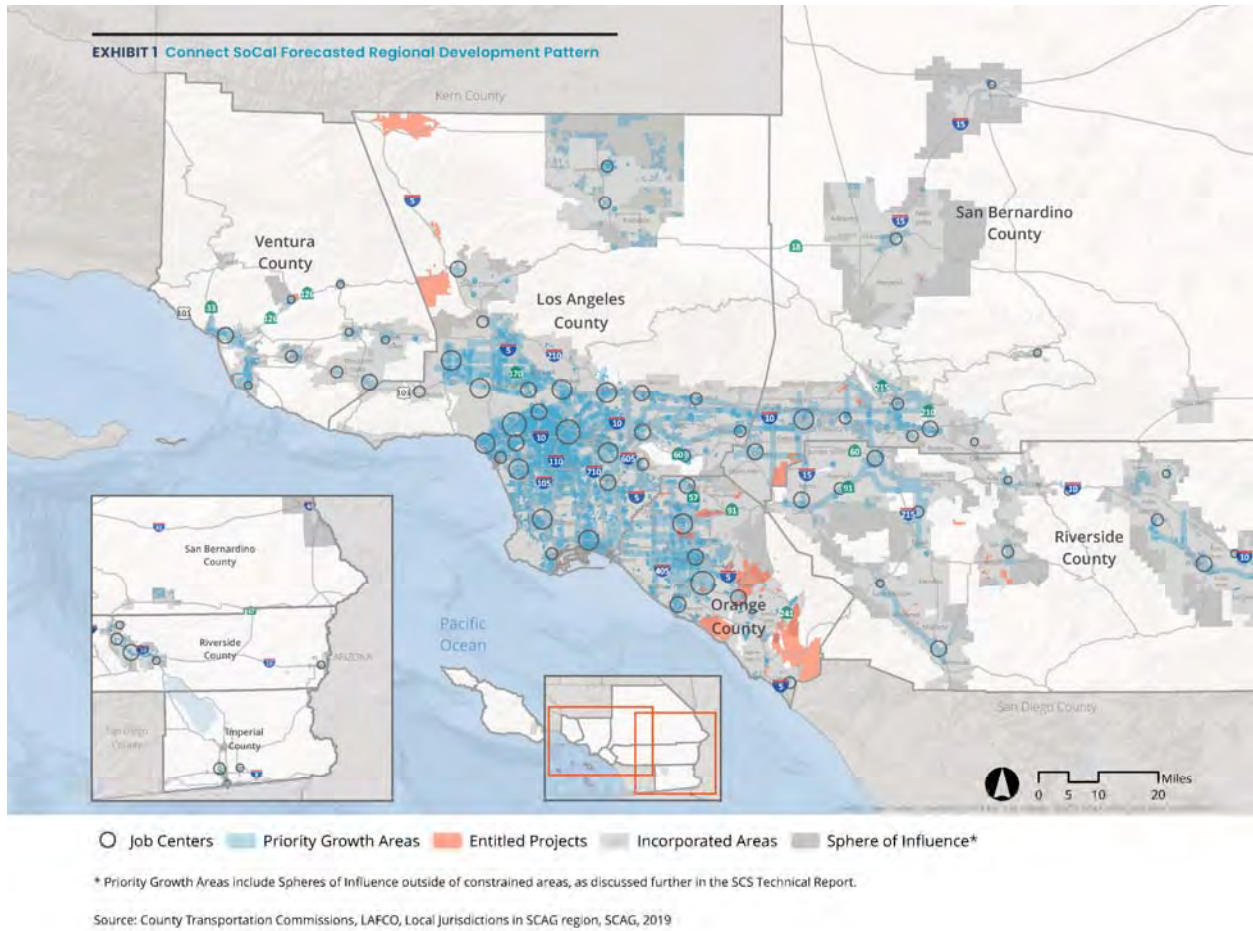
The *Planning Process* that was used for the Final Proposed Connect SoCal plan to capture entitlement data for consideration in the development of the growth forecast for the plan is described below. Indeed, one of Connect SoCal’s Guiding Principles is to “Assure that land use

and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities”. SCAG’s *Supplemental Review and Data Refinement Process* follows the *Planning Process* description and includes additional steps that have been taken since May 7, 2020 in accordance with the Regional Council’s direction to augment the planning process to-date with further opportunities for review and to identify and restore locally approved entitlements as conveyed by local jurisdictions.

Planning Process

An important aspect of projecting growth and planning our region's future development is taking into account new housing and employment related projects that are already in the pipeline – both in establishing a geographic database of entitled projects, and in collaborating with local jurisdictions to understand anticipated project impacts on future population, household, and employment growth through Connect SoCal’s 2045 horizon year. To first establish a database of entitled projects in preparing for Connect SoCal, SCAG worked with local jurisdictions and private sector developers early in the process to develop an Entitlements Database - the first of its kind and breadth in the region. This began by engaging with developers in 2016 through an Entitlements Working Group to map the locations and understand intensities of 66 major housing and employment projects. SCAG then met one-on-one with all 197 jurisdictions in 2017 and 2018 to review and supplement this database with additional entitlements – since jurisdictions are the authority on entitled projects and development agreements. SCAG’s towns, cities, and counties were asked to review the dataset by October 1, 2018, and 44 jurisdictions from all six counties offered feedback. In total, SCAG’s dataset grew to 424 projects with entitlements for over 195,000 new single family and multifamily development units. Many of these projects also included plans for employment related uses, with over 132,000 jobs projected based on potential future building square footages. For regional planning purposes, entitlements change frequently and SCAG’s 2018 Entitlements Database includes projects anticipated for near-term entitlement as conveyed by jurisdictions.

All of these entitled projects are depicted within the Forecasted Regional Development Pattern for the Final Proposed Connect SoCal plan, shown as Exhibit 1 in the Sustainable Communities Technical Report:



The next step in incorporating entitlements in Connect SoCal was understanding the likely phasing of these projects through 2045. Unlike many local general plans, Regional Transportation Plans and Sustainable Communities Strategies (RTP/SCSs) do not represent the region’s ultimate “build out.” Since there are many factors impacting the timeframe that bring entitlements to fruition - including market forces, local trends, anticipated phasing of development, amongst others – it was important to engage with local jurisdictions to understand neighborhood impacts and overall growth through 2045. This also supports Connect SoCal’s Guiding Principle to “assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.” In total, over 80 percent of SCAG’s 197 jurisdictions provided feedback in 2018 as part of the Bottom-Up Local Input and Envisioning Process on the anticipated phasing of population, household, and employment growth from 2016 to 2045. In comparing growth projected from entitlements to each jurisdiction’s overall growth, all 424 projects in the Entitlements Database are reflected in Connect SoCal. Further, Connect SoCal is adopted by SCAG at the jurisdictional level (not at the TAZ level) and jurisdictions have the authority to determine consistency of any project with the plan. Nothing in Connect SoCal

precludes a project from being determined consistent with the SCS, as entitled, by the applicable jurisdiction. Additionally, Government Code §65080 (b)(2)(K) expressly states: “Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region. ...Nothing in this section shall require a city’s or county’s land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy.”

SCAG has been notified of concerns from some stakeholders, including the Building Industry Association (BIA), regarding the representation of entitled projects in the neighborhood level growth forecast dataset. The neighborhood level growth forecast is specifically used for regional modeling purposes and is collaboratively developed with local jurisdictions to ensure growth projections reflect local knowledge of conditions, market forces and other factors contributing to future growth and do not exceed the capacity of local general plans. The data used in the Connect SoCal plan originates from the Bottom-Up Local Input and Envisioning Process and represents a local jurisdiction’s best understanding, at that time, of anticipated growth through 2045 taking into account the phasing of entitled projects. The neighborhood level data includes transportation analysis zone (TAZ)-level population, household, and employment growth projections, which are informed by the Entitlements Database. This data is not published in Connect SoCal and is typically released in consultation with local jurisdictions through a defined protocol to ensure it is understood as a tool for regional planning purposes only.

