



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

REGIONAL COUNCIL OFFICERS

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**Peggy Huang, Transportation
Corridor Agencies**

Energy & Environment
Linda Parks, Ventura County

Transportation
Cheryl Viegas-Walker, El Centro

REGULAR MEETING

TRANSPORTATION COMMITTEE

Thursday, February 6, 2020
10:00 a.m. – 12:00 p.m.

SCAG MAIN OFFICE

900 Wilshire Blvd., Ste. 1700

RC Board Room

Los Angeles, CA 90017

(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@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) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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TC - Transportation Committee *Members – February 2020*

1. **Hon. Cheryl Viegas-Walker**
TC Chair, El Centro, RC District 1
2. **Hon. Jess Talamantes**
TC Vice Chair, Burbank, RC District 42
3. **Hon. Sean Ashton**
Downey, RC District 25
4. **Hon. Rusty Bailey**
Riverside, RC District 68
5. **Hon. Kathryn Barger**
Los Angeles County
6. **Hon. Ben Benoit**
Air District Representative
7. **Hon. Will Berg**
Port Hueneme, VCOG
8. **Hon. Austin Bishop**
Palmdale, North L.A. County
9. **Hon. Drew Boyles**
El Segundo, President's Appt. (Member at Large)
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. J. John 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.

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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. Jack Hadjinian**
Montebello, Pres. Appt., (Member at Large)
- 19. Sup. Curt Hagman**
San Bernardino County
- 20. Hon. Ray Hamada**
Bellflower, GCCOG
- 21. Hon. Jan Harnik**
RCTC
- 22. Hon. Dave Harrington**
Aliso Viejo, OCCOG
- 23. Hon. Steven Hofbauer**
Palmdale, RC District 43
- 24. Hon. Jose Huizar**
Los Angeles, RC District 61
- 25. Hon. Mike Judge**
VCTC
- 26. Hon. Trish Kelley**
Mission Viejo, OCCOG
- 27. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
- 28. Hon. Linda Krupa**
Hemet, WRCOG
- 29. Hon. Clint Lorimore**
Eastvale, RC District 4
- 30. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 31. Hon. Ray Marquez**
Chino Hills, RC District 10

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- 33. Hon. Larry McCallon**
Highland, RC District 7

- 34. Hon. Marsha McLean**
Santa Clarita, North L.A. County

- 35. Hon. Dan Medina**
Gardena, RC District 28

- 36. Hon. L. Dennis Michael**
Rancho Cucamonga, RC District 9

- 37. Hon. Lisa Middleton**
Palm Springs, CVAG

- 38. Hon. Fred Minagar**
Laguna Niguel, RC District 12

- 39. Hon. Carol Moore**
Laguna Woods, OCCOG

- 40. Hon. Cory Moss**
Industry, SGVCOG

- 41. Hon. Ara Najarian**
Glendale, SFVCOG

- 42. Hon. Frank Navarro**
Colton, RC District 6

- 43. Hon. Hector Pacheco**
San Fernando, RC District 67

- 44. Hon. Chuck Puckett**
Tustin, RC District 17

- 45. Hon. Teresa Real-Sebastian**
Monterey Park, RC District 34

- 46. Hon. Ed Reece**
Claremont, SGVCOG

- 47. Hon. Dwight Robinson**
Lake Forest, OCCOG

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- 48. Hon. Carlos Rodriguez**
Yorba Linda, Pres. Appt., (Member at Large)
- 49. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 50. Hon. Ali Saleh**
Bell, RC District 27
- 51. Hon. Tim Sandoval**
Pomona, RC District 38
- 52. Hon. Rey Santos**
Beaumont, RC District 3
- 53. Hon. Zak Schwank**
Temecula, RC District 5
- 54. Hon. Marty Simonoff**
Brea, RC District 22
- 55. Hon. Thomas Small**
Culver City, WSCCOG
- 56. Hon. Jeremy Smith**
Canyon Lake, Pres Appt. (Member at Large)
- 57. Hon. Larry Smith**
Calimesa, Pres. Appt. (Member at Lage)
- 58. Hon. Karen Spiegel**
Riverside County
- 59. Hon. Cynthia Sternquist**
Temple City, SGVCOG
- 60. Hon. Brent Tercero**
Pico Rivera, GCCOG
- 61. Hon. Steve Tye**
Diamond Bar, RC District 37
- 62. Hon. Donald Wagner**
Orange County
- 63. Hon. Alan Wapner**
SBCTA

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64. Hon. Alicia Weintraub

Calabasas, LVMCOG

65. Mr. Paul Marquez

Caltrans, District 7, Ex-Officio Non-Voting Member

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – RC Board Room
Los Angeles, California 90017
Thursday, February 6, 2020
10:00 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

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The Chair has the discretion to reduce the time limit based upon the number of speakers and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Item

- 1. Minutes of the Meeting - October 3, 2019 Page 9

Receive and File

- 2. Advancement of the Growth Vision for Connect SoCal Page 17
- 3. Resolution No. 20-618-1 Regarding Regional Funding for Housing Page 36

ACTION/DISCUSSION ITEM

- 4. Regional Safety Targets 2020 15 mins. Page 51

(Courtney Aguirre, Program Manager II)

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council adopt SCAG’s calendar year 2020 transportation safety targets, which are supportive of the adopted statewide safety targets.

RECOMMENDED ACTION FOR RC:

Adopt SCAG’s calendar year 2020 transportation safety targets, which are supportive of the adopted statewide safety targets.

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INFORMATION ITEMS

5. Los Angeles World Airports (LAWA) Presentation on the Landside Access Modernization Program (LAMP), and the Airfield and Terminal Modernization Project (ATMP) 30 mins. Page 75
(Evelyn Quintanilla, Chief of Airport Planning, LAWA)
6. Go Human Outlook - Safety Strategies and Resources 15 mins. Page 87
(Dorothy Le Suchkova, Senior Regional Planner)

CHAIR'S REPORT

(The Honorable Cheryl Viegas-Walker, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(Hina Chanchlani, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENT/S

ADJOURNMENT

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
February 6, 2020

**TRANSPORTATION COMMITTEE
MINUTES OF THE MEETING
THURSDAY, OCTOBER 3, 2019**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG’S OFFICE.

The Transportation Committee (TC) met at SCAG, 900 Wilshire Blvd., 17th Floor, Los Angeles, CA 90017. The meeting was called to order by Chair Hon. Cheryl Viegas-Walker, El Centro. 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. Drew Boyles	El Segundo
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. John Dutrey, Montclair	SBCTA
Hon. James Gazeley, Lomita	District 39
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Linda Krupa, Hemet	WRCOG
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. Brian McDonald	Tribal Government Board
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. L. Dennis Michael	District 9
Hon. Lisa Middleton, Palm Springs	CVAG
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Cory Moss	SGVCOG

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Hon. Frank Navarro, Colton	District 6
Hon. Hector, Pacheco	San Fernando
Hon. Charles Puckett, Tustin	District 17
Hon. Ed Reece	SGVCOG
Hon. Carlos Rodriguez, Yorba Linda	President's Appointment
Hon. Ali Saleh, Bell	GCCOG
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
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. Alan Wapner, Ontario	SBCTA/SBCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

Members Not Present:

Hon. Kathryn Barger	Los Angeles County
Hon. Austin Bishop, Palmdale	North L.A. County
Hon. Art Brown, Buena Park	District 21
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Diane Dixon, Newport Beach	OCCOG
Hon. Emily Gabel-Luddy	AVCJPA
Hon. Jack Hadjinian	Montebello
Hon. Curt Hagman	San Bernardino County
Hon. Ray Hamada	Bellflower
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Jose Huizar, Los Angeles	District 61
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Paul Krekorian	District 49
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Tim Sandoval, Pomona	District 38
Hon. Thomas Small, Culver City	Culver City

Hon. Cynthia Sternquist, Temple City SGVCOG
Hon. Don Wagner Orange County
Hon. Alicia Weintraub, Calabasas LVMCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Cheryl Viegas-Walker, Imperial County Transportation Commission, called the meeting to order at 10:00 a.m. Hon. Marsha McLean, Santa Clarita, led the Pledge of Allegiance.

PUBLIC COMMENT

No members of the public requested to comment.

CONSENT CALENDAR

1. Minutes of the Meeting – September 5, 2019
2. Resolution No. 19-615-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to support the Active Transportation Safety and Encouragement Campaign

Receive and File

3. 2020 Connect SoCal Financial Plan Updates
4. Connect SoCal Transit/Rail Element
5. Connect SoCal Highways and Arterials Report
6. Connect SoCal Goods Movement Element
7. Transportation Safety Element in Connect SoCal
8. Connect SoCal Environmental Justice Report
9. Walktober and International Walk to School Month

A MOTION was made (Pucket) and SECONDED (Ashton) to approve Consent Calendar items 1 – 9. The Motion passed by the following votes:

AYES: Ashton, Bailey, Benoit, Berg, Buscaino, Chun, Gazeley, Harnik, Hofbauer, Krupa, Lorimore, McCallon, McLean, McDonald, Michael, Middleton, Moore, Navarro, Puckett, Reece, Rodriguez, Sandoval, Santos, Simonoff, Smith, Talamantes, Tercero, Tye, Viegas-Walker, Wapner (30)

NOES: None (0)

ABSTAIN: Schwank, Smith (2)

INFORMATION/ACTION ITEMS

10. Connect SoCal Update

Naresh Amatya, SCAG staff, presented an overview of Connect SoCal and potential issues. Mr. Amatya reviewed the new Safer, Affordable, Fuel-Efficient Rule (SAFE Rule) and its potential effects and implications for Connect SoCal. He stated staff will present updates and overviews on the central transportation elements of the plan.

Annie Nam, SCAG staff, reviewed the financial elements of Connect SoCal. Ms. Nam stated that a requirement of the financial element is that expenses match revenue over the life of the plan. She noted that since the 2016 Regional Transportation Plan/Sustainable Communities Strategy, voters in Los Angeles County approved Measure M which is a permanent local sales tax measure. Further, she noted that funding measures in other counties will expire during the 25-year life of Connect SoCal including Measure A in Riverside County and Measure M in Orange County. Ms. Nam noted that sales tax revenue and inflation can affect purchasing power. She stated the core revenue of Connect SoCal is \$499.3 over the life of the plan, of which 61% is generated from local sources, 31% from state and 8% from federal sources. Ms. Nam next reviewed new revenue sources including an adjustment to the federal gas tax, a mileage based user fee and local road charge program.

Hon. Jan Harnik, Palm Desert, asked when the federal gas tax was last increased and noted that there have been discussions at national business organizations supporting an increase of the federal gas tax. Ms. Nam responded that the federal gas tax was last increased in 1993.

Hon. Alan Wapner, Ontario, asked if the financial forecast includes a renewal of the counties' self-help tax measures. Ms. Nam responded that the forecast does not include their renewal and is conservative in its estimation of projected revenue.

Philip Law, SCAG staff, provided an update on the Transit and Rail element. Mr. Law stated that transit is an important element which addresses climate change, traffic congestion and provides a needed social service. He noted that there has been a 24% decline in per capita transit ridership from 2007 to 2018. Mr. Law stated a UCLA study found the most plausible cause was an increase in private vehicle ownership particularly among those groups who were traditional transit users. Further, the regional pool of transit users is changing with fewer transit dependent riders and more discretionary riders who have access to a vehicle. He noted that several efforts are underway by regional transit providers to better understand rider needs and improve bus system designs. These include Metro's NextGen Bus Study and OCTA's OC Bus 360 and Transit Master Plan. Additional strategies include enhanced first/last mile services, microtransit as well as partnering with transportation

network companies. He stated mobility as a service is an emerging trend although it operates optimally with a single payment platform which is currently being explored in Metro's TAP system upgrade.

Mr. Law noted that nearly \$120 billion in transit and rail capital projects are outlined in Connect SoCal through 2045 as well as an additional \$200 billion in transit operations and maintenance. Some investments include expansion of Metro rail lines resulting from Measure M funding, Metrolink's Southern California Optimized Rail Expansion (SCORE), new streetcar service in Orange County and Redlands in addition to Bus Rapid Transit and High Quality Transit Corridors. Mr. Law reviewed a new federal requirement that SCAG establish performance targets for transit asset management in coordination with regional transit agencies. He presented draft regional targets for inclusion in Connect SoCal and stated that the targets reflect a desire by the transit agencies to maintain current 2019 conditions through the plan horizon.

Hon. Ross Chun, Aliso Viejo, asked about the OC Flex microtransit pilot and noted that the rollout of the pilot required considerable time to inform and educate the public but it is seen as a valuable and unique service and it is hoped that the service will continue. Mr. Law responded that while the service has not drawn a great deal of ridership it is an important transit coverage service and first/last mile strategy.

Naresh Amatya, SCAG staff, reported on the highways and arterials elements of the plan. Mr. Amatya stated the region contains 73,000 highway lane miles accommodating 63 million average weekday trips. Further, when adding in arterials and local roads the road network nearly doubles. He noted approximately \$38 billion is allocated for highway capital improvements over the 25-year life of the plan and \$116 billion in operation and maintenance. Mr. Amatya noted that critical gaps still exist in the system creating chokepoints that contribute to traffic congestion. Further, due to cost, environmental concerns and political sensitivities, roadway expansion is less viable. So, maintenance and rehabilitation of the existing system becomes all the more important. He noted guiding principles include protecting and preserving the current system while focusing on achieving maximum productivity through strategic investments in Transportation System Management (TSM) and Transportation Demand Management (TDM).

Mr. Amatya stated Connect SoCal provides \$7.3 billion for Transportation Demand Management to reduce single occupancy vehicle trip demand. Additionally, \$13.7 billion is assigned to Transportation System Management (TSM) to increase productivity of the existing system. He noted the highways and arterials elements will continue to emphasize system preservation, continue projects that are underway and identified in the current

RTP/SCS, forward projects that will close system gaps and maximize productivity through transportation management strategies.

Mike Jones, SCAG staff, provided an update on regional Goods Movement. Mr. Jones stated regional goods movement activities drive the regional economy and create jobs through a regional system which includes the Port of Los Angeles which is the largest in the United States, seven commercial airports, an extensive highway network, two Class I railroads, three international border crossings in Imperial County, warehouse and distribution facilities as well as a large consumer market. He noted since 1995 container volume at regional ports have tripled and E-Commerce continues to grow as a portion of total retail sales.

Mr. Jones noted that a continued goal of goods movement is promoting infrastructure that benefits the development and deployment of zero-emission technology. He noted that Connect SoCal invests over \$65 billion in goods movement including clean freight corridors, port access improvements, freight rail capacity, grade separations and truck bottleneck relief projects.

Hon. Alan Wapner, Ontario, asked for a follow up presentation on the development of dedicated truck lanes.

Hina Chanchlani, SCAG staff, provided an update on the transportation safety element of Connect SoCal. Ms. Chanchlani reported that the goal of the transportation safety report is to identify strategies that align with state Strategic Highway Safety Plan goals and allow local jurisdictions to identify projects that support Connect SoCal implementation. She noted yearly there are 1,500 fatalities and 5,200 serious injuries each year from collisions which represent an increasing recent trend. She reviewed strategies for improving safety for aging populations including supporting roadway, intersection and interchange improvements to enhance right of way decisions by older populations and road users. Additionally, to promote implementation of multimodal guidance for aging road users as outlined in the state Manual on Uniform Traffic Control Devices (MUTCD). Other design improvements include curb extensions, bulb-outs and pedestrian refuge islands that shorten crossing distances.

Ms. Chanchlani reported that speed is the critical factor in the severity of collisions noting that 9 out of 10 pedestrians survive a collision with an automobile traveling at 25 miles per hour but only 2.5 pedestrians survive when hit by a vehicle traveling 50 miles per hour. She reviewed the single year and 5-year rolling regional average safety targets.

Hon. Dan Medina, Gardena, asked about bicycle registration as a way to generate revenue and promote safer street conditions for bicyclists, pedestrians and vehicles. Ms. Chanchlani responded that bicycle registration can be included in the plan as a safety element.

Naresh Amatya, SCAG staff, concluded the presentation by noting that on November 7, 2019 the draft of Connect SoCal will be presented to a joint policy committee meeting for their consideration to release the document for public review. Additionally, once approval is given, public comment will be sought from November 2019 through mid-January 2020 including a series of workshops and public hearings throughout the region. Findings from the public hearings will be reviewed with the policy committees and Regional Council in March 2020.

