



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Sean Ashton, Downey

REMOTE PARTICIPATION ONLY

TRANSPORTATION COMMITTEE

*Thursday, June 3, 2021
9:30 a.m. – 11:30 a.m.*

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

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

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

PUBLIC ADVISORY

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Public Comments

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

1. **Submit written comments via email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, June 2, 2021.**

All written comments received after 5pm on Wednesday, June 2, 2021 will be announced and included as part of the official record of the meeting.

2. **If participating via Zoom or phone, during the Public Comment Period, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.**

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

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



Instructions for Participating in the Meeting

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

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/253270430>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 253 270 430**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.



TC - Transportation Committee *Members – June 2021*

1. **Hon. Sean Ashton**
TC Chair, Downey, RC District 25
2. **Hon. Art Brown**
TC Vice Chair, Buena Park, RC District 21
3. **Hon. Phil Bacerra**
Santa Ana, RC District 16
4. **Hon. Kathryn Barger**
Los Angeles County
5. **Hon. Elizabeth Becerra**
Victorville, District 65
6. **Hon. Ben Benoit**
Air District Representative
7. **Hon. Russell Betts**
Desert Hot Springs, CVAG
8. **Hon. Lorrie Brown**
Ventura, RC District 47
9. **Hon. Joe Buscaino**
Los Angeles, RC District 62
10. **Hon. Ross Chun**
Aliso Viejo, OCCOG
11. **Hon. Jonathan Curtis**
La Canada Flintridge, RC District 36
12. **Hon. Darrell Dorris**
Lancaster, NCTC
13. **Hon. J. John Dutrey**
Montclair, SBCTA
14. **Hon. James Gazeley**
Lomita, RC District 39
15. **Sup. Curt Hagman**
San Bernardino County

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



TRANSPORTATION COMMITTEE AGENDA

- 16. Hon. Ray Hamada**
Bellflower, RC District 24
- 17. Hon. Jan C. Harnik**
RCTC
- 18. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 19. Hon. Christian Horvath**
Redondo Beach, Pres. Appt. (Member at Large)
- 20. Hon. Lindsey Horvath**
West Hollywood, WSCCOG
- 21. Hon. Mike Judge**
VCTC
- 22. Hon. Trish Kelley**
Mission Viejo, OCCOG
- 23. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
- 24. Hon. Linda Krupa**
Hemet, WRCOG
- 25. Hon. Richard Loa**
Palmdale, NCTC
- 26. Hon. Clint Lorimore**
Eastvale, RC District 4
- 27. Hon. Steven Ly**
Rosemead, RC District 32
- 28. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 29. Hon. Ray Marquez**
Chino Hills, RC District 10
- 30. Hon. Larry McCallon**
Highland, RC District 7
- 31. Hon. Marsha McLean**
Santa Clarita, RC District 67

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

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

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

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

- 36. Hon. Maria Nava-Froelich**
ICTC

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

- 38. Hon. Blanca Pacheco**
Downey, GCCOG

- 39. Hon. Jonathan Primuth**
South Pasadena, AVCJPA

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

- 41. Hon. Crystal Ruiz**
San Jacinto, WRCOG

- 42. Hon. Ali Saleh**
Bell, RC District 27

- 43. Hon. Tim Sandoval**
Pomona, RC District 38

- 44. Hon. Rey Santos**
Beaumont, RC District 3

- 45. Hon. Zak Schwank**
Temecula, RC District 5

- 46. Hon. Tim Shaw**
OCTA

- 47. Hon. Marty Simonoff**
Brea, RC District 22

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- 48. Hon. Jeremy Smith**
Canyon Lake, Pres. Appt. (Member at Large)
- 49. Hon. Ward Smith**
Placentia, OCCOG
- 50. Hon. Jose Luis Solache**
Lynwood, RC District 26
- 51. Sup. Karen Spiegel**
Riverside County
- 52. Hon. Cynthia Sternquist**
Temple City, SGVCOG
- 53. Hon. Jess Talamantes**
Burbank, Pres. Appt. (Member at Large)
- 54. Hon. Steve Tye**
Diamond Bar, RC District 37
- 55. Hon. Cheryl Viegas-Walker**
El Centro, RC District 1
- 56. Hon. Scott Voigts**
Lake Forest, OCCOG
- 57. Sup. Donald Wagner**
Orange County
- 58. Hon. Colleen Wallace**
Banning, President's Appt. (Member at Large)
- 59. Hon. Alan Wapner**
SBCTA
- 60. Hon. Alicia Weintraub**
Calabasas, LVMCOG
- 61. Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Thursday, June 3, 2021
9:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
(The Honorable Sean Ashton, Chair)

PUBLIC COMMENT PERIOD

Members of the public are encouraged to submit written comments by sending an email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, June 2, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. Written comments received after 5pm on Wednesday, June 2, 2021 will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Transportation Committee will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to reduce the time limit based upon the number of comments received 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 TC Meeting of April 1, 2021

Receive and File

2. Climate Action Plan for Transportation Infrastructure (CAPTI) Comment Letter
3. Update on SCAG's Broadband Programs
4. Community Project Funding

INFORMATION ITEMS

5. SCAG and UC Davis: COVID-19 Mobility Study Preliminary Findings 30 Mins.
(Dr. Giovanni Circella, UC Davis)
6. Southern California Edison Charge Ready Program 20 Mins.
(Irfan Parekh, Sr. Project Manager, eMobility Program, Southern California Edison)

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7. Future of the Office After COVID-19

30 Mins.

(Amber Schiada, Senior Director, Insight & Advisory, JLL)

CHAIR'S REPORT

(The Honorable Sean Ashton, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(John Asuncion, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENT/S

ADJOURNMENT

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Southern California Association of Governments
Remote Participation Only
June 3, 2021

MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, April 1, 2021

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

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

Members Present:

- | | |
|--|-----------------------|
| Hon. Sean Ashton, Downey | District 25 |
| Hon. Phil Bacerra, Santa Ana | District 16 |
| Hon. Kathryn Barger | Los Angeles County |
| Hon. Liz Becerra, Victorville | District 65 |
| Hon. Ben Benoit, Wildomar | South Coast AQMD |
| Hon. Russel Betts, Desert Hot Springs | CVAG |
| Hon. Art Brown, Buena Park (Vice Chair) | District 21 |
| Hon. Ross Chun, Aliso Viejo | OCTA |
| Hon. Darrell Dorris | Lancaster, NCTC |
| Hon. John Dutrey, Montclair | SBCTA |
| Hon. James Gazeley, Lomita | District 39 |
| Hon. Curt Hagman | San Bernardino County |
| Hon. Ray Hamada, Bellflower | District 24 |
| Hon. Jan Harnik, Palm Desert | RCTC |
| Hon. Lindsey Horvath | WSCCOG |
| Hon. Mike T. Judge, Simi Valley | VCTC |
| Hon. Trish Kelley, Mission Viejo | OCCOG |
| Hon. Linda Krupa, Hemet | WRCOG |
| Hon. Richard Loa, Palmdale | NCTC |
| Hon. Clint Lorimore, Eastvale | District 4 |
| Hon. Steve Manos, Lake Elsinore | District 63 |



Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon, SBCTA	District 7
Hon. Marsha McLean, Santa Clarita	NCTC
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Frank Navarro, Colton	District 6
Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Ed Reece	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	District 27
Hon. Tim Sandoval, Pomona	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Tim Shaw	OCTA
Hon. Marty Simonoff, Brea	District 22
Hon. Jeremy Smith	Canyon Lake
Hon. Ward Smith, Placentia	OCCOG
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes	Pres. Appt.
Hon. Steve Tye, Diamond Bar	District 37
Hon. Cheryl Viegas-Walker, El Centro (Chair)	District 1
Hon. Scott Voigts, Lake Forest	OCCOG
Hon. Don Wagner	Orange County
Hon. Colleen Wallace, Banning	Pres. Appt.
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

Members Not Present:

Hon. Lorrie Brown, Ventura	District 47
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Laura Hernandez, Port Hueneme	District 45
Hon. Paul Krekorian	District 49
Hon. Steven Ly, Rosemead	District 32
Hon. Hector Pacheco, San Fernando	District 67



Hon. Alan Wapner, Ontario

SBCTA/SBCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Cheryl Viegas-Walker, El Centro, District 1, called the meeting to order at 9:30 a.m. Hon. Ray Marquez, Chino Hills, District 10, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

John Asuncion, SCAG staff, reported that a total of 6 public comments were received up to the moment and those are posted on the SCAG web site.

ELECTION OF TC CHAIR AND VICE CHAIR

Ruben Duran, SCAG counsel, announced that the Committee will elect its 2021-22 Chair and Vice Chair. Mr. Duran stated the candidate for Chair is Hon. Sean Ashton, Downey, District 25 and for Vice Chair, Hon. Art Brown, Buena Park, District 21. Mr. Duran opened the floor for additional nominations, and none were submitted.