As part of the final review of Connect SoCal modeling data, SCAG conducted an analysis of the Connect SoCal Growth Forecast with the entitlement database to assess the extent to which the growth anticipated from entitled projects was reflected in the plan’s growth forecast to 2045:

- Of the 424 projects in the 2018 Entitlements Database, 10 projects in six jurisdictions were identified where the households or jobs reflected in the Entitlement Database may not have been fully captured in the Tier 2 TAZ level growth projections for 2045
- SCAG understood the primary reason for this difference related to the anticipated phasing of a project, as conveyed and/or reviewed by jurisdictions, recognizing that the build out of the development may not occur or would continue beyond the horizon year of the plan

Additional information on how SCAG worked with these local jurisdictions and others to restore entitlements within the Growth Forecast (based on local feedback) is covered in the next section. More information on the early process and datasets used in the development of Connect SoCal, and the process for requesting data, can be found on-line at <https://www.connectsocial.org/Pages/Local-Input-Process.aspx>

Supplemental Review and Data Refinements

To supplement the planning and review process, SCAG staff worked with local authorities to identify and restore locally approved entitlements as conveyed by local jurisdictions. Specific and

targeted outreach was conducted to the six jurisdictions impacted to confirm entitlements are expressed and growth is captured as foreseen by local jurisdictions. SCAG accepted modifications to the TAZ-level growth data as conveyed by these jurisdictions to capture entitlements while holding jurisdictional level growth through 2045 constant. SCAG also shared the Entitlements Database with the Entitlements Working Group, which consists of private developers throughout the SCAG region. Some reached out to SCAG staff directly to request data on specific entitled projects to determine if growth at the TAZ-level was reflected consistently with their understanding of development phasing. SCAG worked with these groups, and then got confirmation from impacted jurisdictions to ensure that growth was in line with jurisdictions' understanding of these projects. To ensure transparency in this adjustment process, the TAZ-level Growth Forecast for Connect SoCal was made available to all entities and individuals upon request.

In addition, a letter was sent to all local jurisdictions providing them with directions for accessing their Tier 2 TAZ Growth Forecast data along with SCAG's publicly-accessible 2018 Entitlements Database (<https://www.connectsocial.org/Documents/DataMapBooks/EntitlementsSCAG.pdf>). Jurisdictions were provided the opportunity to submit updated information on entitlements and their phasing through 2045 to SCAG as part of an ongoing effort to improve the quality of data available at the regional level on entitlements. Jurisdictions could also provide feedback on issues related to general plan and specific capacities through this process. Adjustments to the neighborhood level growth data to reflect these entitlement updates and general plan capacities were also accepted from local jurisdictions for review by SCAG through June 9. Time for review and comment by local jurisdictions was limited in order to ensure SCAG staff could be responsive to the Regional Council's direction to provide a progress report within 60 days of the May 7 adoption of Board Resolution No. 20-621-1 describing modifications to the SCS and associated modeling analysis. Given this is the third opportunity for review and feedback by local jurisdictions, the advisory nature of the data, and that the process is supplementary to analysis and outreach to address known discrepancies as described above, SCAG staff believes the timeframe was reasonable for addressing the Regional Council's directive.

Following the June 9 deadline, twelve jurisdictions provided feedback to SCAG and six jurisdictions requested edits to the TAZ-level data on the grounds of entitlements or general plan capacities. Others signed-off on SCAG's data as-is in the Connect SoCal plan and requested that additional changes not be made. Importantly, only one jurisdiction of the six initially identified jurisdictions with potential inconsistencies requested revisions after SCAG engaged directly with all six.

Moving forward, SCAG's Entitlements Database will remain a dynamic platform for capturing changes to entitlements for use in future planning updates. The Entitlement Database will be updated and made publicly accessible after this last round for review. Additional enhancements to the Supplemental Review and Data Refinement process may be pursued by staff and based on input from the Technical Working Group and stakeholders. The suggested process improvements will be evaluated and pursued if consistent with Regional Council direction and achievable within established time constraints.

Next Steps

SCAG staff have been reviewing feedback from jurisdictions and will be integrating changes in in the Growth Forecast dataset accordingly for Connect SoCal. Staff will additionally be providing an update on final revisions to the Regional Council, and jurisdictions will be notified of any revisions.

Connect SoCal and General Plan Comparison Analysis

Executive Summary

On May 7, 2020, the Regional Council adopted Resolution No. 20-621-1 certifying the Connect SoCal Program Environmental Impact Report (PEIR) and approving Connect SoCal for federal transportation conformity purposes only. On June 5, 2020, the Federal Highway Administration and Federal Transit Administration found that the Connect SoCal met transportation conformity requirements. The May 7th resolution further directed staff to, within 60 days, identify and quantify all differences within the SCS and locally-approved General Plans and quantify the differences in housing, jobs, or population between Connect SoCal and local general plans at the small-area level.

Staff has provided below a summary of the planning process pursued to align Connect SoCal with local general plans following the Growth Forecast Guiding Principles, which were developed with input from SCAG's Community, Economic, and Human Development (CEHD) Policy Committee and Technical Working Group. The extensive planning process involved numerous exchanges with local jurisdictions to confirm alignment with general plans, in combination with a quantitative analysis of housing capacity for quality control purposes. These exchanges and SCAG's most recent internal quality control analysis provide reasonable assurance the data used in Connect SoCal meets SCAG's principle to not exceed maximum densities of general plans. Within the time constraints of the review period, staff has confirmed 95% of the Transportation Analysis Zones, which account for 97% of the total households reflected in the plan, do not exceed general plan maximums at the TAZ-level (as calculated by SCAG utilizing available data). Note that SCAG's assessment of general plan capacity is an estimate that does not consider all factors impacting development capacity (such as parcel setbacks, floor area ratios, density bonuses, or local ordinances for accessory dwelling units (ADUs)). Indeed, SCAG's analysis often shows an underestimate of capacity at the TAZ level when compared to "Local Input" from jurisdictions. For the remaining TAZs, SCAG staff have engaged with local jurisdictions to seek feedback on any needed revisions – both in fall 2019 and summer 2020. Additionally, SCAG is presently seeking feedback from the TWG.

While none of the plan's Growth Forecast Guiding Principles speak to minimum densities of local general plans, as a matter of practice, the households and jobs forecasted in each transportation analysis zone do not fall below existing conditions in 2016 (except in few cases where demolitions are anticipated by jurisdictions and may not be replaced), which could be considered a minimum density threshold of local general plans. Otherwise establishing a minimum density threshold that would require growth to be placed at the minimum threshold wherever capacity exists within general plans is inconsistent with state laws that guide regional planning and incongruent with the principles of growth forecasting, which rely on demographic and economic factors that influence the demand for growth, not solely the existence of supply or available capacity.

To complement this analysis and as outlined in the May 7 staff report, SCAG staff conducted further analysis on shifts in growth—increases and decreases—resulting from Connect SoCal policies. This analysis considers differences, within the locally-established density ranges, which do not exceed general plan capacities, of the growth projected by Connect SoCal compared to local growth based on general plans, or "Local Input", provided directly by local jurisdictions. In some cases, the Connect SoCal growth

assumptions are equivalent to the “Local Input”, as SCAG utilized 64 jurisdictions “Local Input” data in the Connect SoCal Growth Forecast for instances where jurisdictions showed higher growth in Priority Growth Areas (PGAs) and lower growth in Absolute Constrained Areas (ACAs) that better achieved the policies of the Plan. In other cases, SCAG increased or decreased projected growth in one location and shifted to another location within the same jurisdiction to better follow regional planning policies and achieve larger greenhouse gas reductions. This analysis provides a means to capture increases and decreases in housing and jobs anticipated as a result of Connect SoCal, which staff understood as the primary intent of the Regional Council’s direction.

Background

The formulation of the Connect SoCal Plan’s Growth Forecast and Forecasted Regional Development Pattern has been informed by several engagements with regional stakeholders, including the involvement of thousands of Southern Californians through one-on-one briefings/data review sessions with local jurisdictions, regional planning working groups, outreach to traditionally-underrepresented groups through community-based organizations, and numerous public workshops. In responding to stakeholders’ diverse priorities, the Connect SoCal Plan’s Growth Forecast reflects jurisdictional-level input on future development received from Southern California’s towns, cities, and counties through SCAG’s one-on-one engagements with all 197 jurisdictions.

To help achieve essential regional outcomes, including federal air quality/transportation conformity and per-capita greenhouse gas reductions, the Plan includes regional policies to achieve a Forecasted Regional Development Pattern that concentrates new development within a given jurisdiction in areas showing the highest impact for decreasing per-capita vehicle miles traveled (VMT) and for improving the safety and viability of multiple modes of transportation. Connect SoCal’s Growth Forecast and Forecasted Regional Development Pattern reflects jurisdictional growth totals in 2045 as provided by jurisdictions and aims to reduce future development in areas within a jurisdiction that are particularly sensitive to new expansion, such as areas vulnerable to adverse natural events like wildfires and sea level rise, as well as areas rich with resources like open space and farmlands. While jurisdictions will not be obligated to modify land use policies, general plans, or regulations to implement Connect SoCal strategies, SCAG anticipates providing resources in the coming years to encourage improved local alignment with the collective regional vision and Forecasted Regional Development Pattern.