ADJOURNMENT

Hon. Cheryl Viegas-Walker, El Centro, adjourned the meeting at 12:01 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

2019																Total Mtgs Attended
MEMBERS	CITY	Representing	JAN (dark)	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	Rate	
Ashton, Sean	Downey	District 25		1	1	1		1		1	1	1				
Bailey, Rusty	Riverside	WRCOG			1	1					1	1				
Barger, Kathryn	Los Angeles County	Los Angeles County		1		1		1			1					
Benoit, Ben	Wildomar	South Coast AQMD			1	1		1		1	1	1				
Berg, Will	Port Hueneme	VCOG		1		1		1			1	1				
Bishop, Austin	Palmdale	North L.A.														
Boyles, Drew	El Segundo	El Segundo		1	1			1			1	1				
Brown, Art	Buena Park	District 21		1	1	1		1		1	1					
Buscaino, Joe	Los Angeles	District 62									1	1				
Chun, Ross	Aliso Viejo	OCTA		1	1			1		1	1	1				
Curtis, Jonathan	La Cañada Flintridge	District 36		1	1	1										
Dixon, Diane	Newport Beach	OCCOG														
Dutrey, J. John	Montclair	SBCTA								NM	1	1				
Gabel-Luddy, Emily	Burbank	AVCPA		1	1	1		1		1	1					
Gazeley, James	Lomita	District 39		1	1	1		1		1	1	1				
Hadjinian, Jack	Montebello	SGVCOG		1	1	1		1		1						
Hagman, Curt	San Bernardino Cnty	San Bernardino Cnty		1		1		1								
Hamada, Ray	Bellflower	Bellflower				1		1		1	1					
Harnik, Jan	Palm Desert	RCTC			1	1		1		1	1	1				
Harrington, Dave	Aliso Viejo	OCCOG														
Hofbauer, Steven	Palmdale	District 43		1	1					1	1	1				
Huizar, Jose	City of Los Angeles	District 61														
Judge, Mike	Simi Valley	VCTC		1	1	1		1		1	1					
Kelley, Trish	Mission Viejo	OCCOG		1	1	1		1		1	1					
Krekorian, Paul	Public Transit Rep	District 49														
Krupa, Linda	Hemet	WRCOG			1					1		1				
Lorimore, Clint	Eastvale	District 4		1	1			1		1	1	1				
Manos, Steve	Lake Elsinore	District 63		1	1	1		1		1	1	1				
Marquez, Paul	Caltrans District 7	Ex-Officio		1	1	1		1			1	1				
Marquez, Ray	Chino Hills	District 10		1	1	1		1		1	1	1				
McCallon, Larry	Highland	SBCTA		1	1	1		1		1	1	1				
McDonald, Brian	Tribal Gov't Board	Tribal Gov't Board								1	1	1				
McLean, Marsha	No. L.A. County	District 67		1	1	1		1		1	1	1				
Medina, Dan	Gardena	District 28		1	1	1		1		1	1	1				
Michael, L. Dennis	Rancho Cucamonga	District 9			1			1		1		1				
Middleton, Lisa	Palm Springs	CVAG								1	1	1				
Minagar, Fred	Laguna Niguel	District 12		1	1	1				1		1				
Moore, Carol	Laguna Woods	OCCOG		1	1	1				1	1	1				
Moss, Cory	City of Industry	SGVCOG									1	1				
Najarian, Ara	Glendale	AVCPA		1	1			1			1					
Navarro, Frank	Colton	District 6			1	1		1			1	1				
Pacheco, Hector	San Fernando	District										1				
Puckett, Charles	Tustin	District 17		1	1			1		1	1	1				
Real Sebastian, Teresa	Monterey Park	SGVCOG		1	1	1		1		1	1					
Reece, Ed	Claremont	SGVCOG									1	1				
Robinson, Dwight	Lake Forest	OCCOG														
Rodriguez, Carlos	Yorba Linda	President's Appt		1	1	1		1				1				
Ruiz, Crystal	San Jacinto	WRCOG		1		1				1	1					
Saleh, Ali	City of Bell	GCCOG		1	1	1					1	1				
Sandoval, Tim	Pomona	District 38		1		1		1			1					
Santos, Rey	Beaumont	District 3								1	1	1				
Schwank, Zak	Temecula	District 5										1				
Simonoff, Marty	Brea	District 22			1	1		1		1	1	1				
Small, Thomas	Culver City	Culver City			1	1					1					
Smith, Jeremy	Canyon Lake	Canyon Lake										1				
Smith, Larry	Calimesa	Calimesa								1	1	1				
Spiegel, Karen	Riverside County	Riverside County			1	1		1		1	1	1				
Sternquist, Cynthia	Temple City	SGVCOG		1		1				1	1					
Talamantes, Jess	Burbank	SFVCOG		1	1	1		1		1	1	1				
Tercero, Brent	Pico Rivera	GCCOG		1	1					1	1	1				
Tye, Steve	Diamond Bar	District 37						1		1	1	1				
Viegas-Walker, Cheryl	El Centro	District 1		1		1		1		1	1	1				
Wagner, Don	Orange County	Orange County						1		1						
Wapner, Alan	Ontario	SBCTA		1	1	1		1		1	1	1				
Weintraub, Alicia	Calabasas	LVMCOG		1				1			1					

Attachment: TC Attendance Sheet (Minutes of the Meeting - October 3, 2019)



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
February 6, 2020

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Kimberly Clark, Regional Planner Specialist, Research &
Analysis, (213) 236-1844, Clark@scag.ca.gov
Subject: Advancement of the Growth Vision for Connect SoCal

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD:

For Information Only - No Action Required

RECOMMENDED ACTION FOR RC, EEC AND TC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

As required by state planning law, the Draft Connect SoCal plan's Growth Vision identifies areas sufficient to house the region's population, including all economic segments of the population, through 2045 – taking into account net migration to the region, population growth, household formation, and employment growth. It also identifies areas sufficient to house an eight-year projection of housing need for the region as required.

In crafting the Growth Vision, SCAG engaged with stakeholders over the last three years of the four year planning cycle. One important element for this effort was the development of the Draft Connect SoCal plan's Growth Forecast Principles, which were advanced in partnership with stakeholders from SCAG's Technical Working Group (TWG) and serve to guide the development and future growth of the plan's forecast of population, households, and employment. Just prior to the release of the Draft Connect SoCal plan, SCAG engaged with local jurisdictions to seek feedback on the Growth Vision to promote consistency with the Growth Forecast Principles. The feedback received will be used to make technical adjustments to the Draft growth plan and develop the final Connect SoCal Growth Vision. To foster transparency in the process, this report summarizes the feedback received and technical adjustments being pursued to ensure consistency

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

with the Growth Forecast Principles.

BACKGROUND:

The formulation of the Draft Connect SoCal plan's Growth Vision 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 Draft Connect SoCal plan's Growth Vision reflects the jurisdictional-level input on future development received from Southern California's towns, cities, and counties. To help achieve essential regional outcomes, including federal air quality conformity and per-capita greenhouse gas reductions, the Growth Vision focuses 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.

Further, the Draft Connect SoCal plan's Growth Vision aims to reduce future development in areas that are particularly sensitive for 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. Although jurisdictions will not be obligated to modify land use policies, general plans, or regulations to be consistent with Connect SoCal strategies, SCAG anticipates providing resources in the coming years to encourage improved local alignment with a collective regional vision. More information on the Draft Connect SoCal plan's Growth Vision is available as Attachment 1 (“Draft Connect SoCal Growth Vision Methodology”).

To align the regional housing policy with Connect SoCal's environmental and sustainable development goals, elements of the Connect SoCal's Growth Vision - including overall jurisdictional growth as well as data and modeling outcomes related to transit and job accessibility factors - are used in the Draft Regional Housing Needs Assessment (RHNA) Methodology. More information on RHNA and the proposed allocation factors can be found at <http://www.scag.ca.gov/programs/Pages/Housing.aspx>.

Since the Growth Vision will be used to conduct required regional modeling analyses and inform local planning – including housing goals, the local review of the Draft Connect SoCal plan's Growth Vision is critical. Prior to the November 2019 release of the Draft Connect SoCal plan, SCAG sought feedback from local jurisdictions on our collective regional vision of distributing population, household and employment growth through 2045. Jurisdictions were provided six weeks to review the Draft Connect SoCal plan's Growth Vision and were required to substantiate any requests for revisions.

This review, which culminates three years of iterative research and communication on local policies and plans, was requested to ensure that (1) entitled projects are properly incorporated in the final Connect SoCal's Growth Vision, and that (2) projected development in the Growth Vision does not exceed the maximum densities of current local general or specific plans. In providing instructions to local jurisdictions for this effort, SCAG made it clear that 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 opportunity for review, 55 jurisdictions provided feedback to SCAG (28 percent of the region's towns, cities, and counties).

Overall, this effort has been guided by the Draft Connect SoCal plan's Growth Forecast Principles, which were developed in collaboration with SCAG's Technical Working Group (TWG) whose membership includes staff from local jurisdictions, county transportation commissions, subregional organizations, community-based organizations, and universities:

- **Principle #1** - Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projections that have been reviewed and refined with feedback from local jurisdictions through SCAG's Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally-informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another;
- **Principle #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, except in the case of existing entitlements and development agreements;
- **Principle #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);
- **Principle #4** - TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they deem appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal; and

-
- **Principle #5** - SCAG will maintain communication with agencies that use SCAG's sub-jurisdictional level data to ensure that the "advisory and non-binding" nature of the data is appropriately maintained.

Moving forward, SCAG will continue to utilize local feedback to finalize the regional Growth Vision for the final release of Connect SoCal, which is anticipated for adoption by SCAG's Regional Council in April 2020. In taking into account this feedback, SCAG will be evaluating if comments provided are (1) related to entitlements and/or local plans, and (2) are substantiated by each respective local jurisdiction. To finalize the Connect SoCal Growth Vision, technical adjustments such as these are anticipated to increase future growth in Connect SoCal's Priority Growth Areas (PGAs) – including High Quality Transit Areas (HQTAs) - and reduce development in constrained areas (e.g. protected open space). With this round of local review, SCAG is furthering Connect SoCal's greenhouse gas reduction goals and anticipated policy outcomes.

FISCAL IMPACT:

Work associated with this item is included in the FY 2019-20 Overall Work Program (OWP) budget under project number 290.4841.02, RTP/SCS Land Use Policy & Program Development and 290.4826.01, SCS Scenario Development & Outreach.

ATTACHMENT(S):

1. Draft Connect SoCal Growth Vision Methodology
2. PowerPoint Presentation - Draft Connect SoCal Plan's Growth Vision

Attachment 1 – Draft Connect SoCal Plan’s Growth Vision Methodology

Section 1 - Use of Connect SoCal’s Growth Vision for Local Planning

The Growth Vision for Connect SoCal will identify areas sufficient to house the region’s population, including all economic segments of the population, through 2045 – taking into account net migration to the region, population growth, household formation, and employment growth. It will also identify areas sufficient to house an eight-year projection of housing need for the region.

In developing this vision, SCAG engaged with all 197 towns, cities, and counties in the region one-on-one to seek feedback on local growth between 2016 and 2045. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottoms-up approach in that total projected growth for each jurisdiction will reflect feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e. transportation analysis zone (TAZ)) will reflect entitled projects and adhere to current general and specific plan maximum densities (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections will also feature strategies and local best practices that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California’s GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with Senate Bill 375.

Connect SoCal’s Growth Vision will be utilized for long range modeling purposes, and SCAG does not have a direct role in implementing the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built. Achieving a sustained regional outcome depends upon informed and intentional local action. The proposed use of Connect SoCal’s Growth Vision in the Regional Housing Needs Assessment (RHNA) is described with detail in materials available at <http://www.scag.ca.gov/programs/Pages/Housing.aspx>.

Section 2 - Engagement Process for Envisioning Southern California’s Future

At the direction of SCAG’s Regional Council, and under guidance from the Community, Economic, and Human Development (CEHD) Policy Committee, SCAG worked with local jurisdictions and a broad range of stakeholder groups during the four-year planning cycle for Connect SoCal to address regional challenges. These engagements, often referred to as [SCAG’s Bottom-Up Local Input and Envisioning Process](#), fell in four phases and aimed to solicit feedback on the region’s vision for 2045:

- ***Phase 1: Regular Technical Consultation with SCAG’s Technical Working Group (TWG)***
To ensure transparency and technical veracity during all phases of this process, SCAG has had regular engagements with the TWG to seek guidance. Specific consultation has included an assessment of the survey elements and datasets that underwent review by local jurisdictions during Phase 2, and an overview of the scenario planning process, results of outreach, and technical elements for Phases 3 and 4.
- ***Phase 2: One-on-One Outreach and Local Input on Planned Growth***
A key, formative step in the development of a growth vision for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and

economists on Southern California. From there, jurisdictional level forecasts were then ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast helps the region understand, in a very general sense, where we are expected to grow, and allows us to focus attention on areas that are experiencing change and may have increased transportation needs.

- **Phase 3: Regional Collaboration on Scenario Development**

SCAG engaged with a diverse group of stakeholders through regional planning working groups, where monthly meetings began in May 2018 and served as a forum to obtain feedback on potential Connect SoCal strategies to better integrate land use, housing, and transportation. Feedback informed how data gathered through one-on-one sessions with local jurisdictions from Phase 2 of the Bottom-Up Local Input and Envisioning Process could be utilized in developing Connect SoCal scenarios – principally how SCAG could envision a future that promoted regional outcomes for sustainability that also recognized the importance of local control. Moreover, outreach and events conducted in partnership with 18 community-based organizations across the region garnered feedback from stakeholders from traditionally underrepresented communities.

- **Phase 4: Engagement with the General Public on Potential Options for Connect SoCal**

SCAG sought feedback from the general public throughout the region through a public engagement initiative that featured 28 public workshops, an extensive advertisement campaign, a telephone town hall, and an online survey. Public workshop attendees reviewed four potential regional growth scenarios, each with a unique set of strategies that ranged from enhancing job centers, better connecting people to transportation options, protecting open space and farmland areas, and planning for our region’s future resiliency to natural disasters. Local plans and policies, as conveyed through Phase 2 of the Bottom-Up Local Input and Envisioning Process, were utilized in the development of several scenarios to ensure that options reflected an attainable future.

Overall, the Draft Connect SoCal plan reflects feedback from each stage of this extensive engagement process – starting with a vision for future growth that emphasizes local control and takes into consideration the growth constraints of local jurisdictions. This Growth Vision also includes strategies that could reduce the costs of housing development, increase viability of alternative transportation modes, reduce our region’s vulnerability from the impacts of climate change, protect open space and farmland, and promote overall sustainability for Southern California.

Section 3 - Sustainable Communities Strategy for Connect SoCal

As the region faces unprecedented challenges looking towards 2045, it is important to coordinate regional land use and transportation strategies and address Southern California’s growth and sustainability challenges. The Draft Connect SoCal plan focuses growth through 2045 in priority areas that are well served by transit, neighborhoods that already feature very walkable infrastructure, and/or have significant concentrations of jobs. To protect our region’s natural assets and reduce future risks from climate change, new growth through 2045 will be reduced in constrained areas (e.g. very high severity fire risk areas, farmland, protected open space, wildlife corridors, areas at risk for near-term sea level rise, flood hazard areas, etc.).

Locating housing, jobs, and transit closer together can increase mobility options and reduce the need for residents to drive. Developing compact centers with a robust mix of land uses, a range of building types, and connected public spaces can strengthen the fabric of communities. While coordinating land-use and

transportation strategies can yield beneficial outcomes, it is quite difficult to implement in a region where authority is divided among multiple agencies. The Draft Connect SoCal plan ultimately aims to illuminate pathways to achieving regional goals and inspire rather than dictate local actions and policies.

The following strategies comprise the Draft Connect SoCal plan’s regional Sustainable Communities Strategy or “SCS” and fall into five categories:

- ***Focus Growth Near Destinations and Mobility Options:***
 - 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;
 - 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); and
 - Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking, smart parking).
- ***Promote Diverse Housing Choices:***
 - Preserve and rehabilitate affordable housing and prevent displacement;
 - Identify opportunities for new workforce and affordable housing development;
 - Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply; and
 - Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of GHG emissions.
- ***Leverage Technology Innovations:***
 - Promote low emission technologies, such as neighborhood electric vehicles, shared ride hailing, car sharing, bike sharing, and scooters by providing supportive and safe infrastructure, such as dedicated lanes, charging structures, and parking/drop-off space;
 - Improve access to services through technology, including telework and telemedicine, as well as commuter incentives such as a mobility wallet; and
 - Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.
- ***Support Implementation of Sustainability Policies:***
 - Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG emissions;
 - Support statewide legislation that reduces barriers to new construction and incentivizes development near transit corridors and stations;

- Support jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAS), or other tax increment or value capture tools to finance sustainable infrastructure and development projects;
 - Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies;
 - Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region;
 - Continue to support long range planning efforts by local jurisdictions; and
 - Provide educational opportunities to local decision makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy.
- **Promote a Green Region:**
 - Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards;
 - Support local policies for renewable energy production, reduction of urban heat islands, and carbon sequestration;
 - Integrate local food production into the regional landscape;
 - Promote more resource-efficient development focused on conservation, recycling, and reclamation;
 - Preserve, enhance, and restore regional wildlife connectivity;
 - Reduce consumption of resource areas, including agricultural land; and
 - Identify ways to improve access to public park space.

Overall, Connect SoCal’s vision for the region will incorporate a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment.

Section 4 - Land Use Tools to Support Growth

Connect SoCal will reinforce attractive and functional places for Southern California residents to live, work, and play through a variety of land use tools to create dynamic, connected built environments that support multimodal mobility, reduced reliance on single-occupancy vehicles, and reduced GHG. A key land use tool is the identification of regional Priority Growth Areas (PGAs) where many Connect SoCal strategies can be most fully realized. PGAs feature:

- **Job Centers** - Areas with significantly higher employment density than surrounding areas. Over 60 subareas are identified as having peak job density and capture locally significant job centers throughout all six counties in the region;
- **Transit Priority Areas (TPAs)** - An area within one-half mile of a major transit stop that is existing or planned. This includes an existing rail transit station, a ferry terminal served by bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. (Based on CA Public Resources Code Section 21099 (a)(7) and CA Public Resources Code Section 21064.3);

- **High Quality Transit Areas (HQTAs)** - Areas within one-half mile of a major transit stop or a high-quality transit corridor (a corridor with fixed route bus service containing service intervals no longer than 15 minutes during peak commute hours - based on CA Public Resources Code Section 21155(b));
- **Neighborhood Mobility Areas (NMAs)** - Areas with high intersection density (generally 50 intersections per square mile or more), low to moderate traffic speeds, and robust residential retail connections that can support the use of Neighborhood Electric Vehicles or active transportation modes for short trips;
- **Livable Corridors** - This arterial network is a subset of the high quality transit areas based on level of transit service and land use planning efforts, with a few additional arterials identified through corridor planning studies funded through the Sustainability Planning Grant program (currently the Sustainable Communities Program); and
- **Spheres of Influence (outside of absolute and variable constrained areas)** - Existing or planned service areas and within the planning boundary outside of an agency's legal boundary; data for these areas was accessed by SCAG from each county's Local Agency Formation Commission (LAFCO) in 2016.

Collectively, the Draft Connect SoCal plan's PGAs will account for only six percent of region's total land area by 2045, but implementation of SCAG's recommended growth strategies will help these areas accommodate 68 percent of forecasted household growth and 79 percent of forecasted employment growth between 2016 and 2045. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas.

There are inherent constraints to expansive regional growth and the Draft Connect SoCal plan recognizes locations that are susceptible to natural hazards and a changing climate. Options will be emphasized that conserve important farmland, resource areas and habitat corridors, while growth on lands that are vulnerable to wildfire, flooding, and near-term sea-level rise will be decreased. The growth constraints outlined below were used to articulate where future growth is not encouraged. Absolute constraints reflect areas where growth will be reduced to achieve Connect SoCal's regional vision. Variable constraints reflect goals of Connect SoCal and will only be applied to growth when there is not capacity in non-constrained areas per a jurisdiction's general plan or specific plans.