A motion was made to close nominations and vote to approve both the election of Hon. Sean Ashton, Downey, District 25 as Chair and Art Brown, Buena Park, District 21 as Vice Chair as each are running unopposed for those positions. The motion was approved by the following votes and their election affirmed.

AYES: ASHTON, BACERRA, BARGER, BECARRA, BENOIT, BETTS, BROWN, CHUN, DORRIS, DUTREY, GAZELEY, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAJARIAN, NAVARRO, PRIMUTH, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAW, SIMONOFF, SMITH J., SMITH W., SPIEGEL, STERNQUIST, TYE, VIEGAS-WALKER, VOIGTS, WAGNER, WALLACE, WEINTRAUB (48)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

Approval Items

1. Minutes of TC Meeting, February 4, 2021

Receive and File

2. Quarterly Update on Climate Change Action Resolution Activities
3. Active Transportation Program – Cycle 5 Update
4. Sustainable Communities Program – Housing & Sustainable Development Applications
5. Updated Regional Early Action Planning (REAP) Program Subregional Allocation Amounts Based on Final Regional Housing Needs Assessment (RHNA) Allocation
6. California High-Speed Rail Authority Revised Draft 2020 Business Plan

Hon. Trish Kelley, Mission Viejo, OCCOG, asked when the REAP funding identified in item 5 would be available to the subregions. Kome Ajise, Executive Director, responded that there is coordination with Housing and Community Development on the funding and regular updates are to be provided as it moves forward.

A MOTION was made (Brown) to approve Consent Calendar Items 1 through 6. The motion was SECONDED (Voigts). The motion passed by the following votes.

AYES: ASHTON, BACERRA, BARGER, BECARRA, BENOIT, BETTS, BROWN, CHUN, DORRIS, DUTREY, GAZELEY, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAJARIAN, NAVARRO, PRIMUTH, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAW, SIMONOFF, SMITH J., SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, TYE, VIEGAS-WALKER, VOIGTS, WAGNER, WALLACE, WEINTRAUB (49)

NOES: None (0)

ABSTAIN: None (0)

ACTION/DISCUSSION ITEMS

7. Regional Transit Safety Target Setting

Priscilla Freduah-Agyemang, SCAG staff, provided an update on Regional Transit Safety Target Setting. She stated the targets are associated with the FTA Public Transportation Agency Safety Plan (PTASP) Final Rule published in 2018 which requires transit operators to develop a safety plan which include performance targets and a performance-based approach to planning. She noted the

process of establishing targets began by coordinating with county transportation commissions and transit operators in the region. Additionally, Caltrans was consulted followed by the development of a template for operators, then a methodology followed by development of initial targets. Assistance was provided regarding rate, targets by mode, calculation errors and other aspects of target development. She noted most transit operators in the region have submitted their targets and the others are expected to follow. Ms. Freduah-Agyemang stated the inputs from outstanding agencies will be incorporated as received and approval is sought to recommend that the Regional Council approve them at their June meeting.

A MOTION was made (Hagman) to recommend the Regional Council approve the proposed initial regional transit safety targets, incorporating the remaining operators' input if received. The motion was SECONDED (Navarro) and passed by the following votes:

AYES: ASHTON, BACERRA, BARGER, BECARRA, BENOIT, BETTS, BROWN, CHUN, DORRIS, DUTREY, GAZELEY, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MINAGAR, MOORE, NAJARIAN, NAVARRO, PRIMUTH, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAW, SIMONOFF, SMITH J., SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, TYE, VIEGAS-WALKER, WAGNER, WALLACE, WEINTRAUB (47)

NOES: None (0)

ABSTAIN: None (0)

8. Proposed Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Recovery Plan Act (ARPA) Apportionments

Naresh Amatya, SCAG staff, reported on the upcoming CRRSAA and ARPA funding acts and associated apportionments. He noted since the onset of COVID the federal government has passed three rounds of funding appropriations including funding to support the country's transit agencies. Further, in urban areas, funds are being distributed using existing formulas. Mr. Amatya noted the first round of funding or the CARES Act included \$1.4 billion to designated Urbanized Zone Area (UZA) with SCAC being the designated recipient. Those funds were distributed in May 2020. He stated the second funding round or CRRSAA states that no UZA shall receive no more than 75% of operating cost. He noted the eligible UZAs received approximately \$960 million in funding.

He stated the third funding cycle, ARPA stipulates that no UZA shall receive no more than 132% of its operating cost. SCAG staff recommends that the 132% guide is utilized when distributing funds to eligible counties. He noted there is consensus among the country transportation commissions about the recommended funding formulas.

A MOTION was made (Wallace) to recommend to the Regional Council that it approve staff's recommendation to follow the FTA approach that uses 75% and 132% of the 2018 Operating Costs as reported for the urbanized area (UZA) in the 2018 National Transit Database (NTD) to allocate CRRSAA and ARPA funds, respectively, when combined with the preceding rounds of stimulus funds to each of the UZAs to further sub-allocate to the eligible counties within each of the multi-county UZAs. The motion was SECONDED (Sandoval) and passed by the following votes:

AYES: ASHTON, BACERRA, BARGER, BECARRA, BENOIT, BETTS, BROWN, CHUN, DORRIS, DUTREY, GAZELEY, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MINAGAR, MOORE, NAJARIAN, NAVARRO, PRIMUTH, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SHAW, SIMONOFF, SMITH J., SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, TYE, VIEGAS-WALKER, WAGNER, WALLACE, WEINTRAUB (47)

NOES: None (0)

ABSTAIN: None (0)

9. Connect SoCal: Key Connections Work Program

Jaimee Lederman, SCAG staff, reported on the Key Connections Work Program. She stated the initiative seeks to further SCAG's commitment to leverage new technologies and Innovation to address emerging challenges and reduce greenhouse gas (GHG) emission. The program seeks synergies by breaking down silos that historically exists between land use, transportation and technology. She reviewed the core key connection noting Go Zones is a geographic area accompanied by a suite of mobility service options and incentives to reduce the dependence on single occupancy vehicles. Next, Shared Mobility & Mobility as a Service are a range of services available such as rideshare, carshare, active transportation and micro mobility and the ability to purchase each through a single portal such as a smart phone. Smart Cities and Job Centers seeks to encourage jobs and housing growth in areas of already high employment density backed by an integrated information and communications technology and virtual access to improve the efficiency of the transportation system.

Ms. Lederman reported the strategies will work together in an integrated way and each will benefit the others. For example, Go Zones and Smart Cities strategies will depend on the availability of Shared Mobility and Mobility as a Service. She noted the three strategies will utilize common planning elements such as Transportation Demand Management, multi-modal planning and technology implementation. Tom Bellino, SCAG staff, reviewed the project's objectives including developing a holistic approach to cross-cutting planning and building from strengths across the

process. He reported the deliverables include a catalog of work activities in an effort to capitalize on opportunities for ongoing collaboration and identify future projects. Mr. Bellino reviewed current major work efforts including broadband strategies to reduce vehicles miles travelled, last mile freight program and curb space management study.

Hon. Trish Kelley, Mission Viejo, OCCOG, asked about technical review of the program by external stakeholders. Ms. Lederman responded that the program is largely internal and the projects contained are part of the existing work program and already have advisory working groups associated with them.

10. 2024 Regional Transportation Plan/Sustainable Communities Strategy Framework

Naresh Amatya, SCAG staff, provided a framework for the 2024 RTP/SCS also known as Connect SoCal. He noted the plan is updated every four years and represents the region's policies, strategies and programs to advance mobility, the economy and sustainability. The plan will outline how transportation projects will be coordinated with existing and planned land use to help meet the region's mobility, equity and greenhouse gas reduction targets. Further, many of the programs in the 2024 RTP/SCS will carry forward those in the 2020 plan including maintaining and managing the transportation network while expanding mobility choices through a combination of transportation and land use strategies. The key connections augment the core vision to leverage technology and partnerships toward accelerating the region's progress toward regional goals. He noted part of this involves refining the methodology and reassessing regional trends including long term impacts of COVID 19.

It will also address Regional Council directives on equity resilience and closing the digital divide.

Mr. Amatya stated SCAG depends on input from local agencies in developing Connect SoCal 2024 particularly project lists provided by each county transportation commission and data from 191 cities and six counties on local land use. Additionally, policy committees, stakeholder groups and the public will also provide guidance and direction. He reviewed the plan development timeline.

Hon. Carol Moore, Laguna Woods, OCCOG, commented in support of reexamining assumptions for the 2024 Connect SoCal. She encouraged close assessment of the anticipated value of technology and looking beyond the perceived benefits of a simple conversion to electric vehicles or adding more lanes to existing roadways.