Comparison of Connect SoCal Growth Forecast with General Plan Capacities

In late fall 2019 and prior to the November 2019 release of the Draft Connect SoCal Plan, SCAG sought feedback from local jurisdictions on our draft growth forecast of population, household and employment growth through 2045. This review, which culminated in three years of iterative feedback and communication on local policies and plans, was requested to ensure that (1) entitled projects and anticipated phasing of their development were properly incorporated in the final Connect SoCal’s Growth Forecast and Forecasted Regional Development Pattern, and that (2) projected growth did not exceed the maximum densities of current local general or specific plans. Instructions to local jurisdictions for this effort made it clear that TAZ-level revisions would be given consideration if they were related to these criteria (entitlements or maximum planned densities), and that requests for

revisions to overall jurisdictional growth would not be accepted. After this six-week opportunity for review, 55 jurisdictions provided feedback to SCAG (28 percent of the region’s towns, cities, and counties).

Based on the Regional Council’s May 7, 2020 directive, SCAG has conducted a quantitative assessment of housing capacity at the TAZ-level for quality control purposes based on available data, which is in many cases limited. Within the time constraints of the recent review period (May-June 2020), staff has recently confirmed 95% of the Transportation Analysis Zones, which account for 97% of the total households reflected in the plan, do not exceed general plan maximums (as calculated utilizing available data). SCAG’s calculation of general plan capacity utilizes available data and does not consider other factors impacting actual development capacity – such as parcel setbacks, floor area ratios, density bonuses, or local ordinances for accessory dwelling units (ADUs). Therefore, SCAG’s calculation of general plan capacity should be understood as an estimate and it is generally used as benchmark for identifying any potential issues with the data.

To establish this benchmark, general plan capacity was calculated by aggregating parcel-level densities or ranges of densities to the TAZ level. In local general plans, jurisdictions have the option of identifying a “density” for any given housing-related use or can indicate that uses have a range of potential development densities with a “low-” and “high-” end of units per acre for a given general plan land use classification. For SCAG’s analysis, quantitative data for “density” and “high” levels of development were utilized to calculate capacity maximums for parcels and this information was then aggregated to the TAZ level based on the number and general plan land use classification of each parcel within a given TAZ. For context, there are nearly 5 million parcels in the SCAG region and over 13,000 TAZs. The number of parcels within a TAZ can range from one to 21,269 based on the size of the TAZ and the nature of the built environment within the TAZ.

To gauge the accuracy of the calculation of maximum housing densities within a given TAZ, SCAG compared the calculated maximum to input provided by jurisdictions (“Local Input”). In many instances, local jurisdictions indicated that there was more capacity for growth within a TAZ than SCAG had calculated utilizing available data, further indicating that a technical analysis of capacity based on general plan densities and “high-end” ranges is not an accurate measure for tabulating overall growth capacity within a TAZ. This does not indicate that jurisdictions’ data is incorrect.

While there are limitations to SCAG’s analysis, the quality control analysis would suggest that the Connect SoCal TAZ data is aligned with SCAG’s Growth Forecast Principle:

“Connect SoCal’s growth forecast at the Transportation Analysis Zone (TAZ) level is controlled to not exceed the maximum density of local general plans as conveyed by jurisdictions, except in the case of existing entitlements and development agreements”.

However, for further clarification, SCAG initiated a final round of review for jurisdictions to evaluate the TAZ-level Growth Forecast and provide recommended revisions on the topics of entitlements or maximum planned capacities while retaining jurisdictional-level growth totals. Twelve jurisdictions provided feedback to SCAG and six requested TAZ-level revisions due to maximum planned capacities or entitlements. SCAG staff are presently working to incorporate revisions and update the TAZ-level Growth Forecast accordingly.

Comparison of Connect SoCal Growth Forecast with “Local Input” Growth Forecast

While Connect SoCal should not exceed the development capacity of General Plans as conveyed by jurisdictions, the forecasted growth at the neighborhood-level varies from the “Local Input” growth projections in order to reflect regional planning policies that target growth in areas with more multi-modal options—like near transit, job centers, and walkable communities—and reduce growth in sensitive habitats, such as open space areas, farmland, and areas at risk for wildfires and sea level rise. These regional planning policies focus growth near “destinations” and mobility options, and help to achieve Connect SoCal’s air quality, mobility, and greenhouse gas reduction benefits. They are also reflective of recommendations from SCAG’s Policy Committees and a wide array of local stakeholders, and only result in a shifting of growth at the sub-jurisdictional level for the Growth Forecast. These regional planning policies include:

- Emphasize land use patterns that facilitate multimodal access to work, schools, and other destinations;
- Focus on jobs-housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets;
- Plan for growth near transit investments and support implementation of first/last mile strategies;
- Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses;
- Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods; and
- Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).

Table 1 below shows the magnitude of the shift in growth, anticipated as a result of regional policies, within jurisdictions into areas targeted for growth (i.e., Priority Growth Areas) as compared to the locally envisioned growth (“Local Input as conveyed by jurisdictions in October 2018 at the TAZ level.

Table 1 – Household and Employment Growth Anticipated to Occur Between 2016 and 2045 in the SCAG Region

Connect SoCal Policy Areas	Growth Anticipated to Occur Between 2016 and 2045	(A) “Local Input” (October 2018)	(B) Final Plan (May 2020)	Difference (B) - (A)
Regional Total	Households	1,621,000	1,621,000	-
	Employment	1,660,000	1,660,000	-
Priority Growth Areas ¹	Households	54%	64%	10%
	Employment	58%	74%	16%
Absolute Constrained Areas ²	Households	13%	10%	-3%
	Employment	14%	9%	-4%
Variable Constrained Areas ³	Households	50%	47%	-3%
	Employment	45%	43%	-2%

1. Includes High Quality Transit Areas, Transit Priority Areas, Job Centers, Livable Corridors, Neighborhood Mobility Areas, Spheres of Influence (outside of constrained areas).
2. Includes tribal lands, military, open space, conserved lands, sea level rise areas (2 feet) and farmlands in unincorporated areas.
3. Includes Wildland Urban Interface (WUI), grazing lands, farmlands in incorporated jurisdictions, 500-year flood plains, CalFire Very High Severity Fire Risk (state and local), and Natural Lands and Habitat Corridors (connectivity, habitat quality, habitat type layers)

The breadth of this shift reflects the aim of the Plan to encourage concentrated development patterns across the region and is illustrated by the following comparison of TAZs experiencing growth. In Connect SoCal, household growth is projected to occur in approximately 55% of the region’s TAZs, as compared to Local Input, which shows growth in 76% of the region’s TAZs. Thus, the Plan’s household growth is greater in some of the region’s TAZs compared to “Local Input” due to the shifts in growth into Priority Growth Areas. This shifting of growth within the Plan affected about 31% of the overall household growth in the region, with 500,904 of the 1,621,902 households projected to occur between 2016 and 2045 within Priority Growth Areas (as compared to “Local Input”). In terms of jobs, employment growth is also more concentrated in the Final Plan, which projects growth in 47% of the region’s TAZs as compared to “Local Input”, which reflected growth in 79% of the region’s TAZs. This shift affected about 40% of the employment growth in the region, with 669,558 of the 1,659,857 new jobs projected in the Plan between 2016 and 2045 in Priority Growth Areas (as compared to “Local Input”). While growth was increased in some areas within a jurisdiction, the total, jurisdictional-level growth for households and employment is the same for both Connect SoCal and “Local Input” for every jurisdiction in the SCAG region.

The land use pattern and future growth distribution at the TAZ level in Connect SoCal is intended to be different from those in the “Local Input” growth distribution to reflect regional planning policies. Connect SoCal’s Growth Forecast and Forecasted Regional Development Pattern, while advisory in nature, envision a future land use and development pattern that will help Southern California to gain resources from the State’s Green House Gas Reduction Fund (GGRF) that can help to incentivize sustainable growth at the local level. These shifts contribute to important outcomes for the region as modeled for Connect SoCal.

Quantitatively, these shifts also resulted in a reduction of 3.7 million vehicle miles traveled region-wide (VMT) in year 2035 (as compared to “Local Input”) and contributed to a reduction in greenhouse gas emissions by 0.8% percentage points. Without these measures and by not changing any other factors, Connect SoCal would not have achieved the State’s per capita greenhouse gas reduction target for 2035 of 19%. Future growth in Very High Severity Fire Risk Areas and areas subject to sea level rise is reduced in comparison to “Local Input,” and many acres of existing farmlands and protected open space areas are preserved.

This summary provides context for the extent of changes that might be expected at the regional level if the regional planning policies in Connect SoCal are implemented. The detailed, TAZ-level Growth Forecast used for modeling purposes in Connect SoCal is available upon request. As SCAG has repeatedly indicated, the data is advisory in nature and not adopted as part of the Plan. Instead, Connect SoCal is adopted at the jurisdictional level. Furthermore, there is no requirement that general plans be consistent with Connect SoCal. Per Government Code §65080 (b)(2)(K): “Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region. ...Nothing in this section shall require a city’s or county’s land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy.”