Absolute Constrained Areas:

- **Tribal Nation Lands** – SCAG utilized the Census Bureau's American Indian/Alaska Native/Native Hawaiian (AIANNH) Areas database for 2017 to identify tribal nations in the SCAG region;
- **Military Lands** – Locations of military lands are derived from SCAG's 2016 Existing Land Use Database, which underwent review and refinement by local jurisdictions through the Bottom-Up Local Input and Envisioning Process;
- **Open Space and Conserved Lands** – Data on conservation areas, open space, and parks from year 2017 comes from the Save Our Agricultural Resources (SOAR) protected areas in Ventura County, the California Conservation Easement Database, as well as the California Protected Areas Database (CPAD). Together, these data inventories represent protected open space lands,

conserved areas, and conservation easements in the SCAG region and the greater State of California. Several elements were developed by aggregating and cross-checking various open space data from multiple public agencies by GreenInfo Network, and also benefit from feedback provided by local jurisdictions through SCAG's Bottom-Up Local Input and Envisioning Process;

- **Sea Level Rise Areas (2 feet)** – Data on coastal inundation were obtained from the National Oceanic and Atmospheric Administration (NOAA) Coastal Services Center's online mapping viewer depicting potential sea level rise and its associated impacts on the nation's coastal areas (accessed by SCAG in 2017). These data depict the potential inundation of coastal areas resulting from a projected 2 feet rise in sea level above current Mean Higher High Water (MHHW) conditions, and underwent review by SCAG's local jurisdictions; and
- **Farmlands in Unincorporated Areas** – Farmland information was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California. For SCAG's purposes, data from year 2016 (and 2014 in areas where 2016 data was unavailable) underwent review and refinement by local jurisdictions through the Bottom-Up Local Input and Envisioning Process.

Variable Constrained Areas:

- **Wildland-Urban Interface (WUI)** – Data on areas where housing and vegetation intermingle ("intermix WUI") and areas with housing in the vicinity of contiguous wildland vegetation ("interface WUI") were derived from the 2010 national Wildland-Urban Interface dataset developed by the SILVIS Lab at the University of Wisconsin-Madison;
- **Grazing Lands and Farmlands within Incorporated Jurisdictions** – Similar to farmlands identified in unincorporated areas, grazing lands and farmland information within incorporated areas were identified through the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation, which underwent review by local jurisdictions;
- **500 Year Flood Plains** – Information on flood areas were derived from the Digital Flood Insurance Rate Map (DFIRM), obtained from Federal Emergency Management Agency (FEMA) in August 2017. The DFIRM Database is a digital version of the FEMA Flood Insurance Rate Maps (FIRM) that is designed for use with digital mapping and analysis software. The FIRM is created by FEMA for the purpose of floodplain management, mitigation, and insurance activities for the National Flood Insurance Program (NFIP), and was included for local jurisdiction review through SCAG's Bottom-Up Local Input and Envisioning Process;
- **CalFire Very High Severity Fire Risk (state and local)** – Information on areas with very high fire hazards was derived from CalFire's state responsibility area and local responsibility area Very High Fire Hazard Severity Zone (VHFHSZ) data, accessed by SCAG in early 2019; and
- **Natural Lands and Habitat Corridors** – Data on habitat corridors was derived from California Essential Habitat Connectivity Project, as developed by the California Department of Fish and Wildlife, which identifies large blocks of intact habitat or natural landscapes with connectivity

corridors essential for local wildlife. This dataset benefits from feedback from a selection of federal, state, local, tribal, and non-governmental organizations throughout California, and was made publicly available in 2010.

Section 5 – Growth Forecast Principles:

The Draft Connect SoCal plan’s Growth Forecast Principles help to guide development of the Draft Connect SoCal Growth Vision, and were developed in partnership with SCAG’s Technical Working Group. To ensure that entitlements are fully captured and future development does not exceed current general plan and specific plan growth capacities, SCAG solicited feedback from local jurisdictions on the Draft Connect SoCal plan’s Growth Vision prior to the plan’s release. Moving forward, SCAG will be evaluating and incorporating feedback to finalize the Connect SoCal Growth Vision.

- **Principle #1** - Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projections that have been reviewed and refined with feedback from local jurisdictions through SCAG’s Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally-informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another;
- **Principle #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, except in the case of existing entitlements and development agreements;
- **Principle #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);
- **Principle #4** - TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they deem appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal; and
- **Principle #5** - SCAG will maintain communication with agencies that use SCAG’s sub-jurisdictional level data to ensure that the “advisory and non-binding” nature of the data is appropriately maintained.

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Local Review of the Draft Connect SoCal Plan's Growth Vision

Kimberly Clark, Program Manager – Resource Conservation and Resilient Communities
Community, Economic, and Human Development Committee
February 6, 2020

www.scag.ca.gov



Attachment: PowerPoint Presentation - Draft Connect SoCal Plan's Growth Vision [Revision 1] (Advancement of the Growth Vision for Connect

Connect SoCal Outreach



One-on-One Engagements with Local Jurisdictions

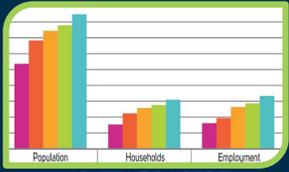


Scenario Envisioning: Regional Planning Working Groups
Community Based Organizations



Public Workshops, Street Teams, Teletown Hall, Advertisement & Survey

Data Elements for Local Review



Current and Future Population, Households, Employment



Existing and Planned Land Use, Local Transportation Infrastructure, Resource Areas, Potential Infill Parcels



Sustainability Best Practices, Transit Supportive Measures



Bottom-Up Local Input and Envisioning Process

SCAG is a regional planning agency that works with local governments to develop regional growth forecasts and transportation plans. The Bottom-Up Local Input and Envisioning Process is a key component of our planning process. It allows local governments to provide input on their growth forecasts and transportation plans, which are then used to develop regional forecasts and plans.

Draft Data/Map Books

Imperial County

Los Angeles County

Orange County

Riverside County

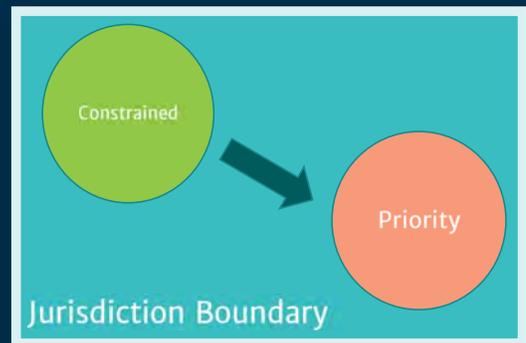
San Bernardino County

Ventura County

Buttons: View the Data, View the Map, View the Book

Draft Connect SoCal Plan's Growth Vision Methodology

- Rely on jurisdictional growth forecast refined through the Bottom-Up Local Input and Envisioning Process
- Within a jurisdiction, target new population and jobs in Priority Growth Areas; deemphasize growth in Constrained Areas
- Do not exceed growth capacity prescribed by local plans and policies
- Capture entitled projects



Draft Connect SoCal Plan's Growth Vision – Priority Growth Areas



Regional Job Centers



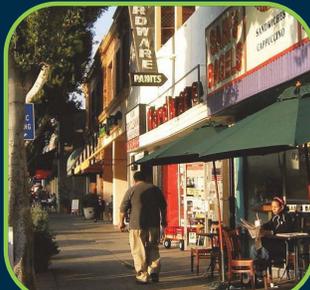
Transit Priority Areas



High Quality Transit Areas



Livable Corridors



Neighborhood Mobility Areas



Spheres of Influence

Draft Connect SoCal Plan's Growth Vision – Constrained Areas



Military Lands and Tribal Nations



High Wildfire Threat Areas



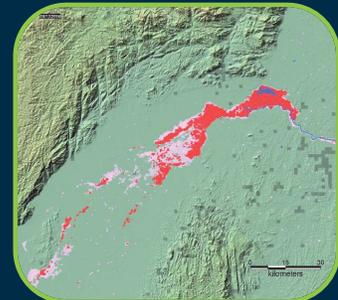
Natural and Farmlands



Areas Impacted by
2 ft Sea Level Rise

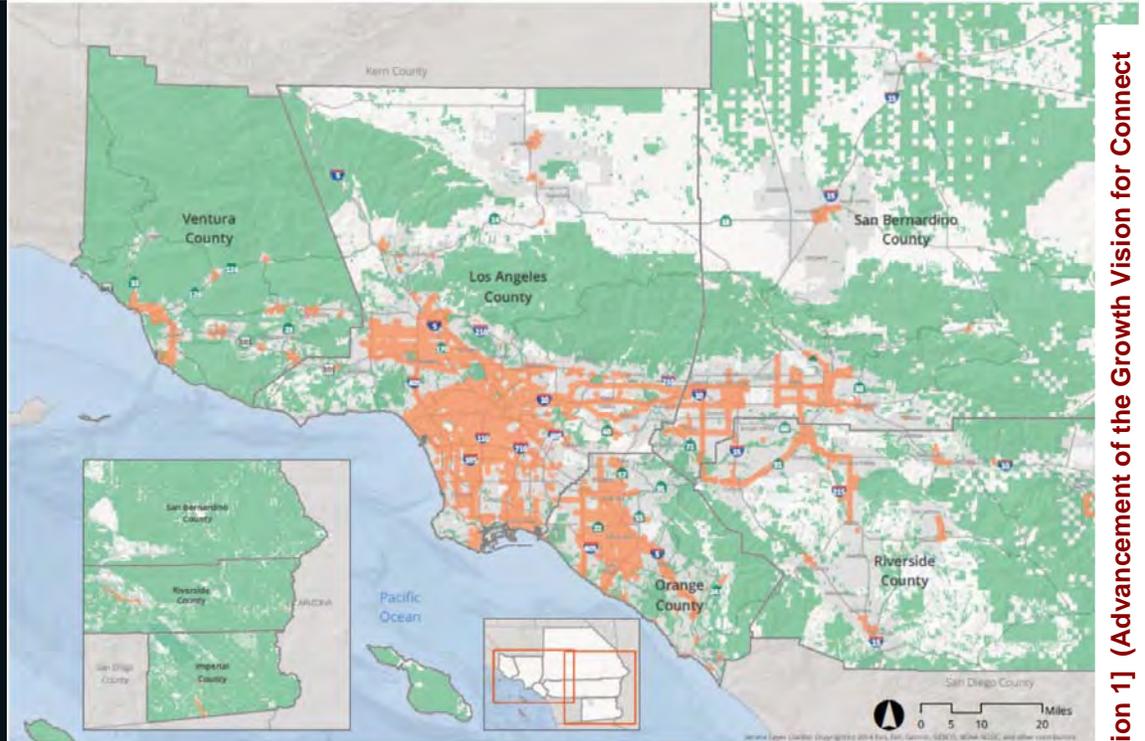


Wildlife Habitat



Flood Plains

Draft Priority Growth Areas & Draft Constrained Areas



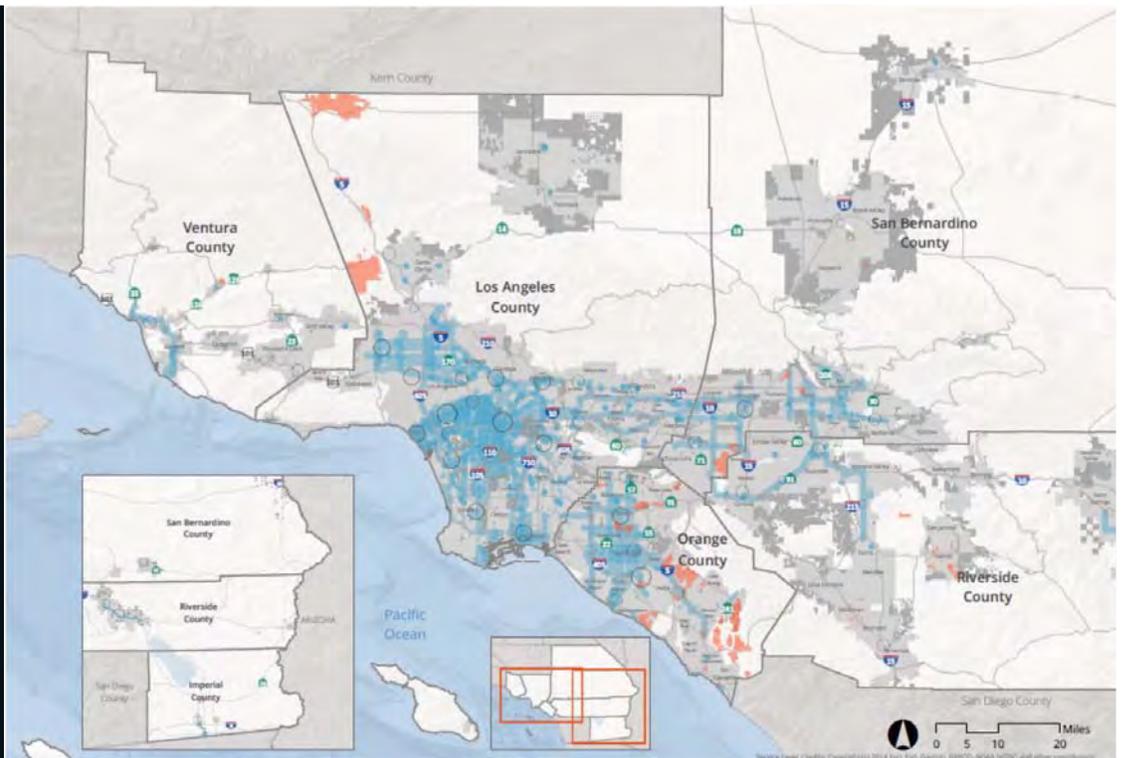
- Priority Growth Areas
- Constrained Areas

Note: SCAG utilized locally informed data elements to determine areas that ought to be precluded from growth (i.e. Absolute Growth Constraints - Tribal Lands, Military, Existing Open Space, Conserved Land, 2 ft Sea Level Rise, and Agriculture in Unincorporated Counties).

Source: CalBRACE, California Department of Conservation, CPAD, CCED, County Transportation Commissions, SCAG, 2019



Draft Growth Vision



- Job Centers
- Priority Growth Areas
- Entitled Projects*
- Incorporated Areas
- Sphere of Influence*

*Excludes absolute constrained areas

Source: County Transportation Commissions, LAFCO, Local Jurisdictions in SCAG region, SCAG, 2019

Draft Connect SoCal Plan's Growth Forecast Principles



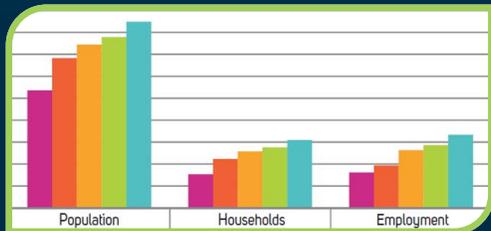
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3. For the purpose of determining consistency with Connect SoCal for California Environmental Quality Act (CEQA), grants or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency; 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).

Draft Connect SoCal Plan's Growth Forecast Principles



4. TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they deem appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal.
5. SCAG will maintain communication with agencies that use SCAG's subjurisdictional level data to ensure that the "advisory and non-binding" nature of the data is appropriately maintained.

Draft Connect SoCal Plan's Growth Vision Feedback Process



Population, Households, Employment



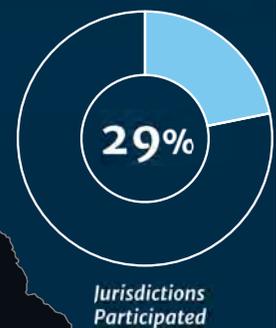
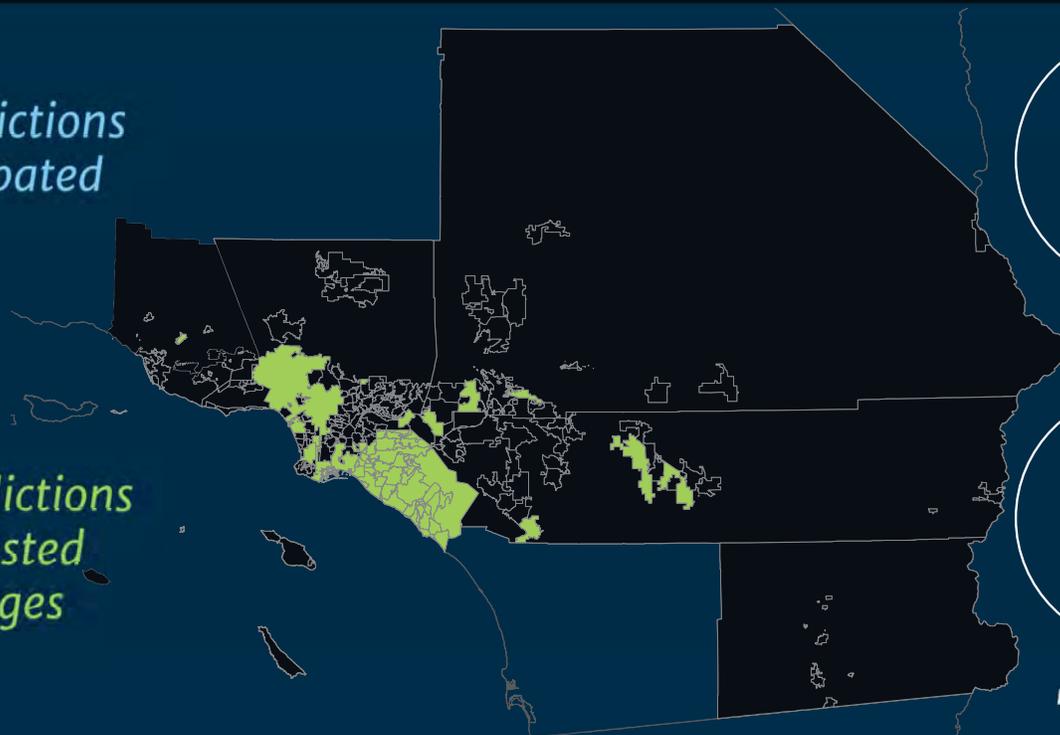
- Jurisdictions were given six weeks to review the Draft Connect SoCal plan's neighborhood level vision of growth for population, households, and employment from 2016 to 2045
- Requests for revisions to jurisdictional growth were not accepted
- Feedback was provided through SCAG's Scenario Planning Model Data Management Site
- Feedback on local growth would be accepted based on two criterion:
 - General Plan or Specific Plan Capacities
 - Entitled Projects or Existing Development Agreements

Jurisdictions that Provided Feedback on the Draft Connect SoCal Plan's Growth Vision



55 Jurisdictions Participated

50 Jurisdictions Requested Changes



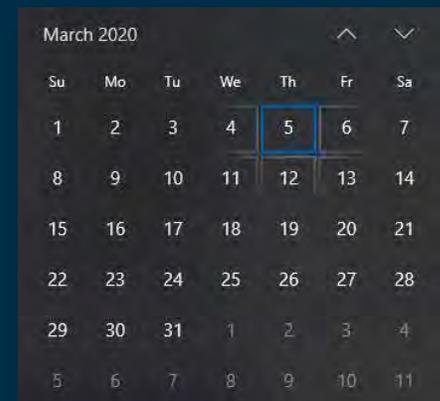
Summary of Feedback on Draft Connect SoCal Plan's Growth Vision



County	Provided Feedback on Connect SoCal's Draft Growth Vision	Requested Changes to Connect SoCal's Draft Growth Vision (5 jurisdictions approved data)
Imperial	1	0
Los Angeles	9	7
Orange	35	35
Riverside	5	4
San Bernardino	3	3
Ventura	2	1
Total:	55	50

Next Steps

- SCAG is reviewing feedback, collaborating with the Technical Working Group, and will give an update on the approach to finalize the Connect SoCal Growth Vision at the March meeting of the CEHD
- Emphasis will be put on working with the Draft Connect SoCal plan's Growth Vision and feedback from local jurisdictions to maximize the reduction in vehicle miles traveled (VMT) for the horizon years of Connect SoCal





Questions?