11. SCAG's Disadvantaged Communities Active Transportation Planning Initiative & Toolkit

Sam Corbett, Alta Planning, reviewed SCAG's effort assisting local jurisdictions in developing Active Transportation plans particularly communities identified as disadvantaged. Mr. Corbett stated that

two-thirds of the region's high injury network is in disadvantaged communities and only one-quarter of them have active transportation plans. He noted this initiative has been a 2-year effort and the key deliverable is a toolkit that enables communities to develop their active transportation plan. The toolkit was piloted in seven communities in the region each with a different demographic characteristic. Mr. Corbett noted the goal was to develop a low-cost model for delivering active transportation plans to low-resource communities, to expand existing AT resources and to ensure the approach is applicable in a variety of contexts recognizing the diversity of the region. Additionally, the plans ought to align with the California Active Transportation Program and achieve sustainability goals.

Mr. Corbett noted the toolkit pilot process involved advisory committees in each community and partnership with community-based organizations (CBOs). Engagement activities included interactive web map, walk audits, art installation, virtual town hall and curbside displays. The toolkit contains a manual on the process, a video discussing core elements, a template for the plan and a library of resources with data and recommendations to develop an effective and equitable active transportation plan.

Hon. Cheryl Viegas-Walker, El Centro, District 1, commented in support of the toolkit and suggested that labeling an area as disadvantaged is negative and may limit future broader opportunities for them.

Hon. Larry McCallon, Highland, District 7, stated Highland was a pilot city and encouraged other jurisdictions to examine the toolkit for its benefits.

12. Go Human Program Promotion & Recruitment

Dorothy Le Suchkova, SCAG staff, Go Human was launched in 2015 to reduce traffic collisions and encourage people to walk and bike more. Amid the COVID-19 pandemic the concept of traffic safety was further developed to advance public health and equity. Ms. Le Suchkova stated mini-grants will be funded up to \$10,000 to 30 community organizations to develop safer streets programs and applications can be submitted in April. She reported in 2020 SCAG provided over \$210,000 to 28 community-driven projects and reviewed the materials produced by the awardees including bicycle education posters, public health education materials and surveys produced in native language where appropriate. Next, she reviewed the Community Safety Ambassador Program which engages 60 ambassadors in San Bernardino, Imperial and Ventura counties to participate in six virtual leadership sessions and carry out a local safety activation.

Ms. Le Suchkova reviewed the Kit of Parts which includes custom-designed modular, lightweight durable items easily put together to create protected bike lanes, parklets, crosswalks, pedestrian refuge island and bulb outs. She next reviewed the co-branded safety materials such as lawn signs,

bus shelters, billboard and gas pump toppers and noted to date the campaigns have generated over 1 billion impressions regionally. She stated the mini-grants program opens April 2021, the peer exchanges begin in May and continue through July 2021, the community ambassadors is currently recruiting and launching in April.

CHAIR'S REPORT

Hon. Cheryl Viegas-Walker, El Centro, District 1, thanked the committee for the opportunity to serve as Chair for the previous two years.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported Metrolink is taking immediate action on a pilot project for renewable diesel fuel program creating the potential to shift to 100% plant-based fuel for its fleet. Additionally, Metrolink recently received \$24.6 million in SB1 funding for the Southern California Optimized Rail Expansion program (SCORE). This award includes \$16.5 million for the construction of Burbank Junction speed improvements which includes at-grade crossings, pedestrian improvements and main track rehabilitation. Further, \$13.6 million has been awarded for safety improvements at four grade crossings along the Antelope Valley Line in Palmdale and Lancaster.

Metrolink has made permanent two new fare types after a successful pilot program. The "*Kids Ride Free on Weekends*" promotion allows up to three children 17 years and under to ride free of charge on weekends with each adult's valid ticket. The *5-Day Flex Pass* offers riders the flexibility of using five discounted all-day-passes within a 30-day period. This is a great incentive to work-from-home workers since the Monthly Pass is less attractive to them now.

STAFF REPORT

John Asuncion announced that SCAG's 32nd Annual Demographic Workshop will be held in a virtual format June 8 and 15th. This year's theme is planning the Post -Pandemic City. Each day will feature 3 roundtable discussion lead by regional experts. The event is free.

ANNOUNCEMENTS

Hon. Art Brown, Buena Park, District 21, suggested a future presentation on the LOSSAN corridor rail service. Also, OCCOG has produced two short videos on the Regional Housing Needs Assessment which can be viewed at www.OCCOG.com/housing.



ADJOURNMENT

Hon. Cheryl Viegas-Walker, El Centro, District 1, adjourned the meeting at 11:30 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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MEMBERS	CITY	Representing	2020- 21												Total Mtgs Attended To Date		
			JUN (GA)	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY		JUN	
Ashton, Sean	Downey	District 25		1		1	1	1				1	1		1		7
Bacerra, Phil	Santa Ana	District 16		1		1	1	1				1	1		1		7
Barger, Kathryn		Los Angeles County										1			1		2
Becerra, Liz	Victorville	District 65													1		1
Benoit, Ben		South Coast AQMD		1				1	1			1	1		1		6
Betts, Russell	Desert Hot Springs	CVAG													1		1
Brown, Art	Buena Park	District 21		1		1	1	1				1	1		1		7
Brown, Lorrie	Ventura	District 47															0
Buscaino, Joe	Los Angeles	District 62				1											1
Chun, Ross	Aliso Viejo	OCTA		1		1	1	1				1	1		1		7
Curtis, Jonathan	La Cañada Flintridge	District 36						1									1
Dorris, Darrell	Lancaster	NCTC										1			1		2
Dutrey, J. John	Montclair	SBCTA		1		1	1					1	1		1		6
Gazeley, James	Lomita	District 39		1		1	1	1				1	1		1		7
Hagman, Curt		San Bernardino Cnty		1		1	1	1				1	1		1		7
Hamada, Ray	Bellflower	Bellflower		1		1	1	1				1	1		1		7
Harnik, Jan	Palm Desert	RCTC		1		1	1	1				1	1		1		7
Hernandez, Laura	Prt Hueneme	District 45															0
Horvath, Lindsey	West Hollywood	WSCCOG										1	1		1		3
Judge, Mike	Simi Valley	VTCT				1	1	1				1	1		1		6
Kelley, Trish	Mission Viejo	OCCOG		1		1	1	1				1	1		1		7
Krekorian, Paul	Public Transit Rep	District 49															0
Krupa, Linda	Hemet	WRCOG		1		1	1	1				1	1		1		7
Loa, Richard	Palmdale	NCTC		1		1	1	1				1	1		1		7
Lorimore, Clint	Eastvale	District 4		1		1	1					1	1		1		6
Ly, Steven	Rosemead	District 32		1		1	1	1				1	1				6
Manos, Steve	Lake Elsinore	District 63		1		1	1	1				1	1		1		7
Marquez, Paul	Caltrans District 7	Ex-Officio		1		1	1	1				1	1				5
Marquez, Ray	Chino Hills	District 10		1		1	1	1				1	1		1		7
McCallon, Larry	Highland	SBCTA		1		1	1	1				1	1		1		7
McLean, Marsha	No. L.A. County	District 67		1		1	1	1				1	1		1		7
Michael, L. Dennis	Rancho Cucamonga	District 9		1		1		1				1	1		1		6
Minagar, Fred	Laguna Niguel	District 12				1	1	1				1	1		1		4
Moore, Carol	Laguna Woods	OCCOG		1		1	1	1				1	1		1		7
Najarian, Ara	Glendale	AVCJPA		1		1	1	1				1	1		1		7
Navarro, Frank	Colton	District 6				1		1				1	1		1		5
Pacheco, Hector	San Fernando	District		1		1	1					1	1				5
Primuth, Jon	S. Pasadena	AVCJPA													1		1
Reece, Ed	Claremont	SGVCOG		1		1	1	1				1	1		1		7
Ruiz, Crystal	San Jacinto	WRCOG		1		1	1	1				1	1		1		7
Saleh, Ali	City of Bell	GCCOG		1			1					1			1		4
Sandoval, Tim	Pomona	District 38		1		1	1	1				1	1		1		7
Santos, Rey	Beaumont	District 3		1		1	1	1				1	1		1		7
Schwank, Zak	Temecula	District 5		1		1	1	1				1	1		1		7
Shaw, Tim		OCTA											1		1		2
Simonoff, Marty	Brea	District 22		1			1	1				1	1		1		6
Smith, Jeremy	Canyon Lake	Canyon Lake		1		1	1	1				1	1		1		7
Smith, Ward	Placentia	OCCOG		1		1		1				1	1		1		6
Solache, Jose Luis	Lynwood	District 26					1					1	1		1		4
Spiegel, Karen		Riverside County		1		1	1	1				1	1		1		7
Sternquist, Cynthia	Temple City	SGVCOG				1	1	1				1	1		1		6
Talamantes, Jess	Burbank	AVCJPA				1	1	1				1	1		1		6
Tye, Steve	Diamond Bar	District 37		1		1	1	1				1	1		1		7
Viegas-Walker, Cheryl	El Centro	District 1		1		1	1	1				1	1		1		7
Voigts, Scott	Lake Forest	Orange County													1		1
Wagner, Don	Orange County	Orange County		1		1	1	1				1	1		1		7
Wallace, Colleen	Banning	Banning				1	1	1				1	1		1		6
Wapner, Alan		SBCTA		1		1	1	1				1	1				6
Weintraub, Alicia	Calabasas	LVMCOG		1		1	1	1				1	1		1		7