Next Steps:

This report is provided for review by the Regional Council on July 2, 2020. All jurisdictions will be receiving a letter from SCAG regarding this analysis and the results of the modifications to the Growth Forecast for Connect SoCal.



Southern California Association of Governments
Remote Participation Only
July 2, 2020

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

From: Michael Gainor, Senior Regional Planner, Compliance &
Performance Monitoring, (213) 236-1822, Gainor@scag.ca.gov

Subject: SCAG’s SB 743 Local Implementation Support

EXECUTIVE DIRECTOR’S
APPROVAL

RECOMMENDED ACTION:
Information Only - No Action Required

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

EXECUTIVE SUMMARY:
The purpose of this report is to provide an overview of the activities currently being conducted by SCAG to assist our local jurisdictions in the implementation of the provisions of Senate Bill 743 (SB 743) related to changes in transportation impact assessment practices under the California Environmental Quality Act (CEQA) Guidelines, which are scheduled to take effect statewide on July 1, 2020.

BACKGROUND:
In January 2019, the California Natural Resources Agency finalized updates to the CEQA Guidelines in response to the provisions of SB 743. The objective of SB 743 is to balance the needs of mobility with the achievement of statewide greenhouse gas (GHG) reduction goals through the facilitation of infill development; encouragement of mixed-use, transit accessible communities; and improvement of active transportation infrastructure, while still ensuring that the environmental impacts of traffic such as noise, air pollution, and safety are properly addressed and mitigated.

SB 743 changes the methodological focus of CEQA transportation impact analysis from motor vehicle delay to reduction of GHG emissions. The new requirements state that a project’s impact on motor vehicle delay, as measured using the LOS methodology, shall no longer be considered a significant CEQA environmental impact. The change replaces the previously used ‘Level of Service’

(LOS) metric, which assessed the amount of motor vehicle delay occurring on a highway segment or intersection, with a metric based on vehicle miles of travel (VMT). The assessment of the impact of a development project on the generation of VMT is considered to be a viable means for curtailing the emission of GHG produced through motor vehicle travel. This shift in transportation impact focus serves to better align CEQA transportation impact analysis with statewide goals for GHG emissions reduction, encouragement of mixed-use infill development, and improvement of public health through provision of more and better active transportation amenities.

Lead agencies are required to begin using the new VMT assessment provisions by July 1, 2020. As of that date, local agencies are required to assess the amount of VMT that is generated by an applicable project as part of the CEQA process. VMT may be calculated using a regional or statewide travel model or by using available spreadsheet-based VMT assessment tools. Lead agencies have discretion to choose the most appropriate methodology to evaluate a project's VMT impact. Lead agencies may use travel demand models to estimate a project's VMT impact, but the assumptions used to model VMT generation must be documented to ensure consistency with SB 743 VMT assessment requirements.

VMT significance 'thresholds' are used as a means to compare the VMT impact of a project relative to existing conditions at a project location. VMT exceeding an applicable threshold may indicate a significant impact. Guidance provided by the Governor's Office of Planning and Research (OPR) recommends that, for land use projects, a per capita or per employee VMT threshold that is fifteen percent below the regional or citywide average may be considered reasonable. Using this option, a project that exceeds the 15 percent below existing VMT per capita or VMT per employee threshold may indicate a significant transportation impact. For regional retail (e.g., regional shopping malls) projects, OPR guidance recommends that any net increase in total VMT in the retail service area may indicate a significant transportation impact.

When residences, workplaces, and other key destinations are located closer together, or if a community features a variety of land uses, the total number of trips may be minimized and trip lengths shortened. Closer proximity of destinations makes walking or bicycling more attractive travel options and makes transit service more efficient. Transit and active transportation projects that generally serve to reduce VMT are presumed to cause a less than significant impact. In addition, projects located within designated 'Transit Priority Areas' (TPA) may be presumed to have a less than significant impact. However, projects that expand highway capacity have demonstrated the propensity to induce new VMT, as the travel time savings associated with new capacity improvements tend to result in the generation of new discretionary trips. For applicable highway capacity expansion projects, an analysis of additional VMT induced by that project is required.

OPR published a 'Technical Advisory' intended to serve as a resource to lead agencies for guidance and technical assistance in the implementation of SB 743 and its VMT assessment provisions. The

OPR Technical Advisory was developed as a guidance resource only, and it should be emphasized that lead agencies maintain discretion to make their own decisions regarding choosing a specific VMT assessment methodology, the establishment of appropriate VMT thresholds, and selection and implementation of the most feasible VMT mitigation options. The Technical Advisory is available on the OPR website: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

VMT mitigation options typically involve either altering the physical design of a project to minimize trip generation or implementation of a transportation demand management (TDM) strategy or program to reduce demand for trips. While VMT mitigation opportunities in densely urbanized locations are typically abundant, land use projects in suburban or rural areas are more likely to have significant VMT impacts with fewer feasible mitigation options available to address them. Programmatic or regional approaches to VMT mitigation may be particularly viable in these locations. Regional mitigation options include such program-based approaches as implementation of an impact or in-lieu fee program, or the establishment of a regional VMT mitigation bank or exchange program. Since VMT is regional in its impact, VMT reduction programs developed at a citywide or regional scale may offer viable mitigation options.

Since the focus of VMT mitigation is on producing fewer vehicle trips, new projects located in already urbanized infill areas and transit-oriented (TOD) development are encouraged. Mitigation measures may include active transportation (pedestrian and bicycle) improvements; employer-based commuter programs such as parking cash out, transit allowances, or flexible work schedules/telecommuting, which provide incentives to reduce their automobile travel; and parking management strategies to encourage transit use. Shared mobility services may also serve to reduce VMT. Shared mobility refers to transportation resources that are shared among multiple users, including taxis, car-sharing, bike-sharing, carpooling, or demand response ride services such as Uber or Lyft.

SCAG Activities:

SCAG has consistently coordinated with our regional stakeholders and with OPR staff over the past several years as the revised CEQA guidelines and implementation guidelines were being developed. Throughout this process, SCAG has worked to ensure the meaningful involvement of our local jurisdictions through the provision of multiple workshops, solicitation of stakeholder feedback, and presentations to various SCAG technical and policy committees. SCAG hosted a total of eight SB 743 stakeholder workshops throughout the SB 743 development period.

SCAG has also been providing SB 743 implementation assistance for our local jurisdictions through our Sustainability Grant Program. The SCAG grant program is currently funding three such projects in collaboration with various local jurisdictions in the region, with a unifying focus of providing an implementation template for potential replication in other areas throughout the SCAG region. One

focal area being pursued in several of these local implementation assistance projects is the evaluation of opportunities for non-project specific VMT mitigation strategies, including assessment of the feasibility of programmatic and regional VMT mitigation banking or exchange programs. To build upon these initial efforts, SCAG was awarded a larger Caltrans grant to support the implementation of a regional VMT mitigation banking or exchange pilot demonstration project. SCAG is committed to the successful implementation of SB 743 throughout our region and these initial outreach efforts and projects will provide a framework for defining SCAG's regional leadership role in this effort.

The following section provides a brief description of each of the four grant-funded SB 743 local implementation assistance projects currently being conducted by SCAG in cooperation with several of our local implementing agencies.

1. City of Los Angeles Department of Transportation (SCAG Sustainability Grant Program)

Our work with the Los Angeles Department of Transportation (LADOT) is specifically focused on the exploration of regional level VMT mitigation strategies. This effort includes two separate but mutually supportive elements funded through two different grant programs. The first element is a \$150,000 SCAG Sustainability grant-funded study to establish the technical foundation for the development of a pilot demonstration of a regional VMT mitigation banking or exchange program. A primary deliverable to be generated through this study will be the preparation of a technical justification report required for the implementation of such a program, along with other foundational research to support the implementation of a demonstration pilot program.

2. City of Los Angeles Department of Transportation (Caltrans Sustainability Grant Program)

The one-year SCAG funded technical study described above will be followed up by a larger, multi-year \$500,000 Caltrans grant-funded effort that will actually set up and implement a pilot regional VMT mitigation banking or exchange demonstration program.

The SCAG region includes a vast array of urban, suburban, rural, and open space land use contexts. Therefore, the successful implementation of SB 743 will necessitate an appropriate degree of flexibility within our region. Areas that are primarily suburban or rural in land use context may not be as well suited to traditional site-based VMT mitigation strategies that are feasible in more densely populated urban centers of the SCAG region. Land use projects in less densely urbanized areas of our region are more likely to produce significant VMT impacts with fewer available feasible site-based VMT mitigation options. Since VMT is regional in its impact, VMT reduction programs developed at a regional or city-wide scale may offer viable mitigation opportunities in these areas.