Thanks!

Kimberly Clark
clark@scag.ca.gov
(213) 236-1844
www.scag.ca.gov





Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
February 6, 2020

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Kome Ajise, Executive Director, Executive Management,
(213) 236-1835, Ajise@scag.ca.gov
Subject: Resolution No. 20-618-1 Regarding Regional Funding for
Housing

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC:

Recommend that the Regional Council adopt Resolution No. 20-618-1 and authorize SCAG to apply for advance funding of twenty-five (25) percent, or \$11,867,755, of its maximum eligible funding allowed under the Regional Early Action Program (REAP).

RECOMMENDED ACTION FOR CEHD:

For Information Only – No Action Required

RECOMMENDED ACTION FOR EEC AND TC:

Receive and File

RECOMMENDED ACTION FOR REGIONAL COUNCIL:

Adopt Resolution No. 20-618-1 and authorize SCAG to apply for advance funding of twenty-five (25) percent, or \$11,867,755, of its maximum eligible funding allowed under the Regional Early Action Program (REAP).

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. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

The California 2019-20 Budget Act, also known as Assembly Bill (AB) 101, appropriated two new one-time programs to provide regions and jurisdictions with grants for planning activities to enable jurisdictions to increase housing planning and accelerate housing production in order to

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



meet housing needs as determined by the sixth Regional Housing Needs Assessment (RHNA). Up to \$47.5 million is available for SCAG under the Regional Early Action Planning Program (REAP) for eligible activities. SCAG recommends to adopt a resolution and authorize SCAG to apply for advance funding for up to twenty-five (25) percent, or \$11.9 million, the maximum allowed for initial early application.

BACKGROUND:

The California 2019-20 Budget Act, also known as Assembly Bill (AB) 101, appropriated two new one-time programs to provide regions and jurisdictions with grants for planning activities to enable jurisdictions to increase housing planning and accelerate housing production in order to meet housing needs as determined by the sixth cycle Regional Housing Needs Assessment (RHNA). There are two programs created under AB 101, which are administered by the California Department of Housing and Community Development (HCD): the Local Government Planning Support Grants Program (LEAP) and the Regional Early Action Planning Program (REAP) (Health and Safety Code Sections 5015 – 5015.5). A total of \$250 million is available Statewide to fund both programs.

The LEAP program intended to provide funding directly to jurisdictions to support local planning efforts and process improvements to facilitate compliance and increase housing production. Cities and counties are authorized to form partnerships with other units of government, including SCAG, where the effort will directly affect land use or development within the participating jurisdiction(s). There are a variety of eligible uses of LEAP funding by jurisdictions, including education and outreach, rezoning strategies and environmental clearance, improving local ordinances that promote housing, surplus sites development, performing infrastructure planning, and covering technical assistance costs associated with eligible activities. Statewide, \$125 million is available for jurisdictions on an over-the-counter basis for applications due by July 1, 2020 under the LEAP program. The LEAP Notice of Funding Availability was issued by HCD on January 28, 2020 for over-the-counter applications that are due July 1, 2020. Cities and counties are eligible for the following maximum LEAP grants from HCD, based on 2018 population, totaling \$50.9 million region-wide:

<u>Population Range</u>	<u>Maximum Grant \$</u>
>= 750,000	1,500,000
300,000 - 749,999	750,000
100,000 - 299,000	500,000
60,000 - 99,000	300,000
20,000 – 59,999	150,000
<20,000	65,000

The REAP program is intended to provide funding to designated councils of governments including SCAG to accelerate housing production through regional programs and providing funding to local jurisdictions based on criteria developed by SCAG. Of the \$125 million available statewide for the

REAP program, SCAG is eligible to apply for up to \$47,471,023 in one-time funding. Eligible activities overlap with activities outlined in the LEAP program and can be used to supplement or support LEAP-funded activities along with those awarded using Senate Bill (SB) 2 Planning Grants.

Eligible Activities

State Health and Safety Code 50515.02 provides specific eligible uses under the REAP program:

- Education and outreach strategy to inform local agencies of the need and benefits of taking early action related to the sixth cycle regional housing needs allocation and housing element updates;
- Rezoning and encouraging development by updating planning documents and zoning ordinances, such as general plans, community plans, specific plans, sustainable communities' strategies, and local coastal programs, expressly including:
 - Developing or improving an accessory dwelling unit ordinance
 - Establishing a workforce housing opportunity zone
 - Establishing a housing sustainability district
- Revamping local planning processes and tools to track and speed up housing production/process improvements that expedite local planning and permitting
- Performing infrastructure planning, including sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents
- Strategy for increasing adoption of best practices that promote sufficient supply of housing affordable to all income levels
- Establishing regional or countywide housing trust fund for affordable housing
- Performing feasibility studies to determine the most efficient locations to site housing
- Covering the costs of technical assistance, temporary staffing or consultant needs associated with eligible activities

Several of these eligible activities are also specifically expressed as eligible activities for LEAP funding programs and SB 2 Planning grants. SB 2 Planning Grants, separate from AB 101, provide non-competitive funding and technical assistance to local jurisdictions to prepare, adopt, and implement plans and process improvements that streamline housing approvals and accelerate housing production. A chart of these eligible activities as specified in statute is attached to this report. REAP funds can be used to supplement ongoing or planned activities under these other programs since one of the primary objectives of the REAP program is to accelerate housing production. Additionally, other related activities may be eligible under REAP but have not yet been specifically addressed by HCD. SCAG staff will continue to update stakeholders of eligible activities to stakeholders as it becomes available.

SCAG Regional Early Action Planning Program (REAP)

SCAG staff presented a brief overview of AB 101 funding at the October 3, 2019 Community, Economic and Human Development (CEHD) Committee as an information item. As part of the overview, staff identified three main phases of REAP through the end of the program: (1) Outreach and Program Development; (2) Draft Program Framework and Guideline Development and; (3) Program Implementation.

Survey of Current and Future Funding Priorities

The first phase of REAP is outreach and program development and to ensure that the goals of SCAG's REAP program align with the needs of jurisdictions, SCAG staff conducted a brief survey in January 2020, which was distributed to city and county managers and planning directors. The intent of the survey was to gather information on the structure of housing program implementation at the local level and the various priorities for housing funding for jurisdictions. Fifty-three (53) jurisdictions, or 27 percent, provided responses to the survey.

In regard to current funding priorities, the survey revealed a number of top priorities for jurisdictions. These include:

- Education, engagement and outreach (32%)
- Planning for housing-supportive infrastructure (15%)
- Performing feasibility studies (11%)

Other ranked priorities include technical assistance, streamlining local environmental clearance for housing, and streamlining planning and permitting. To implement these activities, jurisdictions indicated that they desired support or technical assistance from HCD, SCAG, and the Governor's Office of Planning and Research (OPR).

Additionally, SCAG staff interviewed a number of subregional agencies to discuss housing funding priorities at the subregional level and housing goal implementation through various funding mechanisms. Currently, one of the subregions has already developed environmental streamlining tools at the subregional level and would like to extend the tools to cover additional measures, which can be used to streamline housing projects at the local level.

Another subregion interviewed provided an overview of their plans to establish a subregional housing trust fund; the Legislature has authorized several in recent years. As part of the passage of AB 101 funding, establishing regional housing trust funds has been specifically identified as a possible activity eligible for funding.

SCAG will incorporate the survey results in developing the Housing Program Framework for REAP and its related funding priorities. The main priorities indicated by survey respondents will be folded

into some of the program areas proposed in the early application for REAP funding, as discussed in the following section.

Draft Program and Funding Framework

At the October 3, 2019 CEHD Committee meeting, SCAG staff identified several draft program areas and funding categories for REAP grant funding. Based on this discussion, SCAG staff has developed a draft Program Framework with Program Objectives and Major Funding Elements, which is attached to this report. In order to advance the identified priorities, SCAG staff will be submitting an early application for REAP funding, pending CEHD Committee and Regional Council action.

Early Application for REAP Funding

The REAP program includes an option for the designated councils of governments, including SCAG, to submit an early application for up to twenty-five (25) percent of the maximum amount it is eligible for – (\$47.5 million for SCAG), or \$11,867,755. The early advancement of funding is intended to jumpstart housing planning activities at the regional and local levels, and for costs of the 6th cycle RHNA underway. A portion of the funds may also be sub-contracted for eligible activities.

SCAG staff is proposing an Early Action Plan to apply for the 25 percent share to cover the cost of the 6th cycle RHNA Methodology and Allocation process, as well as, to fund the program development costs and some initial work associated with refining and delivering the Draft Program as described above. This would include developing a comprehensive outreach and community engagement program, procuring consultant support to develop guidelines for a direct allocation program, creating new funding categories within SCAG's 2020 Sustainable Communities Program to be issued this summer to support housing preservation and production, and conducting preliminary research and GIS analysis to identify opportunities and barriers to housing production in priority growth areas. The Early Action Plan also includes establishing an Early Action Fund to be leveraged with public and private funds to pilot and spread innovative practices, including by hosting a Housing Innovation Challenge.

A resolution authorizing the application for initial funding by the Regional Council is required prior to submitting an application. Pending recommendation from the CEHD Committee and approval from the Regional Council, SCAG staff will submit an application for the full 25 percent in advance of REAP funding in order to accelerate these key elements. A draft resolution for initial funding is attached to this staff report.

In regard to the full REAP program, SCAG will continue to refine the core elements of the larger framework and will update the Regional Council, CEHD, and stakeholders, in advance of seeking the full funding allocation. The application for the balance of eligible REAP funds must be submitted by COGs by January 31, 2021.

Next Steps

The 6th Cycle RHNA process will be completed by October 2020. SCAG staff will continue to participate in regular calls both with HCD staff, and with CalCOG and HCD, to obtain further details and information regarding the eligible activity and other program requirements and process to apply for the full REAP funding, as well as technical assistance for pending housing element updates implementing the RHNA.. While HCD has indicated that the full guidelines for REAP funding will not be released until at least February, the consistent communication between SCAG and HCD will help SCAG prepare and further develop the Housing Program Framework for REAP.

All funds administered under AB 101, including both LEAP and REAP, must be expended by December 31, 2023. Annual reports for use of the REAP funds, along with a final report on the expenditure of funds, including an evaluation of jurisdiction actions taken to support the use of funds and impacts on housing production, will be due to HCD, for reporting to the Legislature, from SCAG by the end of 2024. SCAG staff will provide more updates and information to the Regional Council, CEHD Committee, and stakeholders as they become available.

FISCAL IMPACT:

Current work on the Regional Housing Needs Assessment is included in the current FY 19-20 General Fund Budget (800.0160.03: RHNA). There is no immediate fiscal impact for the tasks proposed under these funds. When awarded, the AB 101 REAP funds will be programmed in the Overall Work Program (OWP).

ATTACHMENT(S):

1. Resolution 20-618-1
2. Housing Program Framework
3. SB 2_LEAP_REAP
4. REAP survey.docx



RESOLUTION NO. 20-618-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING REGIONAL EARLY ACTION PROGRAM (REAP) RESOLUTION FOR ADVANCE ALLOCATION REQUEST

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

A NECESSARY QUORUM AND MAJORITY OF THE REGIONAL COUNCIL OF SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS ("APPLICANT") HEREBY CONSENTS TO, ADOPTS AND RATIFIES THE FOLLOWING RESOLUTION:

REGIONAL COUNCIL OFFICERS

- President Bill Jahn, Big Bear Lake
First Vice President Rex Richardson, Long Beach
Second Vice President Clint Lorimore, Eastvale
Immediate Past President Alan D. Wapner, San Bernardino County Transportation Authority

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

WHEREAS, the State of California (the "State"), Department of Housing and Community Development ("Department") is authorized to provide up to \$125,000,000 to Councils of Governments and Fiscal Agents of Multiagency Working Groups under the Regional Early Action Planning grant program (REAP), the regional component of the Local Government Planning Support Grants Program (as described in Health and Safety Code section 50515.02);

COMMITTEE CHAIRS

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

WHEREAS, the Department issued a Notice and Request for Advance Allocation on October 10, 2019 for Regional Early Action Planning grants available to Councils of Government and Fiscal Agents of Multiagency Working Groups;

WHEREAS, Applicant is a Council of Governments or Fiscal Agent of a Multiagency Working Group eligible to submit a Request for Advance Allocation pursuant to Health and Safety Code section 50515.02(d)(3) to develop and accelerate the implementation of the requirements contained in the Council of Governments or Multiagency Working Group's application pursuant to Health and Safety Code section 50515.02(d)(1) including the development of an education and outreach strategy related to the sixth cycle regional housing need allocation;

WHEREAS, the Department shall approve the advance allocation request, subject to the terms and conditions of Eligibility, Guidelines, NOFAs, Program requirements, and the Standard Agreement by and between the Department and Local Government Planning Support Grant Recipients; and

NOW, THEREFORE, BE IT RESOLVED, THAT the Applicant is hereby authorized and directed to request an advance allocation not to exceed \$11,867,755 (up to 25% of the amount allocated pursuant to Health and Safety Code section 50515.02(b) consistent with the methodology described in 50515.03(a)).

Attachment: Resolution 20-618-1 [Revision 1] (Resolution No. 20-618-1 Regarding Regional Funding for Housing)

BE IT FURTHER RESOLVED THAT:

1. The Executive Director of the Southern California Association of Governments is hereby authorized to execute the Advance Allocation Request, on behalf of the Applicant as required by the Department for receipt of REAP funds;

2. When the Applicant receives an advance allocation of REAP funds in the authorized amount of \$ 11,867,755 from the Department pursuant to the above referenced Advanced Allocation Request, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.02(d)(1), as approved by the Department and in accordance with all REAP requirements, guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between the Applicant and the Department; and

3. The Executive Director of the Southern California Association of Governments is hereby authorized to enter into, execute, and deliver a State of California Standard Agreement for the amount of \$11,867,755, and any and all other documents required or deemed necessary or appropriate to evidence and secure the REAP advance allocation, the Applicant obligations related thereto, and all amendments the Department deems necessary and in accordance with REAP.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 6th day of February, 2020.

William "Bill" Jahn
President, SCAG

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Justine Block
Deputy Legal Counsel

SCAG: DRAFT Regional Housing Program Framework

Program Objectives

- Advance Connect SoCal growth vision
- Link to 6th Cycle RHNA allocation; compliance
- Maximize funding allocations; Expend funding
- Complement and increase competitiveness for state funding programs, including by increasing number of “prohousing local policies” cities who receive preference in state programs.
- Build longer term capacity to address housing issues, including by:
 - Facilitating compliance with state housing law
 - Strengthening regional/sub-regional partnerships, collaborations and funding models
 - Establishing regional/subregional vision that marries housing/transportation objectives

Preliminary Program Areas

Early Action Items (SCAG/AB 101 Funded)

- **Stakeholder Engagement (Fall/Winter):** Survey, focus groups, President’s Housing Taskforce to gain input on program elements
- **Opportunity Analysis (May 2020)**—Consultant study analyzing barriers/opportunities to development in Connect SoCal Priority Growth Areas. Deliverables: Lit Review; Case Studies, Development Check-list.
- **Housing Innovation Challenge & Showcase (May 2020)**—Pending partnership with foundation to identify, showcase innovative planning, funding, or production models through competitive Call for Solutions (open to public, private, non-profit)
- **Collaborate, Align Regional Housing Initiatives**—Partner to form Regional Housing Steering Committee. Coalition of coalitions focused on leaders in public, private, non-profit sector.
- **RHNA Methodology/Allocation**—Reimburse staff expenses associated with 6th Cycle.

Core REAP Program Elements (AB 101 Funded)

- 1. Housing Planning & Policy Education & Local Leadership Development**
 - Policy Committees, Workshops, Trainings on RHNA, Housing Elements, Best Practices
 - Public Education Materials
- 2. Direct Allocations tied to RHNA Methodology**
 - **Sub-regional/City Partnerships Focused on Housing Element Updates**
 - Examples: Local/Regional Housing Elements, Model Ordinances, Uniform Standards
 - **Job-Transit-Housing Acceleration Fund**
 - Direct Allocation to jurisdiction with highest allocations of Existing Need
 - TOD Partnerships—Metrolink, County Transportation Commissions
- 3. Competitive Program: Expand/Augment Local Planning Technical Assistance Program**
 - **Example Categories:** Housing Supportive Infrastructure, EIFD, Parking Reform, 743, Smart Permitting System, Civic Engagement Plans
- 4. Regional Action Plan (Connect SoCal/RHNA alignment)**
 - Priority Growth Area Capacity Analysis & Data Tools to Support Housing Element Updates
 - Beyond Siting/Zoning: Regional Funding Models, Public Education Campaign, Etc...