Attachment: TCA Attendance Sheet Apr 1 2021 (Minutes of TC Meeting April 1, 2021)



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Remote Participation Only
June 3, 2021

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

From: Sarah Dominguez, Senior Regional Planner
(213) 236-1918, dominguezs@scag.ca.gov

Subject: Climate Action Plan for Transportation Infrastructure (CAPTI) Comment Letter

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG submitted a comment letter to the California State Transportation Agency (CalSTA) regarding the draft Climate Action Plan for Transportation Infrastructure (CAPTI). The CAPTI is a framework for aligning state transportation investments with the state’s climate, health, and social equity goals. The framework includes overarching guiding principles as well as investment strategies to guide the corresponding actions. This is founded in a “fix-it-first” approach established in Senate Bill (SB) 1 and builds on Executive Orders N-19-19 and N-79-20. SCAG’s letter emphasized the common goals between the CAPTI and SCAG’s Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal, and made specific suggestions to ensure that implementing the CAPTI supports SCAG’s implementation of Connect SoCal.

BACKGROUND:

CalSTA developed the draft CAPTI, which was released on March 10, 2021. The CAPTI is framework and set of strategies to align the state’s discretionary transportation investment spending with the state’s climate, health and social equity goals. This is a multi-agency effort from the state, reflecting coordination between CalSTA, the California Transportation Commission (CTC), California Air Resources Board (CARB), California Department of Housing and Community Development (HCD), the Strategic Growth Council (SGC) and the Office of Planning and Research (OPR).

With CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in infrastructure projects that align with its climate, health, and social equity goals. The CAPTI is rooted in Executive Orders N-19-19 and N-79-20 which are targeted at reducing greenhouse gas (GHG) emissions from transportation in order to achieve the state's ambitious climate goals. The CAPTI acknowledges that, as outlined in SB 1, California will continue the "fix-it-first" approach to maintaining the state's highways, roads and bridges.

The draft plan has 10 guiding principles:

- Building toward an integrated, statewide rail and transit network;
- Investing in networks of safe and accessible bicycle and pedestrian infrastructure;
- Including investments in light-, medium- and heavy-duty zero-emission vehicle infrastructure;
- Strengthening the commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits;
- Making safety improvements to reduce fatalities and severe injuries of all users toward zero;
- Assessing physical climate risk for transportation infrastructure projects;
- Promoting projects that do not substantially increase passenger vehicle travel;
- Promoting compact infill development while protecting residents and businesses from displacement;
- Developing a zero-emission freight transportation system; and
- Protecting natural and working lands.

These are then reflected in the key actions for each of the seven CAPTI strategies:

Strategy 1. Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments

Strategy 2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting Zero Emissions Vehicles (ZEV) Deployment, and Expanding Active Transportation Investments

Strategy 3. Elevate Community Voices in How We Plan and Fund Transportation Projects

Strategy 4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships

Strategy 5. Support Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands

Strategy 6. Support Local and Regional Innovation to Advance Sustainable Mobility

Strategy 7. Strengthen Transportation-Land Use Connections

The full draft CAPTI¹ and a Frequently Asked Question page² can be found on the CalSTA website.

¹ <https://calsta.ca.gov/-/media/calsta-media/documents/capti-2021-calsta.pdf>

SCAG submitted a comment letter on May 19, 2021 to voice the region's perspective on the proposed action plan. While the goals of the action plan largely aligned with similar goals in Connect SoCal, SCAG offered comments to strengthen the alignment of specific strategies with our regional plans to achieve reductions sooner. SCAG staff worked with local partners to reflect a diversity of perspectives across the region within the letter.

CalSTA expects to adopt a final version no later than July 15, 2021 and then submit the final Plan to the Governor and the Legislature by July 15, 2021. SCAG staff are committed to working with state agency staff in the coming weeks and months as impacted programs are revised or reassessed.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2020.21 Overall Work Program (Connect SoCal Implementation 290.4871.01).

ATTACHMENT(S):

1. SCAG CAPTI Comment Letter

² <https://calsta.ca.gov/subject-areas/climate-action-plan/faq>



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

May 19, 2021

Mr. David S. Kim
Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Subject: Climate Action Plan for Transportation Infrastructure

Dear Secretary Kim:

On behalf of the Southern California Association of Governments (SCAG), we want to thank you for the opportunity to comment on the Climate Action Plan for Transportation Infrastructure (CAPTI). This document represents a significant opportunity to align the State’s transportation investments with the goals for reducing greenhouse gas emissions (GHG) and providing for a more equitable future. In the interest of having a strong and successful action plan, we offer the following suggestions based on over a decade of sustainable regional transportation planning in Southern California.

First, it is important to point out that the guiding principles articulated for the CAPTI largely reflect the strategies, investments and goals of Connect SoCal, SCAG’s recently adopted 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Connect SoCal is a product of our continued efforts to align transportation investments across six counties and 191 cities to reduce GHG and improve air quality, while also meeting the mobility needs of a growing population and economy. Rooted in the 2008 RTP and 2012 RTP/SCS plans, Connect SoCal’s “core vision” centers on maintaining and better managing the transportation network we have, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets.

This core vision enabled the SCAG region to achieve its 2020 greenhouse gas reduction target yielding the changes envisioned under SB 375, including a significant change in the projects our regional partners fund through local sales tax measures. The State’s ongoing partnership, including the financial support for the Active Transportation Program and Senate Bill (SB) 1 programs, has also been essential to moving this core vision forward. In the last five years alone, more than 500 bikeway miles have been added to the region’s active transportation network. The

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Jorge Marquez, Covina
- Energy & Environment
David Pollock, Moorpark
- Transportation
Sean Ashton, Downey

Attachment: SCAG CAPTI Comment Letter (Climate Action Plan for Transportation Infrastructure (CAPTI) Comment Letter)

transit backbone has been expanded to include the Metro Gold Line Foothill Extension in Los Angeles County and the Downtown San Bernardino Passenger Rail Project in San Bernardino County. Major strides were made in establishing a regional express lane network with the addition of the I-10 and I-110 Express Lanes in Los Angeles County and the expansion of the SR-91 Express Lanes between Orange and Riverside Counties. Complementary land-use changes, which have been supported through SCAG’s Sustainable Communities Program, contributed to continued progress toward more compact development patterns as envisioned in our plan. Since Senate Bill 375 passed in 2008, nearly 60 percent of new household growth have occurred in high quality transit areas.

To meet higher GHG reduction targets, Connect SoCal expands upon this core vision to explore new strategies enabled through advancements in technology. Referred to as our “key connections,” these new strategies account for thirty percent of the reductions needed to achieve our 2035 target. They include creating “smart cities” where virtual access reduces the need to travel for work and services; optimizing “mobility as a service” through better management of curb space and public right-of-way to encourage shared mobility; deploying next generation commute reduction strategies in job centers; leveraging parking policies and infrastructure investments to stimulate housing production in priority growth areas; and accelerating electrification and clean mobility through incentives and infrastructure. Beyond helping achieve our SB 375 GHG reduction targets, which focus on reductions from passenger vehicles, many of the key connections also address criteria pollutant emissions from goods movement sources that account for more than half of all mobile source emissions in the SCAG region.

As the evolution of our regional planning demonstrates, meeting the challenges of climate change requires a broad set of interconnected strategies to reduce greenhouse gas emissions. To achieve this level of connectivity in a rapidly changing mobility landscape, the development and implementation of local and regional plans has never been more critical. Our networks and operating systems must become more granular to facilitate seamless transitions at the curb, not just the on-ramp. Land-use plans must align with transportation networks at the neighborhood scale to make walking or rolling the easiest way to start every trip. While CAPTI recognizes that state transportation goals require local action, the emphasis of the plan on state-wide tools and metrics to inform project-level decisions ignores the local context and will require close coordination with regional agencies to ensure state efforts support, rather than constrain, local and regional plans. The State rightfully established a system under SB 375 of achieving greenhouse gas reductions that is bottom-up, not top-down, where state-established, regional performance metrics drive regional planning organizations to find innovative solutions that can be implemented in the context of California’s diverse communities. For this model to be successful, regions need certainty that the State will be a funding partner in delivering innovative solutions and plans. The development of CAPTI provides this opportunity, though more time and a stronger engagement process is needed to ensure a successful outcome.