Regionally-scaled VMT mitigation strategies may include programmatic, banking, or exchange type programs. This project will focus on the development of options for the establishment of a

regional VMT banking or exchange program. The scope of this effort will include the evaluation of both of these types of mechanisms and will select one for the pilot program implementation. While both a VMT ‘banking’ and ‘exchange’ program operate on the premise of transferring the mitigation required by a project to another location within a defined impact area, the primary difference between these two types of strategies is that a VMT banking program assesses a developer fee commensurate to the VMT impact of a project to be used to fund implementation of an off-site VMT reduction project or strategy, while a VMT exchange program allows a developer to construct or implement an approved off-site project within the defined impact area that provides a commensurate VMT reduction.

3. San Bernardino County Transportation Authority (SBCTA)

San Bernardino County is the largest county in the nation and includes a great variety of urban, suburban, and rural land use contexts. To provide assistance in implementing the new SB 743 VMT assessment methodology over such a large and varied geographic context, SCAG is coordinating with the SBCTA on a \$150,000 SCAG Sustainability grant-funded project to develop a county-wide SB 743 implementation template that individual cities within the County will be able to customize to their specific needs.

The objective of this county-wide effort is to promote consistency in procedures and to reduce the costs and administrative burden of SB 743 implementation to local agencies in San Bernardino County, while allowing for variations in implementation across jurisdictions. While the county-wide approach will provide general implementation guidelines, each jurisdiction will be responsible for determining how SB 743 is implemented within its jurisdictional boundaries.

Specific deliverables to be produced through this project will include the provision of technical VMT analysis guidance, including recommendations for VMT threshold development and development of technical parameters for the generation of VMT assessment calculations and projections. The study will also review various VMT mitigation strategies and provide a set of recommendations for strategies that are most feasible for implementation for jurisdictions within San Bernardino County.

4. City of Temecula

SCAG is collaborating with the City of Temecula through a \$150,000 SCAG Sustainability grant-funded project which is focused on the SB 743-related VMT assessment requirements for Temecula, which is representative of other mid-sized suburban inland cities in the SCAG region with limited feasible VMT mitigation options. The objective of this study is to develop a template for the development of technical tools to assist SB 743 implementation at a city-wide level, including the generation of baseline VMT data, establishment VMT significance thresholds, and the development of a VMT forecasting tool that is specifically applicable to the

City of Temecula, but may also be applied successfully in support of SB 743 VMT impact assessment efforts in other similar jurisdictions within the SCAG region.

Specific deliverables to be generated through this effort will include city-scaled technical VMT analysis guidance, including methodologies for VMT assessment and VMT threshold development. The project also features the development of a city-wide VMT forecasting tool to evaluate future impacts of a project. The study will also review various VMT mitigation strategies and provide a set of recommendations for strategies that are most feasible for implementation within the City of Temecula.

A Note on Caltrans Activities

SB 743 specifies VMT analysis provisions for both land use and transportation-related projects. For transportation capacity improvement projects, lead agencies have the discretion to choose whether to use the VMT metric or not. As a matter of policy and in support of the state's climate goals, Caltrans intends to implement SB 743 provisions for projects on the State Highway System (SHS) for which a Notice of Preparation (NOP) was issued after December 28, 2018, particularly for projects not anticipated to be approved until after September 15, 2020.

After deciding to use the VMT metric, Caltrans has released two draft guidance documents on the implementation of SB 743 provisions for projects on the SHS. The Caltrans 'Transportation Analysis Framework' (TAF) document provides technical guidance on procedures for conducting the required induced travel demand assessment for capacity expanding transportation improvement projects. The Caltrans 'Transportation Analysis under CEQA' (TAC) document provides technical and policy guidance for local implementing agencies in the development of appropriate VMT analysis procedures and the determination of levels of VMT significance for projects on the SHS. SCAG has submitted a comment letter to Caltrans on these draft guidance documents in coordination with our County Transportation Commissions.

NEXT STEPS:

SCAG staff will keep this committee apprised of the on-going status and final results of these SB 743 local implementation assistance initiatives. SCAG is again considering the inclusion of SB 743 local assistance as an eligible project category in the next round of our Sustainability Grant Program.

FISCAL IMPACT:

The budget for this task is included in the FY 19-20 SCAG Overall Work Plan (OWP) under work element 155.4864.01 (SB 743 VMT Mitigation Assistance Program).

ATTACHMENT(S):

1. PowerPoint Presentation - SB 743 Implementation SCAG Local Support

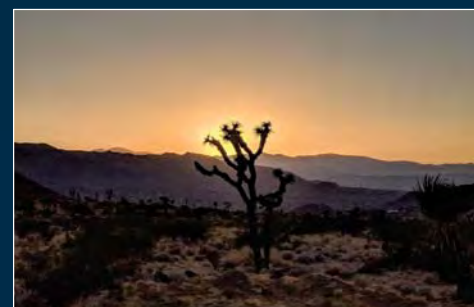
SB 743 Implementation SCAG Local Support

SCAG Regional Council Committees

July 2, 2020



Mike Gainor
Senior Regional Planner
Southern California Association of Governments



SB 743 Local Implementation Assistance

SB 743 Overview

- SB 743 Objective: Balance regional mobility needs with achieving statewide GHG reduction goals.
- Facilitate infill development; encourage mixed-use, transit accessible communities; & improve active transportation infrastructure.
- By July 1, 2020, lead agencies must begin assessing the amount of VMT generated by an applicable project as part of the CEQA process.
- Projects that previously provided transportation impact mitigation through reduced vehicle delay may now exacerbate impact if they increase VMT.

SB 743 Local Implementation Assistance



SB 743 Overview

- CEQA requires implementation of all feasible mitigation measures for significant transportation impacts.
- SB 743 emphasizes transportation impact mitigation measures that serve to reduce VMT such as active transportation enhancements; transit system improvements; & TDM measures.
- VMT impact mitigation in suburban or rural areas typically have fewer available feasible mitigation options.
- Since VMT is regional in impact, VMT reduction programs developed at a citywide or regional scale may offer viable mitigation options.

3

SB 743 Local Implementation Assistance



SCAG & SB 743

- SCAG has been coordinating with OPR, Caltrans, & regional stakeholders on development of SB 743 since it was passed into law in 2013.
- SCAG collaborated with other major state MPOs & Portland State University on several inter-regional SB 743 case studies.
- SCAG hosted multiple regional stakeholder informational workshops with OPR staff throughout the SB 743 Guidelines & Technical Advisory development process.
- Some local jurisdictions in the SCAG region have already implemented use of the VMT metric for CEQA transportation impact assessment.

SB 743 Local Implementation Assistance



SCAG Activities

SCAG is working with several of our local jurisdictions on SB 743 implementation planning.

- City of Temecula: Focus on development of city-level technical resources, including establishing baseline VMT data, VMT significance thresholds, & development of a VMT forecasting tool.
- SBCTA: Provide a county-wide implementation template for individual cities to customize to their specific needs. Technical VMT analysis guidance, including threshold development & VMT calculation parameters.
- WRCOG: Similar in scope to current SBCTA project, provides county-wide implementation guidance for use by cities in western Riverside County.

5

SB 743 Local Implementation Assistance



SCAG Activities

- LADOT: (2) grant-funded projects to facilitate local SB 743 implementation, including evaluation of regional VMT exchange or banking programs.
- Focus on evaluation of non-site specific VMT mitigation options, including transit fare subsidies & regional or city-level banking structures.
- Initial study to provide foundation for development of regional VMT banking or exchange program pilot demonstration project, including preparation of technical justification report.
- Larger, Caltrans grant-funded project will implement the VMT banking or VMT exchange pilot program.

6

VMT Mitigation: Regional Approaches



- VMT mitigation options may be project-specific or may employ a regional approach, including pricing strategies, programmatic opportunities, or VMT banking or exchange programs.
- Land use projects in suburban or rural areas are more likely to have significant VMT impacts with fewer feasible mitigation opportunities.
- Regionally-scaled VMT reduction strategies may offer viable mitigation options for areas where site-based interventions are less feasible.
- Regional VMT mitigation options may include pricing mechanisms, regionally scaled TDM programs, & VMT banking or exchange programs.

VMT Mitigation Banking/Exchange Programs



VMT Banking Program:

- Developers pay a fee or purchase mitigation 'credits' to off-set unavoidable VMT impacts caused by their project.
- The local jurisdiction (or designated regional program administrator) directs funds to implement off-site VMT mitigation projects located within the banking program service region.

VMT Exchange Program:

- Developers directly fund commensurate off-site VMT mitigation projects (instead of purchasing credits).
- Projects may be selected from a pre-defined list of projects provided by the city or the designated regional VMT exchange program administrator.