**Eligible Statutory Uses of Housing Planning Funds
Pursuant to SB 2 (2017) and AB 101 (2019)***

	Eligible Use or Topic	SB 2 H&S 50470	LEAP H&S 50515.03.	REAP H&S 50515.02**
A	Education and outreach strategy to inform local agencies of the need and benefits of taking early action related to the sixth cycle regional needs allocation and housing element updates		X	X
B	Rezoning and encouraging development by updating planning documents and zoning ordinances, such as general plans, community plans, specific plans, sustainable communities' strategies, and local coastal programs; Expressly including: <ul style="list-style-type: none"> • Developing or improving an accessory dwelling unit ordinance • Establishing a workforce housing opportunity zone pursuant to Article 10.10, commencing with Gov. Code Section 65620 • Establishing a housing sustainability district pursuant to Ch. 11, commencing with Gov. Code Section 66200. 	X	X X X X	X
C	*Completing environmental clearance to eliminate the need for project-specific review.	X	X	
D	Revamping local planning processes and tools to track and speed up housing production/ process improvements that expedite local planning and permitting.	X	X	X
E	Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents.		X	X
F	*Partnering with other local entities to identify and prepare excess property for residential development		X	
G	Strategy for increasing adoption of best practices that promote sufficient supply of housing affordable to all income levels	X		X
H	Establishing regional or countywide housing trust fund for affordable housing			X
I	Performing feasibility studies to determine the most efficient locations to site housing			X
J	Covering the costs of technical assistance, temporary staffing or consultant needs associated with eligible activities	X	X	X
K	Other	X	X	X
	Expenditure Deadline	2022	2023	2023

Priority Policy Areas for Accelerating Housing Production

- Rezone to Permit By-right
- Expedited Processing
- Objective Design and Development Standards
- Specific Plans or Form-based Codes Coupled with CEQA Streamlining
- Accessory Dwelling Units or Other Innovative Building Strategies
- Housing Related Infrastructure Financing & Fee Reduction Strategies

*Note that determination of whether some uses specified as eligible uses pursuant to SB or LEAP may also be eligible uses for the REAP program is yet pending determination by HCD.

** Sub-allocation of funds must be used for housing-related planning activities, including, but not limited to permitting processes, tracking systems, planning tools; housing trust funds for affordable housing; infrastructure planning; and feasibility studies .(H&S 50515.02(f)).

REAP Survey

Survey Introduction

SCAG wants to know how we can best support your jurisdiction in planning for housing. The 2019-20 Budget Act appropriated funds for two new one-time programs to provide regions and jurisdictions with grants for local planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment (RHNA), to increase housing planning and accelerate housing production.

Under the **Local Government Planning Support Grants Program**, there are two separate appropriations – one for local governments directly (LEAP), and the **Regional Early Action Planning Program (REAP)** to be administered by councils of governments or specified regional entities. More information on LEAP and REAP can be accessed [here](#). A portion of the REAP funds will support RHNA processes of COGs, including completion of SCAG’s pending RHNA.

Your feedback is solicited in a brief survey to support establishing priorities for use of the REAP funds within the SCAG region, within the statutorily eligible uses. **This survey should take no longer than 10 minutes to complete.** Please consider the highest needs within your local government for the REAP funds. Consider them relative to the SB 2 or LEAP funds your jurisdiction may also receive for related planning activities, and accommodating the RHNA for your jurisdiction’s housing element update and any related implications for updating other general plan elements. Please submit your survey answers no later than Wednesday, January 22, 2020.

SCAG is considering multiple options and can administer the funds through a combination of technical assistance, competitive funding opportunities to counties, consultants or entities serving multiple jurisdictions, and through limited direct allocations to local governments. The planning activities are to accommodate the development of housing and infrastructure that will accelerate housing production in a way that aligns with state planning priorities, housing, transportation, equity, and climate goals.

HCD will issue Notices of Funding Availability (NOFAs) for each of these programs in the spring of 2020; these short-term funds must be expended by the end of 2023 and require subsequent reporting to the Legislature. These programs compliment the SB 2 Planning Grants most jurisdictions were eligible to apply for in 2019, and which have been or are currently being awarded by HCD (see [Accelerating Housing Production](#)).

We look forward to receiving your survey responses by January 22, 2020. If you have any questions about this survey or would like more information on SCAG’s Housing Program, please email housing@scag.ca.gov.

REAP Survey

1. Please type the name of your jurisdiction (optional): _____

2. This survey is being completed by, or on behalf of, which of the following?
 - Community Development or Planning Director
 - City Manager or other city or county administrator
 - Planner
 - Community Development or planning support staff
 - Other (please specify): _____

3. Estimate the approximate size of the Community Development, Planning, or Housing Department or other staff of your jurisdiction with housing-related responsibilities:
 - 0 – 2
 - 3 – 5
 - 6 – 10
 - 11- 24
 - 25 – 50
 - > 50

4. When was your jurisdiction’s most recent comprehensive or substantial General Plan update, including concurrent update of at least the land use, transportation, safety and housing elements?
 - Within the last 4 years (after January 2016)
 - 5-9 years ago (2011 – 2015)
 - 10-14 years ago (2006 - 2010)
 - 15-19 years ago (2000 – 2005)
 - Over 20 years ago (prior to 2000)
 - Don’t know

5. Of the recent legislative changes in State housing laws, as well as related general plan update provisions, rank your jurisdiction’s areas of greatest need for information or best practices (e.g. webinars, brochures, public information campaign, etc.)?
 - Housing element requirements
 - General plan update requirements, e.g., safety, environmental justice, conservation
 - Annual Progress Reporting requirements
 - Permit processing, Housing Accountability Act
 - Accessory Dwelling Units
 - Development standards restrictions
 - Residential development impact fees
 - Density bonus law
 - Inclusionary zoning
 - SB 2 Permanent Local Housing Assistance Program

REAP Survey

6. Are there any other areas for which you would like more information not listed in question 5? If yes, please specify. _____
7. Indicate any of the following Priority Policy Areas for Accelerating Housing Production your jurisdiction has either adopted, have underway, or want to pursue:
- Rezoning to Permit By-right Development
 - Expedited Processing
 - Objective Design and Development Standards
 - Specific Plans or Form-based Codes Coupled with CEQA Streamlining
 - Accessory Dwelling Units or Other Innovative Building Strategies
 - Housing Related Infrastructure Financing & Fee Reduction Strategies
8. If your jurisdiction applied for or has been awarded SB 2 Planning funds by the State Department of Housing and Community Development (HCD), please check all of the following categories for the awarded or pending use of SB 2 Planning funding in your jurisdiction:
- Rezoning, updating planning documents and zoning ordinances. Examples include updating general plan, adopting community plans, specific plans, local coastal programs, etc.
 - Streamlining permitting process for environmental clearance.
 - Streamlining process to expedite local planning and permitting to speed up housing production
 - Adopting strategies and best practices to promote sufficient supply of housing affordable to all income levels.
 - Hiring consultants or temporary staffing, or the use of technical assistance associated with eligible activities
 - Jurisdiction did not apply for SB2 funds
 - Other (please specify): _____
9. How familiar are you with the Regional Early Action Planning Program (REAP) (also known as 2019-20 Budget Act or AB 101)? More information on REAP can be accessed [here](#).
- Hadn't heard of it before this survey
 - I've heard of upcoming State housing funding, but not specifics
 - I've read the provisions of AB 101 regarding LEAP and REAP funds prior to receiving this survey
10. Please rank the following eligible uses of REAP funding based on what your jurisdiction has the greatest or most immediate need for:
- Education, engagement and outreach to successfully adopt housing elements and promote housing production (e.g., community workshops, local leadership development, civic engagement plans, etc.)
 - Rezoning and encouraging development by updating planning documents and zoning ordinances (e.g., general plans, community or specific plans, sustainable

REAP Survey

communities' strategies, accessory dwelling unit ordinances, local coastal programs)

- Streamlining local environmental clearance for housing development
- Streamlining planning and permitting to accelerate housing production (e.g. smart permitting or tracking system)
- Planning housing supportive infrastructure and its financing, e.g. sewer and water systems, roads, transit, and other public facilities, structuring EIFDs, parking or development impact fee reform
- Developing best practice strategies for promoting housing and housing affordability along with other related objectives (e.g., alignment with SCAG's Connect SoCal Plan, promoting priority growth area development and resource conservation; increasing mode shift, reducing VMT)
- Establish a county or regional housing trust fund for affordable housing
- Performing feasibility studies to determine efficient locations to site housing (adequate housing element land inventory sites, transit oriented development)
- Technical assistance, temporary staffing, or consultant needs associated with eligible activities

11. Are there any other uses of REAP funding not listed in question 10 that your jurisdiction has the greatest of most immediate need for? If yes, please specify. _____

12. How are each of the following policy or program types implemented in your jurisdiction: Changes to Land use plans or development regulations, application permitting (general plan, zoning ordinances, design review); Development or operation of housing programs, including administering local, state or federal loan or grant programs. Please check all that apply:

- By dedicated staff with housing expertise within the community development or planning department
- By available non-specialized staff of our jurisdiction
- Under contract with a County-level housing authority/commission
- By an independent third-party public agency other than the County
- By private for-profit Consultant(s)
- By non-profit community or housing development organization(s) (CBOs or CHDOs)
- Other (please specify): _____

13. When implementing or seeking to implement these activities, indicate your jurisdiction's desire for support, technical assistance or operation from or by external sources such as any of the following. Please check all that apply:

- California Department of Housing and Community Development (HCD)
- Governor's Office of Planning and Research (OPR)
- Caltrans
- SCAG
- Subregional agency

REAP Survey

- County department, agency or housing authority
- Joint partnership authority (JPA) or administrative partnership of two or more public agencies, including HOME Consortium or CDBG Urban County Agreement, or Continuum of Care
- Private for-profit consultant(s)
- Nonprofit community or housing development organization(s)
- Unsure
- Need only funding of activities to be implemented by staff of our jurisdiction
- Any other agency or organization not listed. Please specify. _____

14. What extent of involvement with the REAP program is your jurisdiction interested in?

Check all that apply.

- Participation in initial focus group
- Participation in a working group on implementation
- SCAG-sponsored webinars, e.g. Toolbox Tuesdays
- Peer-learning opportunities with other local governments or stakeholders
- General reporting in SCAG newsletters or committee agendas
- Not sure
- Other (please specify): _____



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
February 6, 2020

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

EXECUTIVE DIRECTOR'S
APPROVAL

From: Courtney Aguirre, Program Manager II, Planning Division,
(213) 236-1990, Aguirre@scag.ca.gov

Subject: Regional Safety Targets 2020

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council adopt SCAG's calendar year 2020 transportation safety targets, which are supportive of the adopted statewide safety targets.

RECOMMENDED ACTION FOR RC:

Adopt SCAG's calendar year 2020 transportation safety targets, which are supportive of the adopted statewide safety targets.

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 Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for state departments of transportation (DOTs) to carry out the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Final Rule calls for State DOTs, working with Metropolitan Planning Organizations (MPOs), to establish targets for reducing the numbers and rates of transportation fatalities and serious injuries. The California Department of Transportation (Caltrans) established aspirational statewide safety targets in August 2019 for the calendar year 2020. SCAG has until February 27, 2020 to establish regional safety targets. Calendar year 2020 is the third year for which safety targets are being established pursuant to the requirements under MAP-21. SCAG has the option to agree to support the statewide targets, establish numerical targets specific to the region, or use a combination of both. SCAG staff recommend supporting the statewide targets and adopting SCAG-specific targets based on Caltrans' target setting methodology, consistent with our approach in prior years. This recommendation would allow SCAG to more accurately monitor its performance in relation to the State's targets going forward. Because targets will be updated annually, SCAG will have the opportunity to revisit and update its targets each calendar year.

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

BACKGROUND:Safety Performance Management Measures Final Rule

The Federal Highway Administration (FHWA) issued the National Performance Management Measures: Safety Performance Management Measures Final Rule, effective April 14, 2016, to establish performance measures for State departments of transportation (DOTs) to carry out the Highway Safety Improvement Program (HSIP). State DOTs and Metropolitan Planning Organizations (MPOs) will be expected to use the information and data generated as a result of the new regulations to inform their transportation planning and programming decision-making and link investments to performance outcomes. In particular, FHWA expects that the performance measures will help State DOTs and MPOs make investment decisions that will result in the greatest possible reduction in fatalities and serious injuries. The Final Rule is aligned with California Department of Transportation (Caltrans) support of Toward Zero Deaths (TZD) (similar to Vision Zero), which has also been adopted by many State DOTs and municipalities (e.g., Los Angeles).

The Final Rule calls for State DOTs, working with MPOs, to assess fatalities and serious injuries on all public roads, regardless of ownership or functional classification. Specifically, the Final Rule establishes the following five performance measures for five-year rolling averages for:

- Number of Fatalities;
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
- Number of Serious Injuries;
- Rate of Serious Injuries per 100 million VMT; and
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

The Final Rule also establishes the process for DOTs and MPOs to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

Caltrans is required to establish statewide targets on an annual basis, beginning August 2019 for calendar year 2020 targets. SCAG is required to establish targets for the same five safety performance measures up to 180 days after Caltrans establishes the statewide targets (i.e., February 27 each year). Calendar year 2020 is the third year for which Safety targets are being established pursuant to the requirements under MAP-21. SCAG has the option to agree to support the statewide targets, establish numerical targets specific to the SCAG region, or use a combination of both. In the prior two years of target setting, SCAG supported the statewide targets and adopted SCAG-specific targets based on Caltrans' target setting methodology. SCAG must provide regular updates on its progress towards achieving these targets, including within Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy, and the Federal Transportation Improvement Program.

FHWA will consider whether Caltrans has met or made significant progress toward meeting its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. The met or made significant progress determination only applies to State DOT targets, not MPOs. However, as part of oversight of the planning process, FHWA will review how MPOs such as SCAG are addressing their targets or assisting the state in achieving its targets during Transportation Management Area (TMA) Certification Reviews, when FHWA reviews the Transportation Improvement Programs (TIPs) and State Transportation Improvement Programs (STIPs). FHWA will also review how MPO targets are achieved during the Federal Planning Finding associated with the approval of the STIP. If California does not meet its targets, a State Implementation Plan will have to be developed to meet its targets, and whatever flexibility there is in using HSIP funds will be gone. Also, if California is not meeting the requirements, greater coordination of Caltrans and MPO safety activities will likely have to occur.

Target Setting Approaches

There are two main types of target setting, vision-based target setting and evidence-based target setting. When developing aspirational, vision-based targets, agencies use the term “target” to refer to a long-term vision for future performance, their ultimate goal. Many transportation agencies are setting vision-based targets for zero fatalities (e.g., Vision Zero or TZD) and for progress towards this vision (e.g., reduce fatalities by one-half within 20 years). Evidence-based targets take a more narrow approach to target setting – focused specifically on what can be achieved within the context of a set of investments, policies, and strategies defined within an implementation plan and subject to a shorter timeframe (e.g., five to ten years). While these two approaches are distinct, they are not necessarily in conflict. A vision-based target is useful for galvanizing support around a planning effort and for ensuring successful strategies are considered and/or implemented while keeping the focus on a clear goal. Evidence-based targets promote accountability. Being able to demonstrate the benefits of different levels of investment in safety can help strengthen understanding of the implications of investment decisions. Many agencies choose to adopt interim hard targets based on a broader vision (e.g., TZD).

Caltrans’ Statewide Safety Targets

Caltrans used a vision-based approach to establish the calendar year 2018, 2019, and 2020 statewide safety targets. This year’s approach is consistent with prior years, with minor changes in forecasting the fatalities and serious injuries. For the year 2020, Caltrans chose to reach a target line of zero fatalities by 2050. Fatalities should be reduced by 3.03 percent and serious injuries should be reduced by 1.5 percent annually to reach the goal of zero by 2050. Similarly, for non-motorized fatalities, a 3.03 percent decrease rate was applied and 1.5 percent rate of decrease is applied to serious injuries. The decrease in fatalities, serious injuries and non-motorized fatalities and serious injuries is applied from year 2016 onwards. The percentage

decreases are carried forward for the future years. The statewide targets for calendar year 2020, all of which reflect five-year rolling averages, are as follows:

- Number of Fatalities: 3,518.0
- Rate of Fatalities per 100 million VMT: 1.023
- Number of Serious Injuries: 13,740.4
- Rate of Serious Injuries per 100 million VMT: 3.994
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries: 4,147.4

For additional details regarding the State's target setting methodology, please review Attachment 1: Safety Performance Management Targets for 2020.

Regional Safety Targets

Target Setting Evaluation

In order to evaluate potential targets, SCAG staff took the following steps: (1) estimate the existing trends to determine where we are now, (2) determine what external factors will impact the target in order to forecast future trends, and (3) estimate targets based on forecasted fatality reductions from safety plans. SCAG's efforts related to each of these steps is detailed below.

(1) Regional Existing Conditions

SCAG staff developed an existing conditions report that analyzed the region's roadway collision data, patterns, and trends. In summary, on average, 1,500 people are killed, 5,400 were seriously injured, and 136,320 were injured in traffic collisions in Southern California every year. These collisions are happening in every community in the region, from El Centro in Imperial County to Malibu in Los Angeles County. They are happening to people from all walks of life, to those who drive and disproportionately, to those who walk and bike. SCAG experienced a period of annual declines in traffic-related fatalities and serious injuries until 2012 when they began to steadily rise, though they have not risen to their previous peaks.

(2) Influence of External Factors

Collisions and collision severity are impacted by many factors, some of which are not under the direct control of transportation agencies, such as vehicle safety features, weather, and the state of the economy. Some research suggests that in California, 70 percent of the collision variation can be taken into account from only considering the unemployment rate and per capital Gross Domestic Product (GDP) growth for California for the years 1998 to 2015.¹ Other external factors to consider include: continued population growth; demographic changes (e.g.,

¹ National Cooperative Highway Research Project 17-67, "Identification of Factors Contributing to the Decline of Fatalities in the United States"

increasing share of older adults, Millennial transport preferences); the changing mode mix on the roadways; mobility innovations; changing drug laws; and the availability of funding for safety-related projects and programs, among others.

(3) Estimating Targets based on Forecasted Fatality Reductions from Safety Plans

Though there are clearly many external factors, SCAG recognizes that there are many actions agencies can take to influence the numbers and rates of fatalities and serious injuries, including engineering our roadways better, conducting targeted education and enforcement, and ongoing evaluation. Also, we are undoubtedly in a better position to take actions that can have impact when we have a firm handle on our existing conditions. Unfortunately, at this time, SCAG does not have modeling software that can forecast collisions and safety numbers. However, SCAG staff is actively seeking grant funding to support the development of such a model that would take into account a variety of inputs including proposed transportation projects, land uses, population growth, VMT growth, roadway types, and the density of intersections, for example. In the absence of modeling, SCAG staff applied the State’s methodology to the region. As reflected in the table below, 3.03 percent reduction is applied to fatalities and 1.5 percent reduction is applied to serious injuries for 2017 until 2050, 2016 being the base year. The percentage decrease is carried over in the future years.