We offer the following overarching recommendations, followed by specific comments, to strengthen the alignment between CAPTI and regional plans with the aim of not only supporting

the implementation of Connect SoCal but also accelerating the implementation of strategies to achieve reductions sooner.

- **Recognize and support projects that restore and sustain transit as the backbone of sustainable mobility:** Transit serves as the backbone of Connect SoCal, a key strategy for meeting the region’s mobility and sustainability goals, supporting existing and future transit-oriented communities and providing a lifeline service to our most vulnerable populations. The COVID-19 pandemic has both amplified existing trends in ridership decline and brought new challenges. While CAPTI includes key transit-supportive actions including the California Integrated Travel Project and funding to help transit operators meet the State’s Innovative Clean Transit mandate for zero emission fleets, more must be done to support transit recovery and revitalization. CAPTI acknowledges that frequent, reliable and convenient transit systems are vital for advancing more livable and equitable communities. With nearly 80 percent of every transit trip in the SCAG region carried on buses, support and investment in road infrastructure and technology that prioritize transit—such as adding dedicated bus lanes and managed lanes—is critical
- **Expand—don’t limit—funding eligibility for systemic change and impact:** Our region is concerned that fixating on VMT analysis at the project level, as a proxy for GHG reduction, undermines long-term mitigation and runs counter to the State’s goals of advancing sustainable solutions that balance mobility, safety, economic and equity goals. When SCAG prepares the RTP/SCS, we balance these multiple goals alongside our GHG reduction targets. We encourage the CAPTI to take a similarly balanced approach and to respect the plans, programs and projects in the RTP/SCS that collectively support our regional goals, objectives and GHG target achievement. More specifically, the issue of “advancing the SCS” as mentioned in Strategy 6.3 runs counter to our understanding of the RTP/SCS as an integrated regional plan.. This strategy could result in the deprioritizing of projects, like our express lane network, that enjoy regional consensus and are critical to transit and pricing strategies that drive emission reductions in our plan.

SCAG would welcome more conversation and focus on opportunities to expand funding eligibility for more innovative solutions, like our “key connections.” A guiding principle of CAPTI is to promote projects that do not significantly increase passenger vehicle travel, including the use of technology to optimize operations. Yet, none of the CAPTI strategies truly address technology, aside from clean vehicles. Connect SoCal includes transportation systems management (TSM) and transportation demand management (TDM) strategies that use existing and innovative technology to achieve cost-effective mobility and sustainability benefits. SCAG is investing over \$2 million in planning and pilot development for curb space management over the next few years, and there are many examples of pilot demonstrations across the State that show the potential benefits of innovative new transportation options. CAPTI should more explicitly support technology and innovation, including as eligible components of capital projects. There is perhaps no clearer linkage between transportation infrastructure, technology, and GHG reduction

than in broadband deployment. Dig once/dig smart investments in broadband are critical not only to prepare us for an increasingly connected future, but also to ensure that all Californians benefit from new technologies that improve digital access to education, health care and employment, while reducing the need for travel.

- Plan for Transition:** For more than a decade the State has required regions to develop plans to meet greenhouse gas reduction targets. To achieve even greater reductions from transportation, the region supports and is encouraged by efforts to put more resources into regional and local planning and pilot programs. We will go further together by doing the hard work of engaging communities to find solutions. To this end, we support efforts like the “Highways to Boulevards” Conversion Pilot Program, both in terms of the vision and the piloting process proposed to advance this strategy. SCAG is currently seeking federal funding to pursue a similar project to conduct a regional assessment to address longstanding inequities in environmental justice areas, disadvantaged communities and communities of concern. We also strongly support the emphasis of CAPTI on equity and on community engagement as foundational to achieving more equitable outcomes. SCAG’s governing board, the Regional Council, recently adopted resolutions on equity¹ and resilience² to highlight the importance of meaningfully advancing justice, equity, diversity, and inclusion and commit to promoting regional climate adaptation, mitigation, and decarbonization in the transportation realm. SCAG endeavors to improve our RTP/SCS development and implementation by elevating community voices. Our Go Human program focuses on making changes at the neighborhood-level, to promote safe streets and healthy communities. These highly local conversations lead to local plans, and then percolate into county plans and regional plans, which result in projects that are put forward to the State for funding. We are encouraged by the State’s efforts to improve community engagement and conversations and look forward to resources flowing to the local level for meaningful engagement and community-driven change.
- No one-size-fits-all:** We greatly appreciate that the draft CAPTI recognizes the principle of “no one-size-fits-all” (page 15, first paragraph). How that principle is operationalized is of great interest to SCAG and our partners, given the size, geographic diversity, and economic diversity of our region and the diversity of our residents and businesses across the region. While the region is largely considered to be urbanized, well over half the region, by land area, is rural. There is also a great deal of diversity even within the urbanized portions, based on historical land use patterns and environment. Our request would be that the state recognize the wide range of needs and varying degrees of ability to achieve VMT reduction. We would request additional acknowledgement of this point in the final CAPTI document.

To advance these priorities, we offer the following recommendations to strengthen CAPTI:

¹ https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232_0.pdf?1605039926

² <https://scag.ca.gov/sites/main/files/file-attachments/rc010721resolution21-628-1.pdf?1610072923>

- **Strategy 1.1 Prioritize Solutions for Congested Corridors Program (SCCP) Projects:** Updating the Solutions for Congested Corridors Program (SCCP) guidelines to prioritize projects that enable travelers to opt out of congestion is a praise-worthy goal. It highlights the importance of critical regional initiatives, such as express lanes, designed to improve travel times and reduce congestion, while generating revenues for reinvestment in the corridor. CAPTI, however, over-emphasizes VMT reduction as the primary metric, potentially impacting the funding and completion of many critical regional express lane projects that serve bus rapid transit and offer travelers important mobility choices.
- **Strategy 1.4 Mainstream Zero-Emission Vehicle Infrastructure within the Trade Corridor Enhancement Program (TCEP):** With the Trade Corridor Enhancement Program guidelines development, it should be recognized that many of the near-term ZEV infrastructure projects will be private sector led initiatives—on private property. Currently the freight industry functions with minimal state funding. Public infrastructure buildout will require significant planning to better understand where the opportunities are and demand is on public rights-of-way and it will need to explore the potential for public-private-partnerships. Although the CAPTI proposal acknowledges that it is limited to the funding programs overseen by CalSTA, a zero-emission fueling/charging network developed and adopted by CalSTA and the CTC should be coordinated, in a transparent way, with funding decisions made by CARB and the CEC. Accordingly, the CTC should recognize regions like Southern California that proactively plan and develop blueprints for ZEV infrastructure. Similarly, Strategy 4.6 should take into account efforts at the regional level. Partnering with California’s ports on identifying a zero-emission freight network would further recognize the critical role of freight to the state’s economy and access to essential goods.
- **Strategy 2.2 Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan:** In building from the State Rail Plan to prioritize statewide transit and intercity rail investments, it will be important to use a context sensitive evaluation to equally support the diverse range of communities across the State. In addition to the need for infrastructure investments, CAPTI must consider the funding needs of transit agencies and work to identify reliable support for their ongoing, operations and maintenance.
- **Strategy 2.4 Increase Funding to Active Transportation Program (ATP):** We support the proposal to increase funding to the Active Transportation Program for high performing projects. Despite recent investments into the program, including \$100 million annually from SB 1, the ATP is significantly oversubscribed.
- **Strategy 3.1 Elevate Community Voices:** We encourage the California Transportation Commission (CTC) and Caltrans to help state and local agencies pursue partnerships with community-based organizations (CBO) by identifying funding mechanisms to pay for CBO staff time. For example, SCAG leveraged Senate Bill 1 funding to compensate our CBO

partners for their time during our 2020 RTP/SCS outreach process. Similarly, one way to improve local public engagement is to offer childcare. Related to Strategy 3.1, we recommend that the CalSTA, Caltrans and the CTC fund the community representatives you find to participate in the panel and ensure representation from across the State.