SB 743 Local Implementation Resources



Governor's Office of Planning & Research (OPR):

- Technical Advisory on Evaluating Transportation Projects in CEQA

Caltrans:

- Transportation Impacts under CEQA for Projects on the SHS (TAC)
- Transportation Analysis Framework: Induced Travel Analysis (TAF)

National Center for Sustainable Transportation (NCST):

- Induced Travel Calculator: <https://blinktag.com/induced-travel-calculator>

UC Berkeley Institute of Transportation Studies:

- Implementing SB 743: Analysis of VMT Banking & Exchange Frameworks

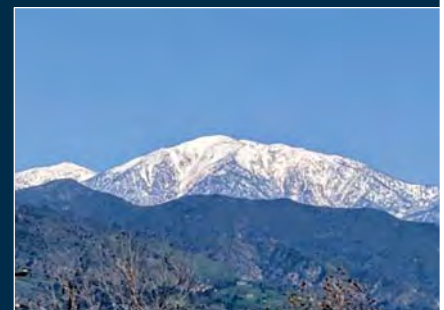
Urban Sustainability Accelerator (Statewide Case Studies Project):

- From Driving More to Driving Less: SB743.org



Thank You!

Mike Gainor
Southern California Association of Governments
(213) 236-1822
gainor@scag.ca.gov





Southern California Association of Governments
Remote Participation Only
July 2, 2020

To: Transportation Committee (TC)
From: Nancy Lo, Assistant Regional Planner, Transportation Planning
and Programming, (213) 236-1899, lo@scag.ca.gov
Subject: US 101 Connected Communities Study Status Report

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:
Information Only - No Action Required

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

EXECUTIVE SUMMARY:
The purpose of this report is to provide a status update on the US 101 Connected Communities Study which was initiated in summer of 2019. This study is funded through the Caltrans Strategic Partnerships Grant and is a partnership between the Ventura County Transportation Commission and SCAG. The goal of the study is to identify a comprehensive set of multimodal solutions to the challenges on this corridor in an effort to improve mobility while balancing safety and environmental considerations.

BACKGROUND:
In FY 2018-19, SCAG and Ventura County Transportation Commission were awarded a Caltrans Strategic Partnerships Grant to identify a comprehensive set of multimodal solutions to the challenges on the US 101 corridor in Ventura County between SR 23 in the City of Thousand Oaks and SR 33 in the City of San Buenaventura.

The study examines how to improve mobility and safety along the corridor to accommodate current and future travel patterns, while balancing safety and environmental considerations. In summary, the approach of the study includes development of goals and objectives, analysis of existing and future conditions, identification of multimodal improvements projects, extensive digital and in-person public outreach and workshops, framework for project evaluation, and summary of relevant funding sources. Further details are included in the presentation. The project is scheduled to conclude by winter 2020.

Next Steps

Upon completion of the study, staff will finalize the report for transmittal to Caltrans, VCTC, and other interested stakeholders. As with most planning studies prepared by SCAG, SCAG will work with the implementing agencies to support implementation as funding and opportunities arise. Prioritizing funding for these projects will be solely at the discretion of the implementing agencies that have jurisdiction over project implementation identified in the study.

FISCAL IMPACT:

The budget for this work is programmed in SCAG's Overall Work Program (OWP), project number 145-4844.01

ATTACHMENT(S):

1. US 101 Connected Communities Study Status Report



US 101 Connected Communities Study

SCAG Transportation Committee
July 6, 2020



© 2020 Iteris, Inc. All rights reserved. www.iteris.com

Background Information

- SB-1 Funding**

Funding Amount (per year)	Program Name/Description
Local Programs	
\$1.5 billion	Local Street and Road Maintenance and Rehabilitation
\$750 million	Transit Operations and Capital
\$200 million	Local Partnership Program
\$100 million	Active Transportation Program
\$82.5 million	State Transportation Improvement Program – Regional Share
\$25 million	Local Planning Grants
State Programs	
\$1.9 billion	State Highway Maintenance and Rehabilitation
\$300 million	Trade Corridor Enhancement Program
\$250 million	Solutions for Congested Corridors Program
\$80 million	Parks, Off-Highway Vehicle, Boating, and Agricultural Programs
\$27.5 million	State Transportation Improvement Program – Interregional Share
\$25 million	Freeway Service Patrol Programs
\$7 million	California University Transportation Research Programs

© 2020 Iteris, Inc. All rights reserved. www.iteris.com

iteris

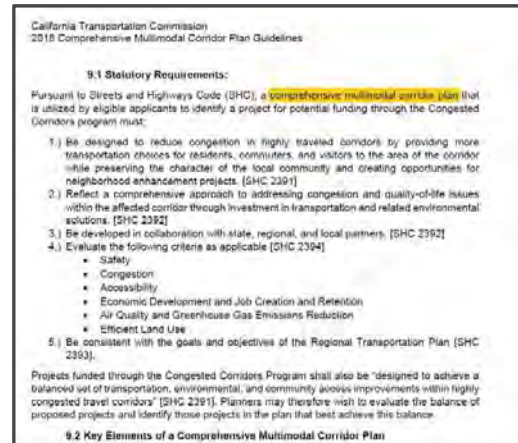
Solutions for Congested Corridors Program (SCCP)

- **Project Nomination/Application**

- Projects Types – (No General Purpose Lanes)

- Requirement, among many:

“A description of how the corridor plan is consistent with Streets and Highways Code 2391-2394 as explained in Section 9.1 of the 2018 Comprehensive Multimodal Corridor Plan Guidelines”



© 2020 Iteris, Inc. All rights reserved. www.iteris.com

iteris

Solutions for Congested Corridors Program (SCCP)

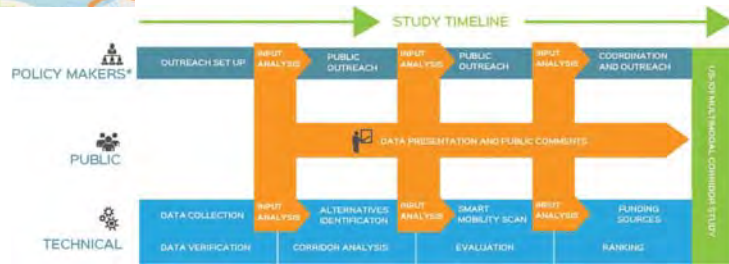
- I-105 Corridor Sustainability Study
- US 101 Communities Connected Study
- Inland Empire CMCP
- Westside Mobility
- I-405 CMCP

“There is no specific format that a CMCP must meet. Plans are unique to the region in which they are prepared” (page 8, CTC 2018 CMCP Guidelines)

© 2020 Iteris, Inc. All rights reserved. www.iteris.com

iteris

US 101 Communities Connected



© 2020 Iteris, Inc. All rights reserved. www.iteris.com



Approach

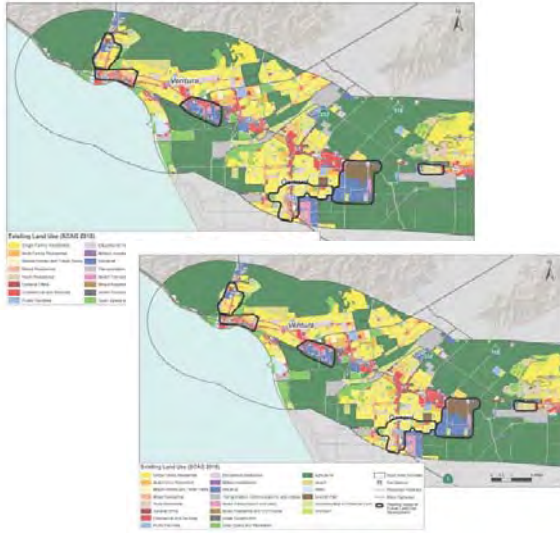
- Goals and Objectives
- Existing and Future Conditions
- Identify Multi-modal Improvements (Funded and Unfunded Projects)
- Public Workshops and Stakeholder Outreach
- Project Evaluation Framework

	Safety and Health – Improve safety and health by reducing the frequency and severity of safety incidents and hazards for all modes, improve air quality and provide safe routes for children to get to school.
	Social Equity – Be inclusive of all community members and their needs by ensuring a fair share of benefits of the transportation system for disadvantaged communities, provide viable transportation options for people who do not have cars, and improve workers' access to jobs.
	Multimodal Mobility – Improve mobility and accessibility for a connected and integrated transportation system by reducing Vehicle Miles Traveled, congestion and delay, increasing throughput and reliability for all users, and increasing transit ridership and active transportation participation.
	Robust Economy – Improve freight movement while mitigating its impacts, manage curb demand, and improve access to jobs.
	Environmental Stewardship – Preserve and increase access to habitat and open space, reduce GHG emissions and improve air quality.