Table 1: Regional Targets

Measure	Single Yr SCAG 2016	Baseline 5-Year Rolling average SCAG 2016	SCAG Targets 2019	Caltrans Targets 2019	SCAG Targets 2020	Caltrans Targets 2020
Number of Fatalities	1711	1461.8	1467	3445.4	1607	3518
Rate of Fatalities per 100 MVMT	1.04	0.95	0.89	0.995	0.96	1.02
Number of Serious Injuries	5913	5068	5552	12688	5736	13,740
Rate of Serious Injuries per 100 MVMT	3.59	3.18	3.37	3.66	3.42	3.994
Total Number of Non - motorized	1993	1828.8	2133	3949.8	1915.98	4147.4
* In all cases, referring to victims, not collisions						

Safety Planning and Performance Tracking

Federal and state evaluation of the achievement of the safety targets is scheduled to occur in 2022. Based on the most recent five years of data (through 2017), it appears that the SCAG region is on track to achieve the targets. However, it is important to note to achieve our targets, significant efforts on the part of stakeholders are necessary.

The SCAG region is experiencing an upward trend in fatalities and serious injuries like the State and the nation. To motivate reductions, SCAG has developed a High Injury Network (HIN) to help local jurisdictions focus improvements where they are most needed. In addition, SCAG offers local jurisdictions opportunities to secure regional safety planning grants (funding Vision Zero Action Plans); it convenes a quarterly Safety Working Group and periodic peer exchanges to facilitate information sharing; it implements a regional safety community outreach and advertising campaign, Go Human; and its long-range plan, Connect SoCal, provides a framework, largely grounded in the State’s Strategic Highway Safety Plan, that can help member agencies interested in pursuing safety initiatives and strategies at the local level. In the past year, SCAG has also been serving on the State’s Zero Traffic Fatalities Task Force, which was established by AB 2363 to develop policies to reduce traffic fatalities to zero and has been focused on the issue of speed.

Based on a review of the projects included in the Federal Transportation Improvement Program (FTIP), there are nearly 400 projects, valued at more than \$5 billion, which are anticipated to result in safety benefits (See Table 2). SCAG anticipates that with continued work with its Transportation Safety Working Group to develop a Regional Safety Strategy and High Injury Network, the region will continue to make progress towards achieving its annual safety targets.

Table 2: 2016 RTP/SCS Safety Projects - FTIP (*Thousands)

County	* Safety Projects Programming	* All Projects Programming	Total Safety Projects	Total Projects	% of Total
Imperial	\$11,287	\$60,193	12	73	16
Los Angeles	\$3,037,807	\$19,382,656	232	936	25
Orange	\$516,422	\$3,007,022	36	180	20
Riverside	\$1,311,227	\$ 7,070,337	55	396	14
San Bernardino	\$182,463	\$4,006,990	25	265	9
Ventura	\$187,597	\$856,230	30	174	17

Various	\$182,463	\$184,686	2	7	29
Region Totals	\$5,429,266	\$34,568,114	392	2031	19

Note: The table may not reflect a complete accounting of safety projects in the region due to the way projects are detailed in the FTIP (safety elements may not be explicitly described) and because jurisdictions may implement projects that are locally funded and not required to be included in the FTIP.

Target Setting Recommendation

As previously mentioned, SCAG may support the statewide targets, establish numerical targets specific to our region, or use a combination of both. Based on the issues outlined earlier—that is, the considerable influence of external factors such as the economy and SCAG’s current inability to accurately forecast safety numbers using a model—SCAG staff recommend supporting the overall statewide targets and adopting SCAG-specific targets based on Caltrans’ target setting methodology (See Attachment 1). This means that SCAG will work towards achieving annual reductions of 3.03 percent in fatalities and 1.5 percent in serious injuries until 2050, at which time California and the region are anticipated to experience zero traffic-related fatalities. This recommendation allows SCAG to establish numerical targets specific to the region that are consistent with and supportive of the statewide targets, and it allows SCAG to more accurately monitor its performance in relation to the State’s targets going forward. Because targets will be updated annually, SCAG will have the opportunity to revisit and update its targets each calendar year.

FISCAL IMPACT:

Funding for staff work on this issue is included in the OWP (010.00170.08: Transportation Security Planning)

ATTACHMENT(S):

1. PowerPoint Presentation - Regional Safety Target Setting 2020
2. SPM Decision Document 2020 - Septv2

Regional Safety Targets 2020

Transportation Committee

Courtney Aguirre
Hina Chanchlani
February 06, 2020
www.scag.ca.gov



Safety Performance Management Final Rule

- Effective April 14, 2016
- Statutory authority under MAP-21 (49 USC 490)
- Establishes 5 safety performance measures
 - Number of Fatalities (Victims)
 - Rate of Fatalities (victims) per 100 million VMT
 - Number of Serious Injuries (Victims)
 - Rate of Serious Injuries (victims) per 100 million VMT
 - Number of Non-motorized Fatalities and Non-motorized Serious Injuries (Victims)
- 5-Year Rolling Averages

MPO Targets

- Must establish safety targets within 180 days after the State establishes targets (Feb. 27, 2020)
- Can support State targets, establish numerical targets specific to the region, or use a combination of both
- MPO reporting progress to the State includes reporting in RTP/SCS and FTIP

Safety Target Evaluation

- FHWA will determine whether a state has met or made significant progress towards meeting its targets
- A State DOT is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets...
 - a) are met
 - or --
 - b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State's target

Existing Conditions



1,500 PEOPLE DIE EVERY YEAR FROM COLLISIONS



5,200 PEOPLE SUSTAIN SERIOUS INJURIES EVERY YEAR FROM COLLISIONS

The top contributing factor of all collisions is unsafe speed.



136,000 PEOPLE SUSTAIN INJURIES EVERY YEAR FROM COLLISIONS



270 COLLISIONS OCCUR PER DAY ON THE STREETS
THAT IS ROUGHLY **99,000** PER YEAR

Attachment: PowerPoint Presentation - Regional Safety Target Setting 2020 (Regional Safety Targets 2020)

Trends

Fatalities



Trends



Serious Injuries



Trends



Non Motorized Fatalities and Serious Injuries



Safety Targets for 2020

Measure	Single Yr SCAG Region 2016	Baseline 5-Year Rolling average SCAG Region 2016	SCAG Targets 2019	Caltrans Targets 2019	SCAG Targets 2020	Caltrans Targets 2020
Number of Fatalities	1711	1461.8	1467	3445.4	1607	3518
Rate of Fatalities per 100 MVMT	1.04	0.95	0.89	0.995	0.96	1.023
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Rate of Serious Injuries per 100 MVMT	3.59	3.18	3.366	3.661	3.42	3.994
Total Number of Non-motorized	1993	1828.8	2133	3949.8	1915.98	4147.4

* In all cases, referring to victims, not collisions

SCAG's Role in Transportation Safety

- Safety Policy and Planning
 - Support and collaborate on SHSP Steering Committee
 - Safety component of the RTP/SCS
 - Transportation Safety Regional Existing Conditions Report
 - Annual safety targets (TZD)
 - Report on progress towards achieving safety targets in FTIP and RTP/SCS
 - Supporting safety legislation (e.g., AB 2363) and statewide initiatives (Zero Traffic Fatalities Task Force)
 - Convening jurisdictions and agencies to achieve better coordination (Safety Working Group)



SCAG's Role in Transportation Safety

- Data Collection and Analysis
 - Regional High Injury Network
 - Macro level safety modeling (seeking federal funding)
 - Gathering data such as roadway network, traffic volumes, and VMT
 - Analyzing, interpreting and sharing regional data



SCAG's Role in Transportation Safety

- Funding Safety-Related Efforts
 - SCAG Sustainable Communities Planning Grants
 - Supporting ATP funded projects
- Encouraging Best Practices
 - Toolbox Tuesdays (High Injury Network Training)
 - Regional Safety Workshops & Peer Exchanges
- Leading and Collaborating on Safety Education Campaigns
 - Go Human



Recommendation/Action

- Recommend that the Regional Council adopt SCAG's calendar year 2020 transportation safety targets, which are supportive of the adopted statewide safety targets, specifically:
 - The region will reduce fatalities by 3.03 percent and serious injuries by 1.5 percent on an annual basis and achieve a goal of towards zero deaths by 2050

Next Steps

- February onwards: Work with stakeholders to implement Connect SoCal's safety strategies and actions
- February 2019, 2020, 2021 etc. – monitor progress and set updated targets each year

Thank You!

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Safety Performance Management Targets for 2020

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2020 calendar year by August 31, 2019. Caltrans and OTS have adopted aspirational goals consistent with the California Strategic Highway Safety Plan (SHSP) as follows:

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR ROLLING AVERAGE

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2020	Percent Reduction for 2020
Number of Fatalities	FARS	3518.0	3.03%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.023	3.03%
Number of Serious Injuries	SWITRS	13,740.4	1.5%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	3.994	1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4147.4	3.03% for Fatalities and 1.5% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration’s (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP. The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In September 2015, California updated its SHSP, which is “a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and severe injuries on all public roads” (SHSP, 5). It further states that the “SHSP is a multi-disciplinary effort involving Federal, State, and local representatives from the 4Es of safety [i.e. engineering, education, enforcement, and emergency services]” (SHSP, 2015-2019, 34). In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to: (1) the HSIP report content and schedule, (2) the Strategic Highway Safety Plan (SHSP) update cycle, and (3) the subset of the model inventory of roadway elements (MIRE), also known as the MIRE fundamental data elements (FDE).

The Safety Performance Measures (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

States must establish statewide targets for each of the safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their States on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met, or made significant progress toward meeting, its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan.

Target Selection Methodology

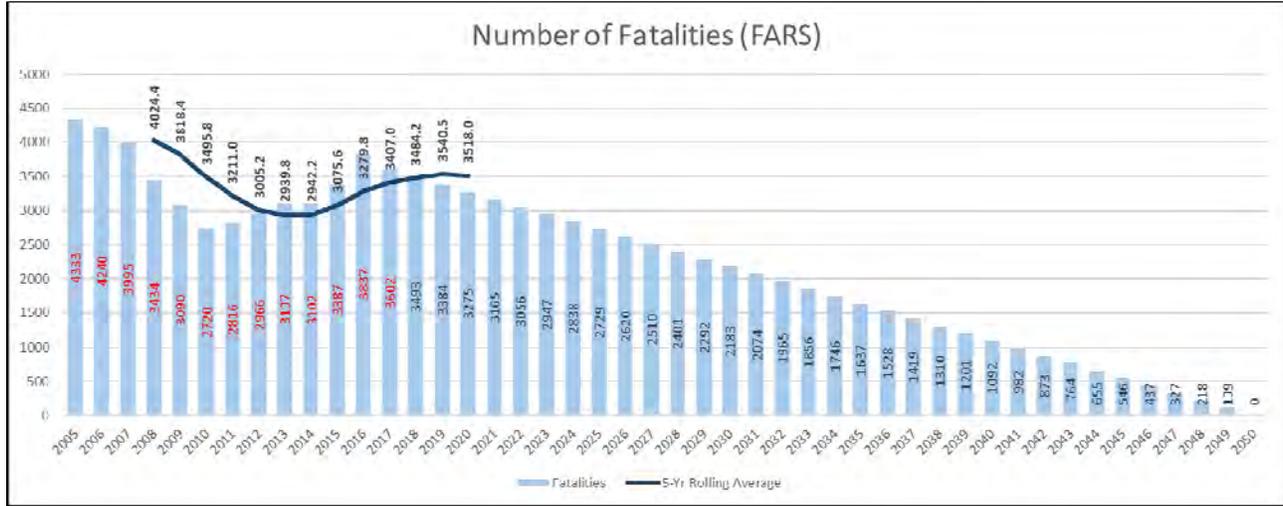
There are three steps to setting safety performance targets, which are: (1) estimating the existing trends to determine where we are now, (2) determining what external factors will impact the target in order to forecast future trends, and (3) estimating targets based on forecasted fatality reductions from safety plans. In line with these steps, on May 8, 2019, a webinar and telephone conference was held to discuss the 2020 Safety Performance Management Targets with the MPOs and other vested stakeholders. During this workshop four possible scenarios for setting the 2020 Targets were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious Injuries into the future; (2) a flat line scenario, which assumes that there is no change in the future from the current numbers; (3) a match to the Strategic Highway Safety Plan's goal of -3% for fatalities and -1.5% for serious injuries; (4) a target line of reaching zero fatalities by 2050.

After receiving feedback from the MPOs from the webinar and telephone conference on May 8, 2019, the consensus was to select the fourth scenario, which uses a target line of reaching zero fatalities by 2050. This scenario is similar to the goals adopted by several States in the nation of Toward Zero Deaths TZD by 2050 (with 2016 numbers as the baseline numbers). The next update of the SHSP will be by 2020 and the TZD goals in this future safety plan will be incorporated in the 2021 SPMTs. The rationale for selecting safety targets based on a comprehensive statewide safety plan is to set “empirically derived targets based on quantitative modeling of potential strategies. With this approach, targets are based on empirical evidence of the selected interventions’ previous effectiveness combined with best estimates of future effectiveness, using a model linking inputs and outcomes” (Performance Management Practices and Methodologies for Setting Safety Performance Targets, Federal Highway Administration, 2011). Since safety performance targets pertain to all public roads, in a practical sense for this to work, local jurisdictions need to develop individual performance measures based on the particular needs of the locality and also target the appropriate strategies. If regional implementation is adopted, this denotes a bottoms-up approach where targets are rolled up from the State and local jurisdictions based on safety effectiveness, supported by research, and are more realistic and achievable, which in turn helps secure political support (Joint Transportation Research Centre of the Organization for Economic Cooperation and Development and International Transport Forum, *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*, 2008).

The Number of Fatalities

For 2020, the target for fatalities based on the five-year rolling average is **3518.0** with 3275 fatalities projected for the same year. While referring to Figure 2, the blue bars with red text reflect the data that was available in FARS at the time of the target setting process. For the 2020 targets, the last year that data was available in FARS was the 2017 data. The Number of Fatalities 2020 target is set with a target line to decrease fatalities to zero by the end of December 2049. This is denoted by the blue bars with black text that begin in year 2018. The dark blue line represents the 5-year rolling average from the annual fatality numbers.

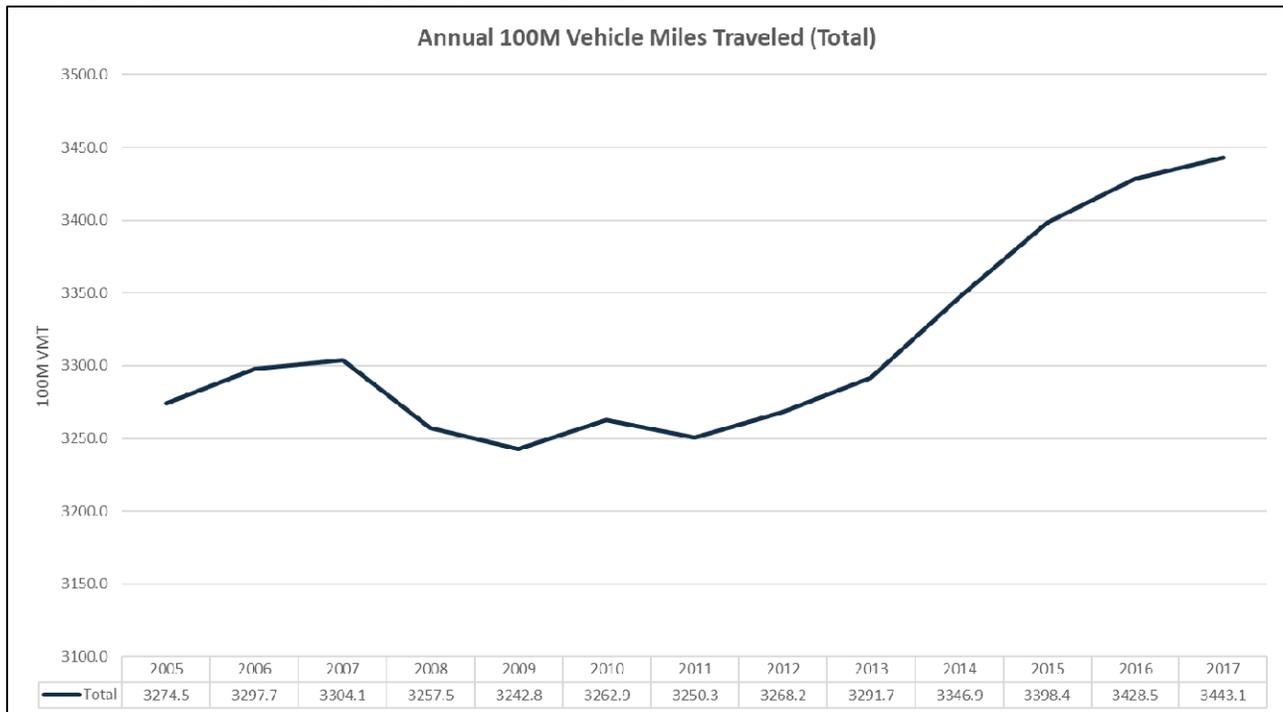
FIGURE 2: THE NUMBER OF FATALITIES



Annual Fatality Rate (per 100M VMT)

Statewide traffic volumes are reported in one hundred million vehicle miles traveled (100M VMT). While referring to Figure 3, traffic volumes have been steadily increasing since 2011. For the purposes of safety performance target setting, a 1 percent increase in VMT is forecasted from year-to-year for the years from 2017 to 2020.

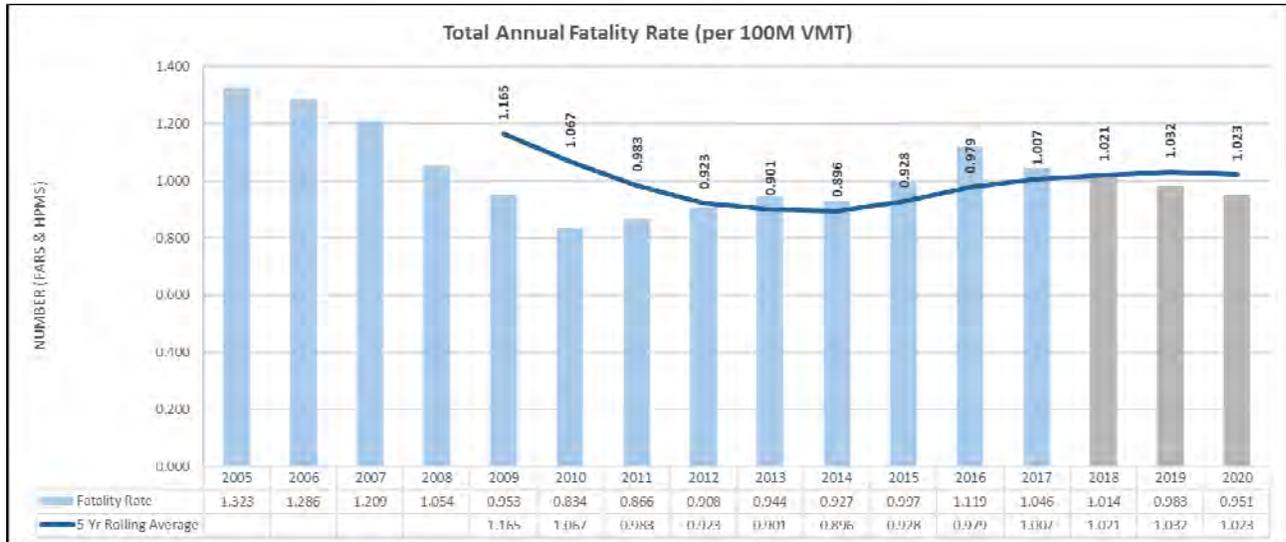
FIGURE 3. ANNUAL STATEWIDE TRAFFIC VOLUMES



The fatality rate is calculated by dividing the number of fatalities by 100M VMT. The same assumptions are relevant for the calculation of the number of fatalities and they are (refer to Figure 4):

- The blue bars denote the current data that is available in FARS (as of June 2019 when the OTS presented their targets to NHTSA);
- The gray bars show a toward zero death target by the of December 2049 from 2017 to 2020.