- **Strategy 4 Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships:** Given the robust policy framework created under SB 375 to reduce greenhouse gas emissions and better align housing development with transportation investments, we strongly encourage reconsideration of strategies that add new VMT or GHG project-level targets or thresholds. This includes revisiting Strategies 4.1 Caltrans Strategic Investment Strategy and 4.5 Caltrans Climate Action Plan to consider whether these actions add value or would only serve to overly complicate the delivery of projects that have already been vetted as part of a sustainable transportation strategy for a region. We believe Strategy 4.4 is a far more productive approach to advance state leadership and look forward to partnering with Caltrans to develop a strong pipeline of innovative sustainable transportation solutions through better planning, particularly along conventional freeways that run through the heart of so many of our communities.
- **Strategy 6.2 Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts.** SCAG supports efforts to provide meaningful engagement opportunities and collaboration between the state and regional efforts. In the convening of a working group about roadway pricing, there needs to be a consideration of how roadway pricing may impact local toll collection. We are concerned about the state inhibiting or impeding toll pricing activities established by local independent authorities, like those in the SCAG region. Doing so could jeopardize the financial stability of a regional tolling operator. Additionally, local agencies that manage these programs should retain local authority to make operational decisions.
- **Strategy 6.3 Develop Interagency Framework for Project Evaluation Around Advancing Sustainable Communities.** This strategy runs counter to our understanding of the RTP/SCS as an integrated regional plan. SCAG is concerned that state efforts at prioritization of projects within an RTP/SCS could lead to increased project costs and delays. SCAG would welcome the opportunity to work with CalSTA and other key state partners on this effort.
- **Strategy 7.3 Explore a “Highways to Boulevards” Conversion Pilot Program:** SCAG supports the “Highways to Boulevards” Conversion Pilot Program, as mentioned previously, and is currently seeking “Member Designated Project” funding at the federal level to conduct a comprehensive study on this topic in our region. SCAG suggests that CTC consider the incorporation of transit and active transportation modes for these projects, where feasible.

- **Additional Strategies:** In addition to the discussion of zero emission vehicle (ZEV) freight and transit fleets outlined in the strategies, the CAPTI should work to address ZEV barriers at the consumer level, particularly regarding ZEV charging permit streamlining (consistent with AB 1236) and tools for accelerated ZEV adoption for consumers. This would be consistent with supporting and ensuring the success of Executive Order N-79-20. Please also consider how the State can identify, encourage and support synergies between zero emission freight and zero emission transit investments. Similar to the comment made above for strategy 2.2, SCAG would welcome the state’s leadership in identifying funding sources for long term transit operating funds for all transit, not just rail. Supporting capital investments or leveraging existing infrastructure through expanded or more frequent service in order to achieve reductions in VMT and GHGs is dependent on transit agencies having sufficient and sustainable operating funds.

In conclusion, SCAG and our partner agencies support the vision and principles reflected in CAPTI as consistent with the goals and strategies of our own regional plans, but want to ensure that the resources directed by the State live up to these stated principles. Thank you for working in a collaborative manner that is respectful of the varying starting points of cities and counties across the State, including those in Southern California. If you have any questions or require additional information on any of the ideas discussed above, please do not hesitate to contact me directly, or Ms. Sarah Dominguez, Sustainable Communities Strategy Program Manager, at dominguezs@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
June 3, 2021

To: Transportation Committee (TC)
From: Thomas Bellino, Senior Regional Planner
(213) 236-1830, bellino@scag.ca.gov
Subject: Update on SCAG's Broadband Programs

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

On February 4, 2021, the Regional Council passed and approved Resolution 21-629-2, which recognizes the digital divide and directed SCAG to develop a Broadband Program. Work efforts include but are not limited to: broadband survey for local jurisdictions and internet service providers (ISPs), data procurement and mapping of broadband access, securing funding for broadband infrastructure and technical studies to evaluate broadband's effectiveness in reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

BACKGROUND:

Broadband has become an essential infrastructure for the 21st century. Schools, offices, retail, and governments all rely on online platforms, offering people significant time savings and a digital avenue for economic prosperity. Additionally, digital skills are increasingly necessary for a growing number of jobs.

However, broadband can only deliver benefits to those who have access to connect, can afford it, and know how to use it. By these measures, broadband is still far from a universal service in American cities. According to the 2019 United States Census Data, within the SCAG region alone, approximately 10 percent of all households do not have adequate¹ internet speeds or have no internet access at all. These households are disproportionately located in low income and rural areas and the populations are predominantly Black, Latino or senior citizens.

With 10 percent of households in the SCAG region lacking proper access to broadband, many students within low income or underserved communities now face a disadvantage in learning and keeping pace with their peers. Further, telework has created a similar division, allowing for some to safely work from home while others must keep commuting to work and putting their health at risk.

On August 14, 2020, Governor Gavin Newsom signed Executive Order N-73-20 which requires state agencies working on the digital divide to accelerate mapping and data collection, funding, deployment, and adoption of high-speed internet. It also requires the State's Broadband Council, form a new state Broadband Action Plan. The Plan includes a roadmap for broadband deployment and adoption by local governments, publicly accessible information on funding opportunities for broadband and maximized access in underserved communities and tribal lands.

Following the signing of Executive Order N-73-20 and at the behest of SCAG's Emerging Technology Committee, local jurisdictions and other stakeholders, SCAG, its sister metropolitan planning organization (MPO), the San Diego Association of Governments (SANDAG), and stakeholders convened a working group to assist in bridging the digital divide. With input from the members of the working group, SCAG drafted a sample resolution and policy paper for local jurisdictions to adopt, to improve broadband availability and accessibility in underserved communities.

As the State and local jurisdictions work towards rapid broadband development, stakeholders requested that the SCAG Regional Council recognize and work towards bridging the digital divide through regional collaboration and cohesiveness. On February 4, 2021, SCAG's Regional Council adopted Resolution 21-629-2, which recognizes the need to bridge the digital divide and directs SCAG to develop its own Broadband Program.

SCAG'S BROADBAND PROGRAM:

SCAG's Broadband Program will follow the directives set forth in Resolution 21-629-2. Since then, SCAG staff have made progress on several elements, including but not limited to the following:

Broadband Survey:

SCAG has developed a broadband survey to conduct interviews with local jurisdictions and Internet Service Providers (ISPs) to determine significant barriers to broadband development. SCAG is currently working with Subregional Council of Governments (COGs) to distribute surveys to their local jurisdictions. Based on feedback provided by local jurisdictions and ISPs, staff will analyze survey results and if viable, produce a report which shows the success rate, barriers, and recommendations for broadband implementation. Work efforts are expected to be completed by December 2021.

Data Procurement and Mapping:

SCAG is currently working on bolstering our GIS database to accommodate broadband analysis. SCAG is currently working with state and federal agencies, local jurisdictions, and other stakeholders to collect mapping data. Mapping data would support state agencies, local jurisdictions, and ISPs with the tools needed to determine opportunity areas for broadband implementation and pursue state and federal funding opportunities, via grant applications. SCAG is currently working on producing the following maps:

- Fixed Broadband (Meets/Below Federal Threshold)
- Fixed Broadband (Community Anchors)
- Fixed Broadband (Public Subsidized Housing)
- Fiber Presence by Census Block (Poverty/Low Income Households)
- Broadband Speed Test Map
- Availability of Low-Cost Plans for Qualifying Households
- Low Income Households without Broadband by Census Tract/Census Block Group
- Percentage of Population whose income is below poverty level by tract

Funding:

SCAG is currently working with its stakeholders to secure federal and state funding to support broadband deployment. On May 14, 2021, Governor Newsom included in his May revision budget proposal allocating \$7 billion towards building a critical statewide “middle-mile” network that would incentivize providers to expand service to unserved/underserved areas by reducing upfront costs, creating new opportunities for municipal fiber networks, and promoting affordability for consumers. The Governor’s proposal also includes \$500 million for a Loan Loss Reserve Account to assist local governments, tribes and non-profits to secure private financing for new municipal fiber networks, and \$500 million to entities that provide telephone services in rural areas to expand their services to include broadband. The proposal also includes use of one-time federal American Rescue Plan Act (ARPA) funds within the California Advanced Services Fund to incentivize existing and new providers to fund infrastructure for “last mile” service to the state’s unserved households.

Technical Studies:

The study to quantify the VMT and GHG impacts of Broadband access is being done in partnership with the California Emerging Technologies Fund, Inland Empire Regional Broadband Consortium, Broadband Consortium of the Pacific Coast, and Southern Border Broadband Consortium. The study will identify and illuminate long-desired data about travel impacts of remote work, education, and services. SCAG staff and our partners selected a technical consultant, Magellan Advisors, to study, analyze and contextualize data specific to the SCAG region. This data work should be completed by the end of the year.

Our partners at the California Emerging Technology Fund have assembled an Expert Advisory Committee to direct work on the study. We anticipate the group to begin meeting in mid-June and



will provide knowledge of their institutions and communities that will be invaluable to the project. The study is slated to be complete with a final report in February 2022.