© 2020 Iteris, Inc. All rights reserved. www.iteris.com



Land Use



EXISTING LAND USE	CITY OF VENTURA		CITY OF OXNARD		CITY OF CAMARILLO		CITY OF THOUSAND OAKS		UNINCORPORATED VENTURA COUNTY	
	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total
Residential										
Single-Family Residential	5,565.7	36.5%	3,414.8	29.3%	3,465.4	22.1%	10,842.9	31.0%	4,734.5	6.4%
Multi-Family Residential	1,171.9	7.7%	891.3	7.6%	587.7	3.8%	1,329.8	3.9%	34.1	0.0%
Mobile Homes and Trailer Parks	280.2	1.8%	107.0	0.9%	174.2	1.1%	211.2	0.6%	2.2	0.0%
Mixed Residential	93.8	0.6%	4.3	0.0%					170.1	0.2%
Rural Residential	8.3	0.1%			1,833.9	11.7%			764.6	1.0%
Commercial and Office										
Commercial and Services	1,290.0	8.5%	1,088.8	9.3%	579.7	3.7%	1,191.8	3.5%	37.3	0.1%
General Office Use	287.8	1.9%	186.9	1.6%	91.8	0.6%	694.1	2.0%	15.0	0.0%
Institutional Facilities										
Facilities	447.7	2.9%	284.9	2.4%	286.1	1.8%	645.3	1.9%	1,038.1	1.4%
Educational Institutions	613.2	4.0%	406.7	3.5%	490.2	3.1%	819.5	2.4%	971.3	1.3%
Military Installations	7.4	0.0%								
Industrial	931.9	6.1%	1,709.5	14.7%	1,007.9	6.4%	787.7	2.3%	529.2	0.7%
Transportation, Communications, and Utilities	470.8	3.1%	427.0	3.7%	1,189.3	7.6%	354.7	1.0%	2,549.8	3.5%
Mixed Uses										
Mixed Commercial and Industrial	124.1	0.8%	331.5	2.8%	28.1	0.2%	10.7	0.0%	25.8	0.0%
Mixed Residential and Commercial	1.1	0.0%	1.4	0.0%	1.9	0.0%	0.3	0.0%	3.8	0.0%
Undeveloped Space										
Open Space & Recreation	1,796.3	11.8%	1,327.7	11.4%	1,846.6	11.8%	15,020.0	44.2%	627.4	0.9%
Vacant	830.1	5.4%	210.9	1.8%	977.1	6.2%	1,602.1	4.7%	1,649.6	2.2%
Agriculture	378.5	2.5%	45.1	0.4%	1,680.5	10.7%	0.1	0.0%	44,534.3	60.5%
Water	382.5	2.5%	4.4	0.0%	75.7	0.5%	96.5	0.3%	991.5	1.3%
Undevelopable or Protected Land	315.5	2.1%	326.2	2.8%	129.6	0.8%			2,800.4	3.8%
Specific Plan			887.3	7.6%						
Under Construction							12.5	0.0%		
Unknown	254.9	1.7%	4.7	0.0%	1,222.7	7.8%	371.0	1.1%	12,072.3	16.4%
Total	15,251.8		11,660.3		15,668.5		33,990.1		73,551.4	

© 2020 Iteris, Inc. All rights reserved. www.iteris.com



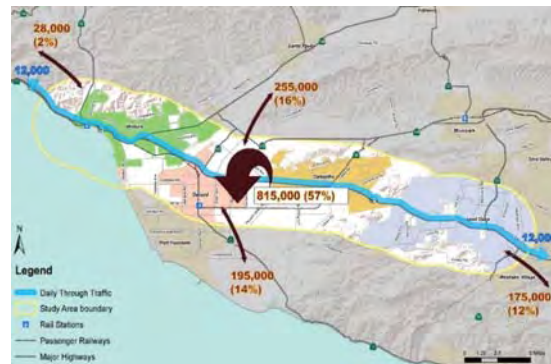
Travel Patterns

County-to-County Commuting Flows for Workers Living in Ventura County

WORKPLACE	SHARE
Ventura County	78.5%
Los Angeles County	17.3%
Santa Barbara County	3.3%
Other	0.9%

County-to-County Commuting Flows for Workers Working in Ventura County

WORKPLACE	SHARE
Ventura County	87.5%
Los Angeles County	10.8%
Santa Barbara County	0.6%
Other	0.1%



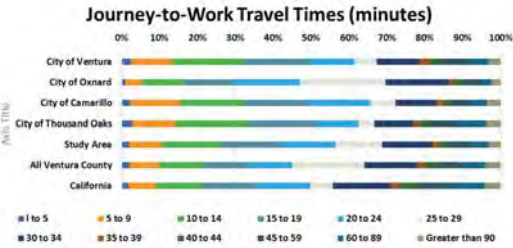
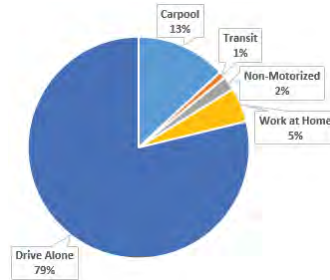
Source: ACS 2012-2016 via CTPP (Census Transportation Planning Products) County to County Flows
 Note: This data includes all of Ventura County (including outside of the study area)

© 2020 Iteris, Inc. All rights reserved. www.iteris.com



Travel Patterns

- Mode Share
- Commute Time
- Daily Flow Patterns



ORIGIN/DESTINATION	CAMARILLO	OXNARD	VENTURA	THOUSAND OAKS	OTHER DESTINATIONS
Camarillo	73,000	11,000	9,000	17,000	63,000
Oxnard	12,000	115,000	32,000	8,000	103,000
Ventura	9,000	31,000	332,000	3,000	101,000
Thousand Oaks	17,000	7,000	3,000	301,000	176,000
Other Origins	63,000	103,000	101,000	176,000	N/A

© 2020 Iteris, Inc. All rights reserved. www.iteris.com



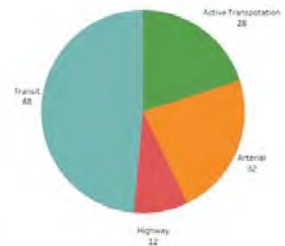
Continued

Funded Roadway Projects	
PROJECT CATEGORY	COST (\$1,000's)
Auxiliary Lanes	\$232,175
Capacity Enhancement	\$6,735
Grade Separation	\$79,192
Interchange Improvement	\$65,988
Intersection Improvement	\$11,866
Total	\$395,956

Funded Non-Roadway Projects	
PROJECT CATEGORY	COST (\$1,000's)
Capital and Demonstration Projects	\$39,441
Passenger and Rail Projects	\$93,290
Planning, Marketing and Other Services	\$61,617
Vehicle Purchase and Lease	\$13,284
Active Transportation	\$206,677
Total	\$414,309

Un-funded Roadway Projects	
PROJECT CATEGORY	COST (\$1,000's)
Capacity Enhancement	\$789,876
Grade Separation/Bridge Improvement	\$233,272
HOV Lanes	\$700,000
Interchange Improvement	\$56,700
Intersection Improvement	\$104,476
Total	\$1,884,324

Un-funded Non-Roadway Projects Summary	
PROJECT CATEGORY	COST (\$1,000's)
Active Transportation	\$67,997
Travel Demand Management	\$31,453
Passenger and Rail Projects	\$106,014
Capital and Demonstration Projects	\$120,031
Planning, Marketing and Other Services	\$115,330
Total	\$440,825



10 © 2020 Iteris, Inc. All rights reserved. www.iteris.com



Public Outreach

- Digital outreach
- Digital campaigns
- Online survey tool
- Public workshops
- \$100 in “Transportation Dollars”
- Public comments summary



11

© 2020 Iteris, Inc. All rights reserved. www.iteris.com

iteris

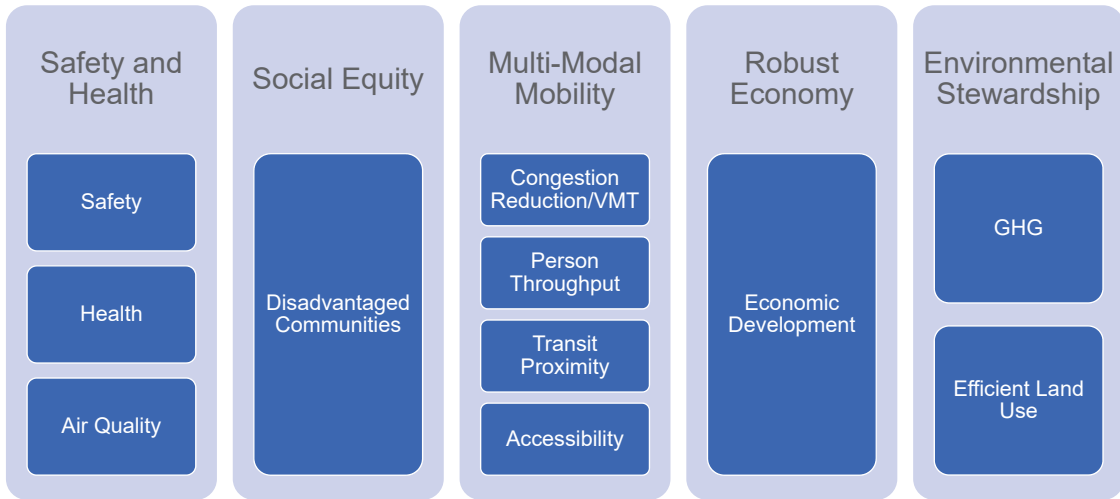
How to Evaluate Projects? -Performance Measures