FIGURE 4. THE FATALITY RATE



The dark blue line represents the five-year rolling average from annual fatality rates that reflect the 2015-2019 SHSP goal, which is **1.023** per 100M VMT. The fatality rate for 2020 is 0.951.

The Number of Serious Injuries

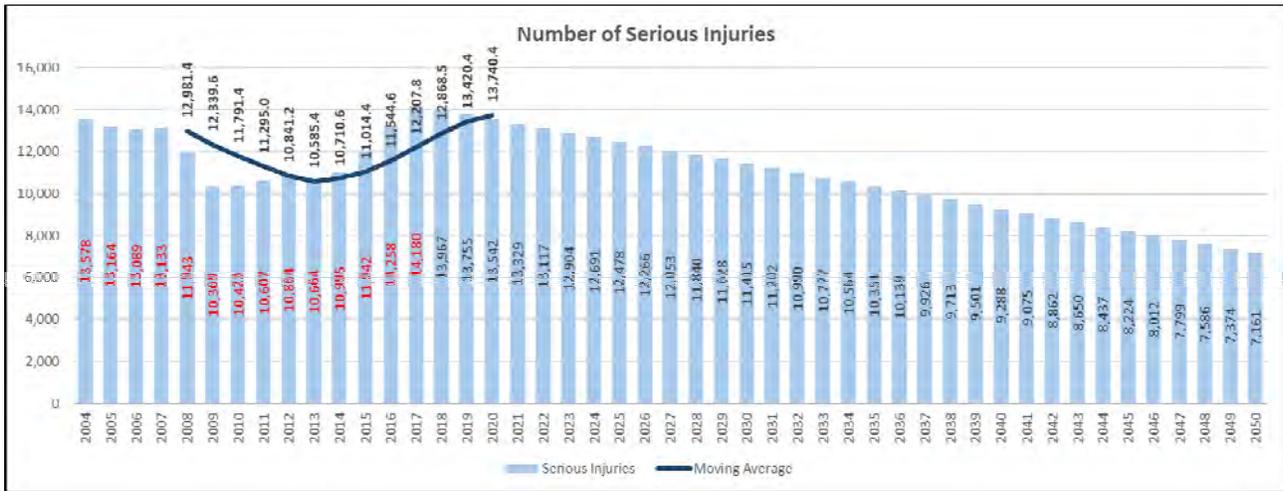
The serious injury data for the State of California resides in the Statewide Integrated Traffic Records System (SWITRS). The definition of serious injury corresponds to “A” in the KABCO Scale and the corresponding value in the SWITRS database is coded as “2”. This is explained in Table 2 (below).

TABLE 2. A COMPARISON BETWEEN KABCO AND SWITRS SERIOUS INJURY DEFINITIONS

KABCO Definition (FHWA)	SWITRS Definition (CHP)
K: Fatal Serious Injury	1: Fatal
A: Serious Injury	2: Injury (Severe)
B: Minor Injury	3: Injury (Other Visible)
C: Possible Injury	4: Injury (Complaint of Pain)
O: Property Damage Only	5: Property Damage Only

Referring to Figure 5 below, the blue bars with red text denotes the current data that is available in SWITRS (as of June, 2019). The blue bars with black text shows the number of serious injuries that decrease 1.5% from 2017-2050. The target year for serious injury numbers is 13,542. The dark blue line represents a five-year rolling average and for 2020 it is **13,740.4**.

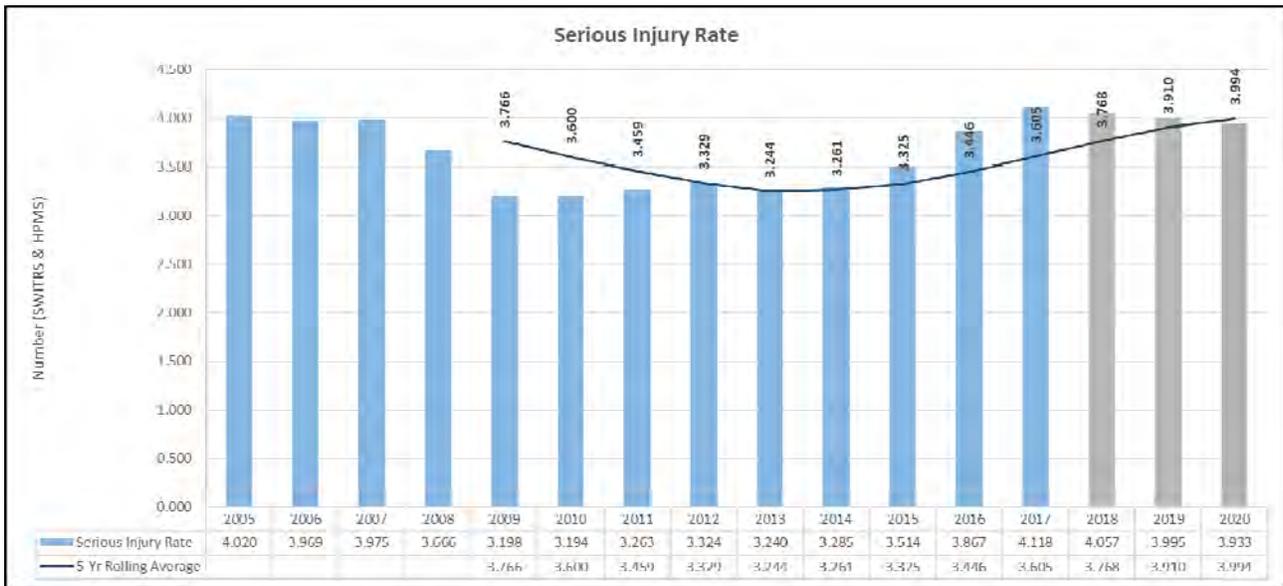
FIGURE 5. THE NUMBER OF SERIOUS INJURIES



The Rate of Serious Injury

The serious injury rate is the number of serious injuries divided by 100M VMT. While referring to Figure 6 (below), the blue bars denote the current data that is available in SWITRS and HPMS. The serious injury rate in 2020 is 3.933. The dark blue line represents a five-year rolling average of serious injuries. This concept is incorporated in the SHSP. This is a “vision” based or “aspirational” target. The 2020 target for the serious injury rate is **3.994**. The Average Annual Daily Traffic (AADT) volumes are increased 1 percent per year from the 2016 levels for the years from 2017 to 2020 (as is the case in calculating the fatality rate).

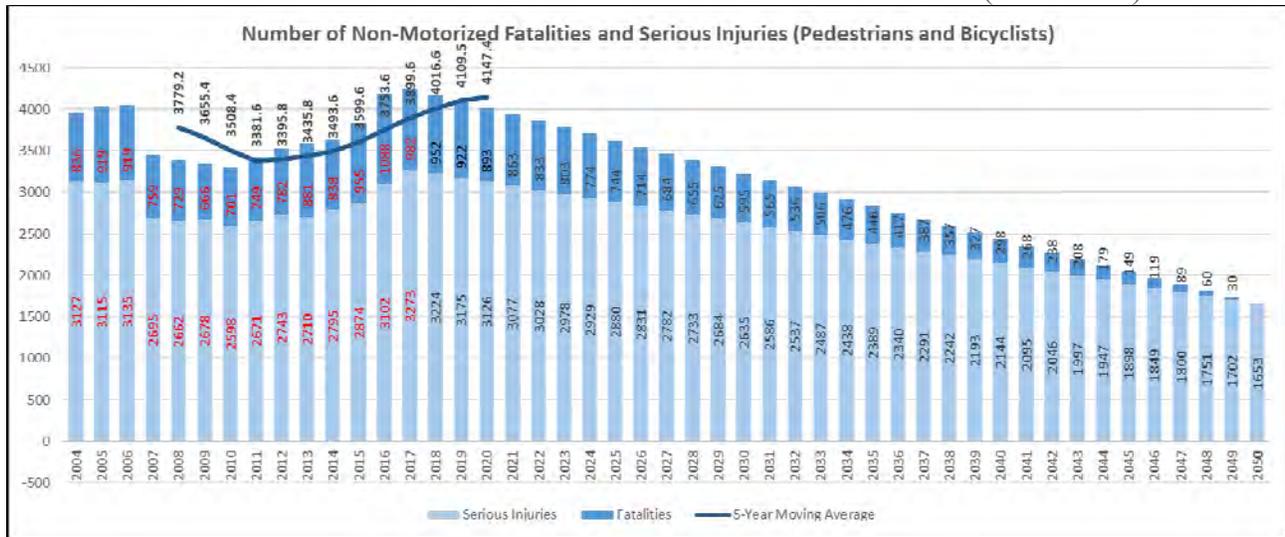
FIGURE 6. THE RATE OF SERIOUS INJURIES



The Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians)

While referring to Figure 7 (below), the darker blue bars show the number of fatalities for pedestrians and bicyclists combined. In 2017, the number of combined pedestrian bicycle fatalities is 982 as of June, 2019. The lighter blue bars with red text denote the current data that is available in SWITRS for the number of serious injuries for pedestrians and bicyclists combined. In 2017, the number of combined serious injuries for bicycles and pedestrians is 3,273. The dark blue bars depict the decreasing number of fatalities to zero by the end of December 2049. The dark blue line represents the five-year rolling average for non-motorized fatalities and serious injuries, which for the target year of 2020 is **4147.4**.

FIGURE 7. NON-MOTORIZED TARGETS FOR FATALITIES AND SERIOUS INJURIES (COMBINED)



Summary

For a breakdown of the five SPMTs, refer to Table 1. Appendix A also details the outreach efforts done by Caltrans, OTS, and the FHWA to the MPO’s, counties, and local agencies in order to coordinate and communicate the SMPTs. Further information with regards to the webinars listed in Appendix A is accessible at: <http://www.dot.ca.gov/trafficops/shsp/>. Here data is provided from Caltrans, OTS, and the FHWA. For example, traffic volumes from HPMS are broken down by county for 10 years. In addition, the webinars have been recorded and can be accessed from this website.

APPENDIX A: Safety Performance Management Target Setting Outreach Efforts

Background:

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which the Federal Highway Administration (FHWA) defines as a strategic approach that uses system *information* to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that the FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

Important Dates/Deadlines:

The overall State targets required by FHWA are due on August 31st, annually, while the MPOs set their targets six months after the State sets its targets. Three of the five safety targets must be coordinated with the Highway Safety Plan administered by the Office of Traffic Safety (OTS), which must submit their targets to NHTSA by June 30th of each year.

Performance Targets must also be included in updates to Long-Range Statewide Transportation Plans (LRSTP), metropolitan transportation plans (MTP), state transportation improvement programs (STIP) and transportation improvement programs (TIP) after May 27, 2019.

Engagement Timeline:

- **May 8, 2019** – A workshop took place by webinar and phone conference to discuss the 2020 Safety Performance Management Targets with the MPOs and other vested stakeholders. During this workshop four possible scenarios for setting the 2020 Targets were presented. They included: (1) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future; (2) a flat line scenario, which assumes that there is no change in the future from the current numbers; (3) a match to the Strategic Highway Safety Plan’s goal of -3% for fatalities and -1.5% for serious injuries; (4) a target line of reaching zero fatalities by 2050. After receiving feedback from the MPOs from the webinar and phone conference, the consensus was to select the fourth scenario.

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
February 6, 2020

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Hiroshi Ishikawa, Associate Regional Planner, Planning
Division, (213) 236-1838, ishikawa@scag.ca.gov

Subject: Los Angeles World Airports (LAWA) Presentation on the
Landside Access Modernization Program (LAMP), and the
Airfield and Terminal Modernization Project (ATMP)

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:

In preparation for the forecasted growth in air passenger demand, cargo activity, and tourism (e.g. 2028 Olympics) in the Southern California Association of Governments (SCAG) region, the Los Angeles World Airports (LAWA) is currently in the planning and construction phases of modernizing the landside access, terminals, and airfield at the Los Angeles International Airport (LAX). As the largest and most active airport in the region, effective long-term planning for LAX is critical for passenger mobility, goods movement, and economic development.

BACKGROUND:

As the designated metropolitan planning organization (MPO) for the six-county Southern California region, and thus primarily a surface transportation planning agency, SCAG is focused on air passenger and cargo activity from the perspective of how the traffic coming and going from the airports affects the region's roads, highways, and transit systems. Generally, as required by California state law (Government Code Section 65081.1), MPOs must include airport ground access improvement projects as part of the updated list of ongoing and proposed transportation projects in their regional transportation plans. In addition to the updated list of ground access projects, federal law regarding Metropolitan Transportation Planning set forth under 23 U.S.C. §134 (g)(3)(A), encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area, including airport operations. Therefore, given the enumerative and consultative nature of the relationship between airports and MPOs, MPOs can play a critical complementary function to the aviation systems planning conducted by the Federal

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Aviation Administration (FAA), states, and individual airports.

One way that SCAG complements the planning efforts of the FAA and the airports within the region is by highlighting airport improvement projects, particularly those that relate to surface transportation and landside access. As the largest and most active airport in the region, the long-term planning and modernization of LAX is critical for passenger mobility, goods movement, and economic development. In response to a request made by Transportation Committee Chair, Cheryl Viegas-Walker, at the September 2019 Transportation Committee meeting, LAWA will be presenting information on the ongoing LAX Landside Access Modernization Program (LAMP) and the upcoming Airfield and Terminal Modernization Project (ATMP), including the following:

- The Intermodal Transportation Facilities (ITF) East and West
- The Metro Crenshaw line stop
- The Automated People Mover (APM)
- The Consolidated Rental Car Facility (CONRAC)
- Reconfigured taxiways and runways to meet current FAA standards
- Dedicated access to the Central Terminal Area (CTA)
- Improved and new gates to accommodate narrow and wide body planes

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2019-2020 Overall Work Program (230-0174.05: 2016 RTP/SCS Regional Aviation Program Implementation and Preparation for the 2020 RTP/SCS)

ATTACHMENT(S):

1. PowerPresentation - LAWA



Future of LAX Update

SCAG Transportation Committee | February 6, 2020



Landside Access Modernization Program (LAMP)

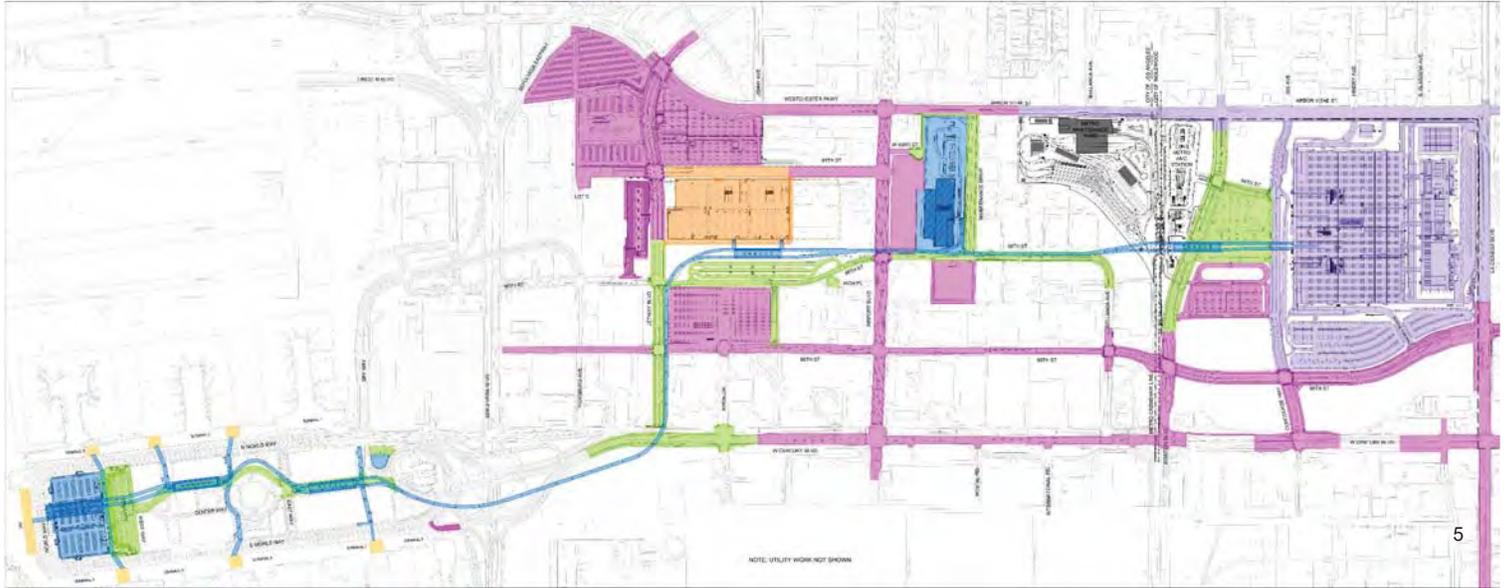
LAX



Attachment: PowerPresentation - LAWA (Los Angeles World Airports (LAWA) Presentation on the Landside Access Modernization Program

Project Components

Automated People Mover (APM) | Consolidated Rent-A-Car (ConRAC) Facility | Intermodal Transportation Facility – West (ITF-West) |
 Connection to Metro Light Rail | Roadway Improvements



5

Automated People Mover (APM)

- Developer: LAX Integrated Express Solutions (LINXS)
- Length: 2.25 mile elevated guideway
- Six Stations: Three outside the Central Terminal Area and three inside
- Train Capacity: 200 passengers per train with luggage
- Ride Duration: 10 minutes end to end
- Frequency of Trains: Every two minutes during peak hours (9AM-11PM)
- Train Features: Level boarding, wide doors and windows, seats and handholds
- Cost to Ride: Free
- Operates 24/7; 365 days
- Contract: Public-Private Partnership (P3)
 - Design-Build-Finance-Operate-Maintain





Terminal Vertical Cores

- Connect terminals to APM via a pedestrian walkway
- Vertical circulation within terminal
 - Connect passengers to ticketing lobby, baggage claim and security checkpoints
 - Connect deplaning passengers without baggage directly to APM
- A total of six cores will be built
- Construction must be completed by December 31, 2021



Intermodal Transportation Facility – West (ITF-West)

- Design-Builder: Swinerton Builders
- 1.7 million square feet | 4-story structure
- Opens in 2021
 - Shuttles will transport to/from terminals until APM is online
- Approximately 4,300 parking spaces
 - Short & long term parking
 - Valet parking
- Meet & Greet area
- Smart parking & sustainable features
- Future home of LAWA Security & Badging Office



Consolidated Rent-A-Car (ConRAC) Facility

- Developer: LAX ConRAC Partners
- Approximately 6.4 million square feet facility & 18,000 rental car stalls
- Quick Turn Around (QTA) facilities
 - Car wash
 - Fueling
 - Light maintenance (oil change)
- Direct connection to the APM and adjacent to 405 freeway
- Sustainable Elements to achieve LEED Silver structure rating
- Contract: Public-Private Partnership (P3)
 - Design-Build-Finance-Operate-Maintain



Airfield & Terminal Modernization Project (ATMP)



Airfield & Terminal Modernization Program (ATMP)

Airfield Improvements: Enhances safety, efficiency and helps reduce delays

- Relocated runway exits
- Extension and improvement of taxiways

Terminal Improvements: Better guest experience (extra seating, check-in areas, security screening, charging stations, etc.)