Staff will return with periodic updates on progress as these work efforts continue.

FISCAL IMPACT:

Funding for work associated with this report is included in FY21 Overall Work Program (OWP) tasks 21-010.1631.02 Transportation Demand Management Planning, 21-155.4863.01 Transportation Broadband Strategies to Reduce VMT and GHG, and 21-020.0161.06 Environmental Justice Outreach and Policy Coordination.



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
June 3, 2021

To: Transportation Committee (TC)
From: Estee Sepulveda, Legislative Analyst III,
(213) 236-1864, sepulveda@scag.ca.gov
Subject: Community Project Funding

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Earlier this year, House Democratic Leadership announced the return of earmarks, now referred to as “Community Project Funding,” to be included in the upcoming Fiscal Year 2022 annual appropriations funding bills and the surface transportation authorization bill. This report provides a summary of the new earmarks process and SCAG’s efforts in this area.

BACKGROUND:

Following years of rumors, on February 26, 2021, House Appropriations Committee Chair Rosa DeLauro (D-CT) announced that the committee is resuscitating “earmarks” for projects directed to specific locations by Members of Congress. Earmarks were originally banned by the House Republican Majority in 2011. Such requests made within the federal government’s annual appropriations bills will be referred to as “Community Project Funding.”

Furthermore, on March 3, 2021, the House Transportation and Infrastructure (T&I) Committee announced that it will provide an opportunity for Members of Congress to submit “Member Designated Project Funding” requests for highway and transit projects in developing the surface transportation reauthorization bill later this spring. The T&I Committee will encourage Members to work with their state and local transportation agencies and other planning organizations to advance projects that improve the nation’s infrastructure.

There are several reforms to the new earmarks process. There is a ban on directing Community Project Funding to for-profit grantees. Members of Congress may request funding for state or local governmental grantees and for eligible non-profit organizations. Furthermore, all requests will be posted online, and lawmakers and their immediate families must certify that they have no financial interest in the projects they request.

On March 17, 2021, House Republicans reversed their conference-wide ban on earmarks by a vote of 102-84. The vote was conducted via secret ballot. While many Members of the Republican Conference spoke in opposition to overturning the ban during their meeting, they would be at a disadvantage in negotiations over spending bills in the future if they did not allow earmarks.

In the Senate, Appropriations Committee Chairman Patrick Leahy (D-VT) indicated that he will restore earmarks in the Senate. Senate Republicans have agreed to maintain their non-binding policy to forego earmarks, though several GOP caucus members have publicly stated their intent to pursue them.

When the House Appropriations Committee and T&I Committee released guidance on the new process and critical deadlines for submissions, SCAG staff immediately began to work with Members of Congress in the SCAG region and submitted three proposals the following three proposals: (1) Highways to Boulevards Regional Study, (2) Mobility Wallet Demonstration and Research Study, and (3) Tri-Connect SoCal Freight Initiative. Last, SCAG also submitted the same three applications to Senators Dianne Feinstein and Alex Padilla, though neither Senator has released a list of supported projects at this point. Specific details about the proposals and targeted outreach are outlined below.

Highways to Boulevards Regional Study

In the aftermath of last summer's protests on racial injustice, and in the midst of the Coronavirus Disease 2019 (COVID-19) pandemic that disproportionately impacted low-income and communities of color, SCAG's Regional Council adopted a resolution declaring systemic racism a human rights and public health crisis. In doing so, the Southern California region is now taking bold actions to improve equity in the transportation community.

Freeways across the nation have sliced through urban neighborhoods often displacing Black and Brown communities and have led to decades of health and wealth inequity. Many of these crumbling urban freeways are reaching the end of their designed lifespans. SCAG proposes a Highways to Boulevards Regional Study to identify and evaluate urban highways within the SCAG region, particularly those intersecting with Environmental Justice Areas, Disadvantaged Communities, and/or Communities of Concern, to identify candidates for conversion to city streets or "capping" projects to better serve residents. The study would offer a path for communities to reknit and may free up additional land for affordable housing or green spaces with complete streets

features. Completing a Highways to Boulevards Regional Study would further SCAG's efforts to advance planning that addresses longstanding inequities.

Applications for this proposal were submitted to Representatives Pete Aguilar (D-Redlands), Nanette Barragán (D-San Pedro), Karen Bass (D-Los Angeles), Jimmy Gomez (D-Los Angeles), Darrell Issa (R-Temecula), Grace Napolitano (D-El Monte), and Norma Torres (D-Pomona). Furthermore, SCAG staff connected with each office to review the request. In addition, letters of support for this request were secured from Los Angeles Mayor Eric Garcetti, Rialto Mayor Deborah Robertson, LA Metro CEO Phillip Washington, and Caltrans Director Toks Omishakin. The proposal was accepted by Representatives Barragán, Bass, Gomez, and Napolitano.

Mobility Wallet Demonstration and Research Study

SCAG also proposes a Mobility Wallet Demonstration and Research Study. The project will test a smart-phone-based "mobility wallet" application that uses GPS capabilities to assess the travel behavior of participants, and correspondingly debits or credits their pre-assigned travel budgets. While studies to date have demonstrated that usage-based road charging systems can serve as an alternative funding source for states to replace existing fuel taxes, SCAG is also interested in exploring what this could mean at the regional level, understanding the interoperability of such a system to help manage demand and better align with transportation, climate and air quality goals.

SCAG is interested in testing a variety of pricing models, including a mileage-based road usage fee and a demand-based usage fee (i.e., a flat or varying fee, designed to manage congestion). In general, the demonstration will test incentive structures meant to efficiently manage roadway demand and align travel behavior with California's transportation, climate, and air quality goals, while raising local transportation revenues. To operationalize this "mobility wallet" concept using smartphone-based application technology, SCAG will identify, consult, and ultimately contract with technology firms on the cutting edge of the road user charging and mobility as a service (MaaS) sectors, through successive request for information (RFI) and request for proposals (RFP). In addition, the planned demonstration will identify and refine best practices related to user data privacy and security and will enroll a participant pool that is representative of the SCAG region's socioeconomic, geographic, and cultural diversity. SCAG also anticipates prioritizing freight and goods movement operators as a target recruitment population for participation in the proposed demonstration.

Applications for this proposal were submitted to Representatives Tony Cárdenas (D-Panorama City), Ted Lieu (D-Los Angeles), Alan Lowenthal (D-Long Beach), and Adam Schiff (D-Burbank). SCAG staff also connected with each office to review this request. SCAG and Caltrans previously submitted a joint application to the Federal Highways Administration's "Surface Transportation System Funding Alternative" competitive grant program for this project, which was ultimately unsuccessful. Letters of support from that application from several California State Legislators and Members of Congress

were used to endorse this application. Ultimately, the request was supported by Representatives Lieu and Lowenthal.

Tri-Connect SoCal Freight Initiative

Last, SCAG supported a funding request for the Tri-Connect SoCal Freight Initiative. This project would deploy advanced Connected Vehicle and Cooperative Intelligent Transportation System (C-ITS) technologies in select locations along a transportation corridor that includes the I-710 and SR-60 between the ports of Los Angeles and Long Beach and the Inland Empire. The primary objectives of the project are to demonstrate how advanced technologies can significantly enhance the region's ability to better manage freight flows, foster U.S. leadership in clean transportation technologies, and alleviate impacts to disadvantaged communities that are disproportionately burdened by goods movement.

This request for funding was submitted to and accepted by Representative Jimmy Gomez (D-Los Angeles). SCAG previously submitted a funding application for this project to the Federal Highways Administration's "Advanced Transportation and Congestion Management Technologies Deployment" competitive grant program, which was unsuccessful. Letters of support for that application from several Members of Congress, South Coast AQMD, Caltrans District 7 & 8, the City of Long Beach, City of Ontario, City of Riverside, Port of Long Beach were used to endorse this application.

FISCAL IMPACT:

Work associated with the Community Project Funding update staff report is contained in the General Fund budget, Legislation 800-0160.02



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
June 3, 2021

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Jaimee Lederman, Senior Regional Planner
(213) 236-1948, lederman@scag.ca.gov

Subject: SCAG and UC Davis: COVID-19 Mobility Study Preliminary Findings

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

To better understand the impact of the COVID-19 pandemic on mobility in the six-county region, SCAG partnered with University of California, Davis to launch a survey to investigate the evolving nature of the impacts of the pandemic on transportation in the SCAG region. The survey is part of an on-going investigation on the impacts of the COVID-19 pandemic on transportation and society, to understand how people are adjusting to the pandemic and to learn more about their attitudes towards future travel choices. The survey seeks to understand both the temporary and long-lasting changes that the COVID-19 pandemic may have on mobility in their region, and how various policies might affect this new "normal" in terms of modified travel behaviors and resulting impacts on equity and on the environment.