- **VMT Reduction** – Minimizing vehicle miles traveled
- **Person Throughput** – Maximizing person throughput in the corridor
- **Accessibility** - Improving accessibility and connectivity everyone who travels the corridor; the project closes an existing gap in transit and active transportation
- **Safety** - Increasing safety for motorized and non-motorized users
- **Economic Development and Job Creation Retention** - supporting economic development and access to employment
- **GHG and Air Quality** - Reducing greenhouse gas emissions and criteria pollutants and advance the State’s air quality and climate goals
- **Transit Proximity** - Half mile of major transit stop or High Quality Transit Area
- **Low-VMT Zone** - VMT/HH is 15 percent below regional average
- **Social Equity** - Disadvantaged and Communities of Concern
- **High Accident Locations** – *Accidents are 50% above the corridor average*

© 2020 Iteris, Inc. All rights reserved. www.iteris.com

iteris

101 Communities Connected Goals



13 © 2020 Iteris, Inc. All rights reserved. www.iteris.com



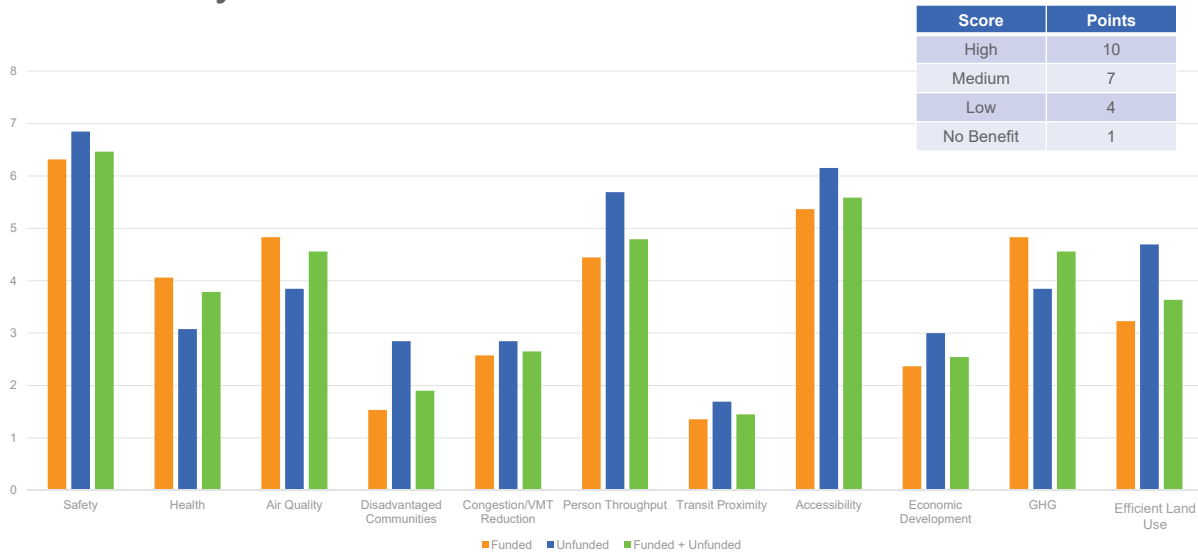
Results

Goals	Safety and Health			Social Equity	Multi-Modal Mobility				Economy	Environment	
Performance Measures	Safety	Health	Air Quality	Disadvantaged Communities	Congestion Reduction/VMT	Person Throughput	Transit Proximity	Accessibility	Economic Development	GHG	Efficient Land Use
Project A	High	Med.	High	High	Low	Low	Med.	Low	Low	Med.	No + Impact
Project B	Med.	Med.	Med.	No + Impact	High	High	High	High	No + Impact	Med.	No + Impact
Project C	Low	Low	Low	Low	Low	Low	Low	Low	High	Low	No + Impact
Project D	No + Impact	No + Impact	No + Impact	No + Impact	No + Impact	No + Impact	High	No + Impact	No + Impact	High	High
Project E	Med.	High	Med.	Low	Low	Low	Low	Med.	Med.	High	High

14 © 2020 Iteris, Inc. All rights reserved. www.iteris.com



Summary of Performance Measure Results



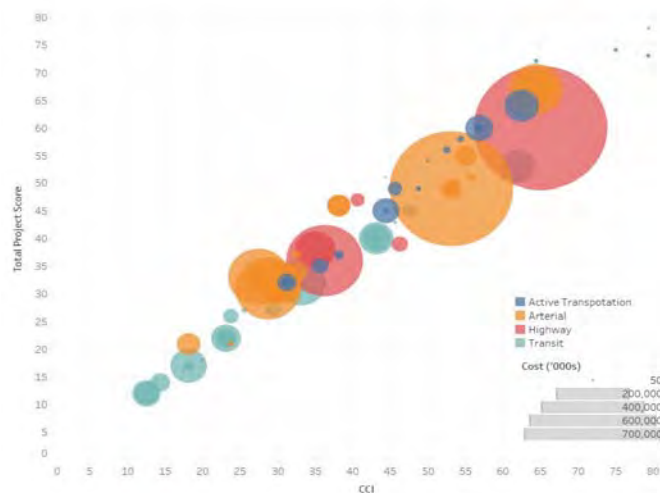
15

© 2020 Iteris, Inc. All rights reserved. www.iteris.com



Communities Connected Index (CCI)

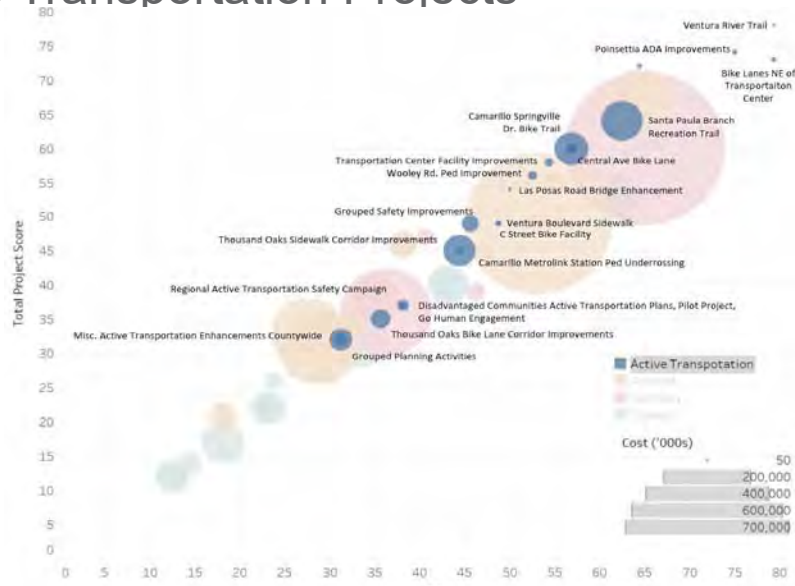
$$CCI = [(Safety \ \& \ Health \times 2) + (Social \ Equity \times 2) + (MultiModal \ Mobility \times 2) + Robust \ Economy + Enviormental \ Stewardship] \times (100/80)$$



© 2020 Iteris, Inc. All rights reserved. www.iteris.com



Active Transportation Projects



17 © 2020 Iteris, Inc. All rights reserved. www.iteris.com



Transit Projects



18 © 2020 Iteris, Inc. All rights reserved. www.iteris.com



Moving Forward – Post COVID-19

Challenges and Opportunities:

1. Challenges –
 - Transit Ridership
 - Revenue Shortfall
2. Opportunities:
 - Telecommute – (20% will continue work at home / CFO's interviews)
 - Telehealth – Insurance Companies/Medicare start paying for virtual doctor visit under CARES Act.
 - Tele-Education
 - “Bike Spikes” – Bikes are on back order. E-Bikes

Thank You.

Mahmoud Ahmadi
mahmadi@iteris.com

Nancy Lo
lo@scag.ca.gov