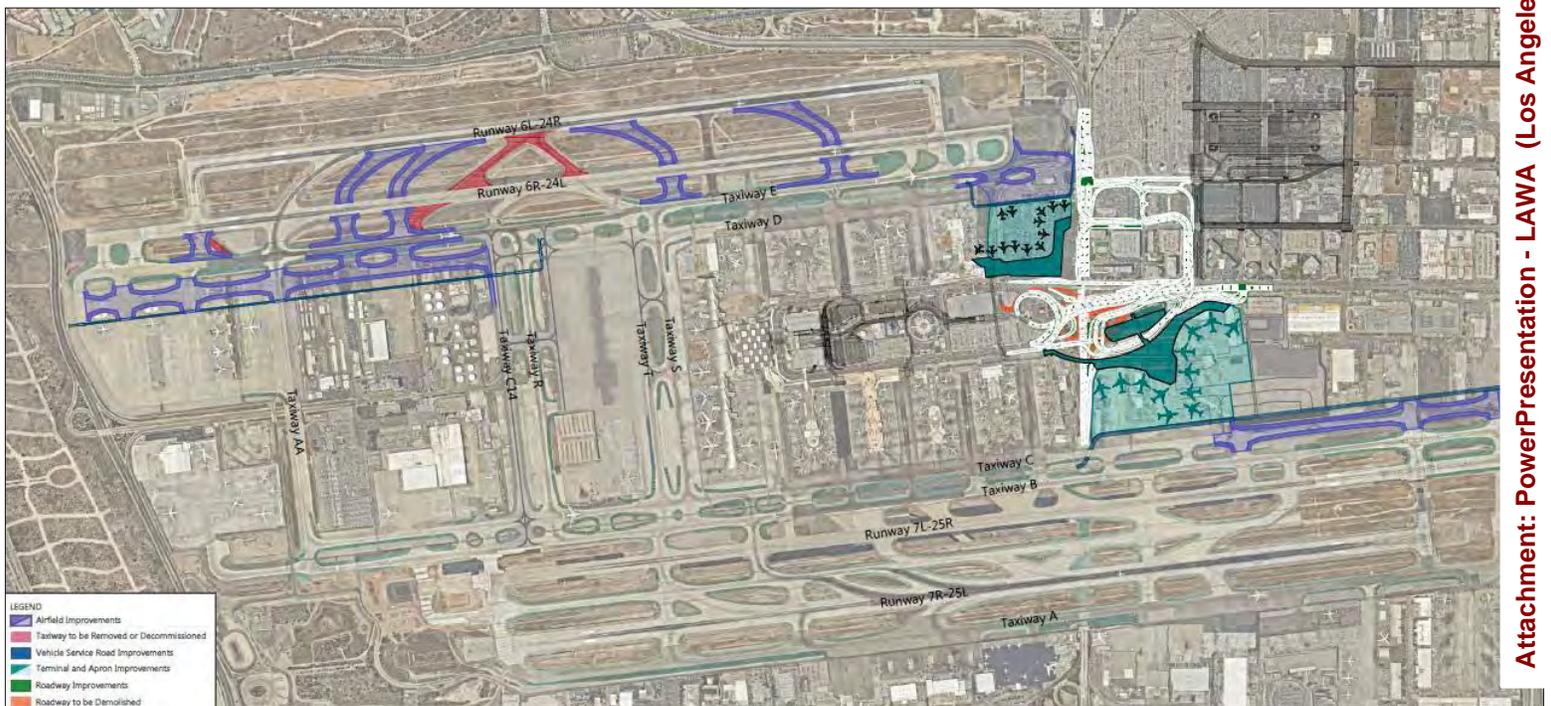
- Terminal 9 (T9) – 12 gate facility (12 new gates)
- Concourse 0 (C0) – 11 gate facility (9 new gates)
- All full-service international capabilities
- Gates at T9 and C0 will replace West Remote Gates

Landside Improvements:

- Will serve Terminal 9
- Improve Central Terminal Access and reduce congestion on nearby public roads
- New APM station at Terminal 9 and pedestrian connection to Terminal 8



ATMP Proposed Project Improvements

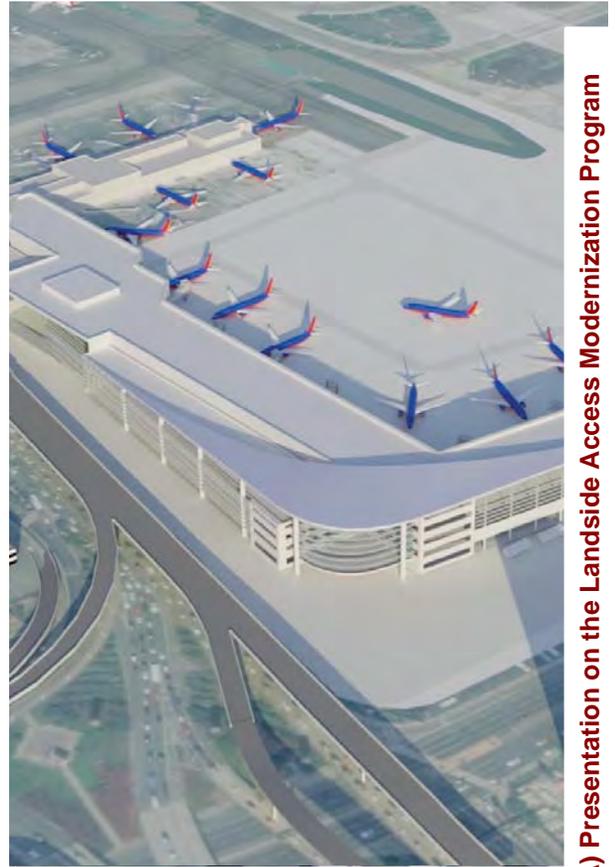


Concourse 0

- 11 gates (9 new) for narrowbody planes
- Accommodates up to 5 widebody planes
- 2 Remain-Overnight Aircraft parking positions
- Up to 1.2 million sf* (750,000 sf base)
- International (FIS) capability
- Pedestrian corridor to new APM station 4 levels (ticketing, concourse, apron and arrivals)
- Pedestrian corridor to new APM East Station
- No landside access – passengers processed through Terminal 1

LAX

*with option for office level and 20% design contingency

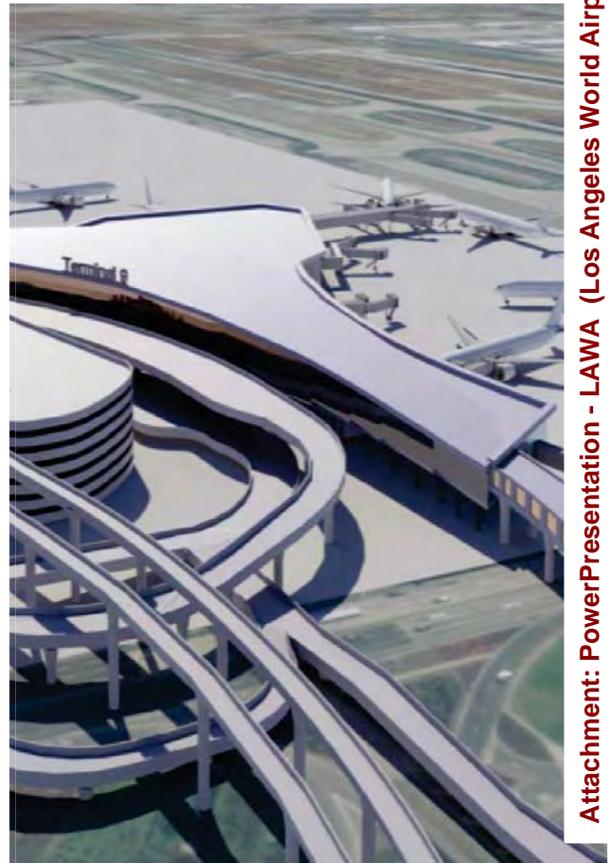


Terminal 9

- 12 new gates for widebody planes
- Up to 1.5 million sf* (1.2 million sf base)
- International (FIS) capability
- 4 levels (ticketing, concourse, apron, arrivals)
- Taxiway C improvement and easterly extension – ADG VI FAA design standards with 4-lane VSR
- Pedestrian corridor to new APM station
- Landside access to/from roadway system

LAX

*with pedestrian corridors and 20% design contingency



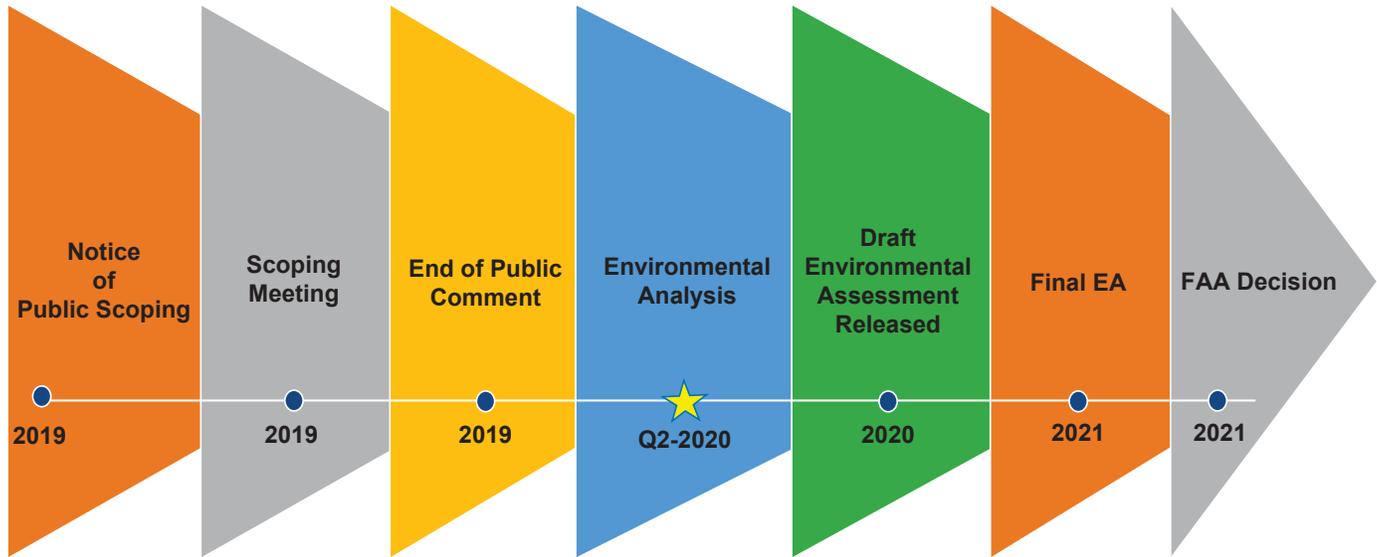
Benefits of Overall Project



CEQA Process



NEPA Process





Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
February 6, 2020

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
From: Dorothy Suchkova, Senior Regional Planner, Active
Transportation & Special Programs, (213) 236 - 1932,
suchkova@scag.ca.gov
Subject: Go Human Outlook - Safety Strategies and Resources

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

For Information Only - No Action Required

RECOMMENDED ACTION FOR CEHD AND EEC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

SCAG, in coordination with its local and regional partners, will renew the Go Human active transportation and encouragement program. Staff will present an update on the status of the active transportation safety and encouragement campaign and highlight opportunities for participation.

BACKGROUND:

The SCAG region, like California and the nation as a whole, experienced a period of annual declines in traffic-related fatalities and serious injuries until 2012 when they began to steadily rise. Although the region has made some progress on safety, 1,500 people are killed, 5,200 are seriously injured and 136,000 are injured in traffic collisions on average each year. About 73 percent of those killed since 2001 were in vehicles or on motorcycles, while the remaining 27 percent were walking or bicycling (disproportionate to their mode share, 12 percent of all daily trips are walking or biking trips). The numbers of both pedestrians and bicyclists killed are the highest they have been for more than a decade. These collisions are happening in every city across the region.

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Southern California's Catalyst for a Brighter Future

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To address the number of collisions occurring, the SCAG 2014 General Assembly passed a resolution to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured \$2.3 million in Caltrans grant funding from the statewide 2014 Active Transportation Program call for projects to coordinate a Southern California Active Transportation Safety and Encouragement Campaign.

To continue the Go Human Campaign's momentum, SCAG applied for and was awarded an additional \$1,000,000 in funding from the Office of Traffic Safety to extend the campaign into 2020. This funding will be used to conduct a fourth round of safety advertising, with advertisements running in 2020, aiming to reach 285 million impressions. In addition, the funds will be used to support Open Streets technical assistance through webinars, localized safety community engagement through a mini-grant program, the expansion of SCAG's demonstration resources through its Kit of Parts deployment program in partnership with cities across the region, as well as the continuation of SCAG's Go Human Safety Pledge, which, by committing to a safety strategy, makes partners eligible for safety resources such as borrowing the Kit of Parts, co-branded materials, and more.

More information on the advertising campaign, as well as, other components of Go Human can be found at www.gohumansocal.org.

FISCAL IMPACT:

None

ATTACHMENT(S):

1. PowerPoint Presentation - Go Human Outlook 2020

Go Human 2020 Outlook

February 6, 2020

Dorothy Le Suchkova

Active Transportation and Special Programs

February 6, 2020

www.scag.ca.gov



Go Human 2020 Outlook Summary

- **Kit of Parts:** Resources available now, additional Kits complete by August 2020
- **Go Human Challenge Items:** Available now
- **Open Streets Technical Assistance:** March – August 2020
- **Local Community Engagement Mini Call for Projects and Implementation:** April – August 2020
- **Co-Branding:** Available April – August 2020
- **Advertising:** Summer 2020 flight



Go Human Safety Pledge

SCAG

Commit to Safety



- By signing the *Go Human Safety Pledge* and committing to a safety strategy, partners become eligible for safety resources such as borrowing the Kit of Parts, co-branded materials, and more
- Cities that are currently working on safety efforts and who sign the pledge to be publicly recognized for their efforts
- Safety Pledge can be found here: <https://scag.wufoo.com/forms/scag-safety-pledge/>

Safety Pledge Commitment Activities

Examples of activities that cities can pledge to commit to:

- Host a temporary safety demonstration project
- Vision Zero Resolution
- Safe Routes to School Plan
- Conduct bike and walk audits
- More info on sample menu of activities:

<http://gohumansocal.org/Documents/Workshop-Materials/Safety-Pledge-Menu.pdf>



Kit of Parts - Available Now

- Creation of 2 more kits
- More robust lending library across the SCAG region – ultimate goal is 1 kit per county.
- Current Kits (2) – Available now
 - 1) Parklet
 - 2) Curb Extension
 - 3) Separated Bike Lane
 - 4) Artistic Crosswalk
 - 5) Median Refuge Island



Example of artistic crosswalk



Example of curb extension



Example of separated bike lane



Example of parklet

Go Human Challenge – Available Now

Educational pop-up games designed to be used in conjunction with an existing event to enhance community engagement



TRANSPORTATION SAFETY

Rolling Dice

CLIMATE RESILIENCY
Tic-Tac-Toe



ENVIRONMENTAL RESPONSIBILITY
Oversized Puzzle



Open Streets Technical Assistance



- March – August 2020
- Technical assistance to incorporate safety component into open streets events
- Technical assistance to include webinars and on-site tours at CicLAvia with partners



Local Community Engagement Partnerships



- April – August 2020
- Mini call for projects targeted for community engagement
- Fund community engagement projects to advance safety in local communities
- Examples include public art, wayfinding, or demonstration projects



Advertising Campaign, Co-branding and Printing

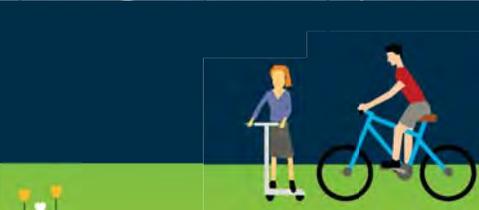
- Refreshed social media/digital advertising targeting the High Injury Network (HIN) (Summer 2020)
- Opportunities for co-branding and materials printing for partners who take the Safety Pledge (April 2020 start)
- **Police Departments and Schools:** Connect us to your police department and SCAG will develop materials for distribution.



Thank you for being champions for safety in your city and region!

More information on the advertising campaign, as well as, other components of Go Human can be found at www.gohumansocal.org

Dorothy Le Suchkova, Senior Regional Planner, suchkova@scag.ca.gov



Materials developed with funding provided by the California Office of Traffic Safety.