This presentation shares preliminary findings from the survey, conducted in Fall 2020.

BACKGROUND:

Survey questions cover attitudinal traits, activity participation and travel behavior before and during the pandemic, enabling us to compare temporal changes ensuing from the COVID-19 pandemic at the individual level. The survey also asked about demographic information, including home and work location, to better understand the underlying factors that motivate travel behavior changes. Lastly, the survey included a series of attitudinal questions to capture how the pandemic may shape opinion on current and future travel and transportation policy. The survey covered the following topics:

1. Attitudes and preferences on transportation, residential location, environmental topics, etc.

2. Impacts of COVID-19 pandemic on lifestyle, including use of technology
3. Employment status, work and study activities
4. Household organization and child-care
5. Online and in-person shopping patterns (for groceries, food delivery services, visits to restaurants, etc.)
6. Current travel choices (by trip purposes and modes)
7. Use of emerging transportation services
8. Household vehicle ownership and eventual plans for vehicle purchase
9. Household and individual sociodemographics

The survey was administered using an opinion panel to collect a sample of respondents that mirrors the distribution of the socioeconomic characteristics in the SCAG region population, and was supplemented through a convenience sample. There were over 3,000 respondents across the six counties in the SCAG region. Preliminary findings on travel behavior in the SCAG region include:

- Survey respondents reported a sizable reduction in the number of trips between fall 2019 and fall 2020. Trips were reduced for all modes with the exception of walking.
- People reported they were particularly uncomfortable using shared forms of mobility (e.g. public transit, ride hailing, shared bikes, etc.) due to concerns about pathogens, and have reduced these types of trips in particular.
- Roughly 68% of respondents in SCAG region can telecommute.
- High-income, urban respondents were the most likely to increase their number of vehicles between Fall 2019 and Fall 2020.

Additional analysis underway will investigate differences in the changes prompted by the COVID-19 pandemic across different segments of the population within the SCAG region, and study factors affecting the temporary vs. likely longer-term changes in the household activity and travel patterns. Findings will also include comparisons between survey results from other geographies, for example the state of California or other urban regions included in the larger COVID-19 research carried out at UC Davis. Ultimately, this research will inform transportation planners and policymakers and help SCAG design better policies to efficiently support transportation needs during and after the recovery of the pandemic.

FISCAL IMPACT:

Work associated with this item is included in the FY 2020-21 Overall Work Program (OWP) budget under project number 22-290.4827.02 and 22-290.4827.03, Mobility Innovations & Incentives-



Revealed Preference Demonstration Study, and 22-290.4828.02, Mobility Innovations & Incentives – Equity Analysis.

ATTACHMENT(S):

1. PowerPoint Presentation - SCAG and UC Davis COVID 19 Mobility Study



Investigating the Temporary vs. Longer-Term Impacts of the COVID-19 Pandemic on Mobility

SCAG Transportation Policy Committee Meeting

Dr. Giovanni Circella

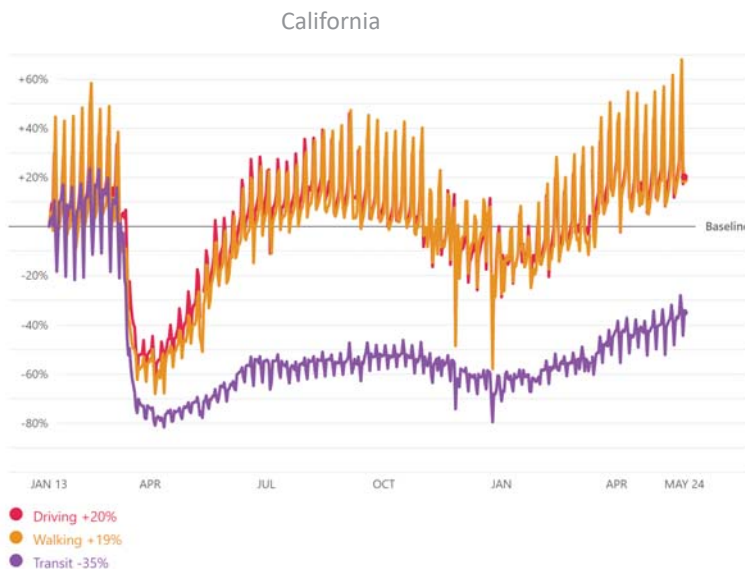
Director, 3 Revolutions Future Mobility Program, UC Davis

June 3, 2021

www.scag.ca.gov



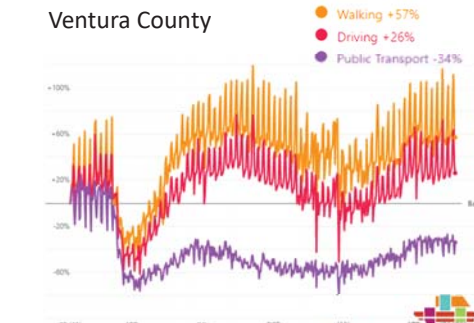
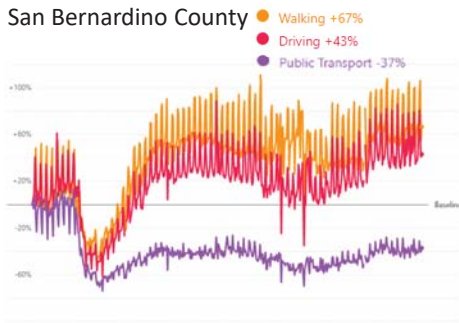
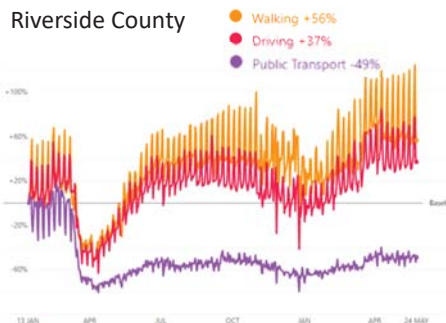
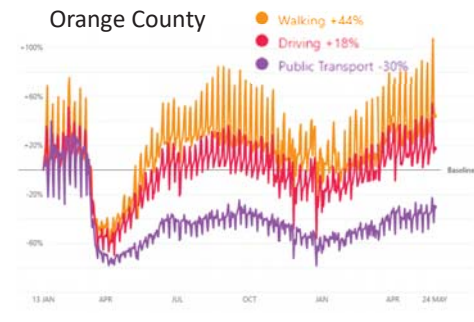
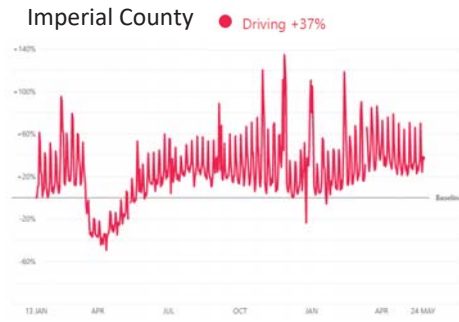
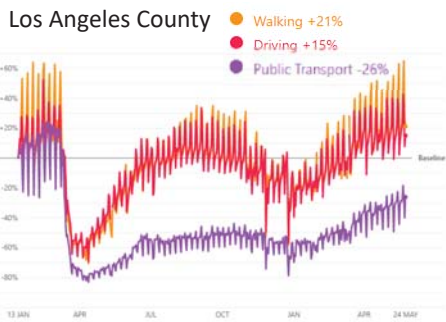
Car Travel Declined in the US (Less Than Transit) and It Is Rebounding



During the pandemic, the United States experienced:

- Steep decline in air travel
- Steep decline in use of public transportation
- Sharp reduction in use of shared mobility
- Suspension of pooled rides (e.g. UberPOOL, Lyft Share)
- Temporary reductions in vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions
- Increase in adoption of teleworking
- Devastating impacts on employment
- Recovery in car travel after reopening of activities

Car Travel Declined in the US (Less Than Transit) and It Is Rebounding



Changes in routing requests since January 2020 in Los Angeles County. Source: *Apple mobility trends* 3



UC Davis Mobility Study

- Research on temporary vs. longer-term impacts of the pandemic
- Targeted data collection in 15 regions of the United States and two regions in Canada (+ convenience sample internationally)
- Special focus on SCAG region starting in Fall 2020

Previous 2018-2019 data
Information on many topics, e.g.

- Household organization
- Telecommuting patterns
- E-shopping behaviors
- Travel patterns
- Vehicle ownership
- Emerging delivery services
- Personal attitudes and preferences
- Shared mobility adoption
- Propensity towards AVs



COVID-19 Spring 2020 data
Data collection on:

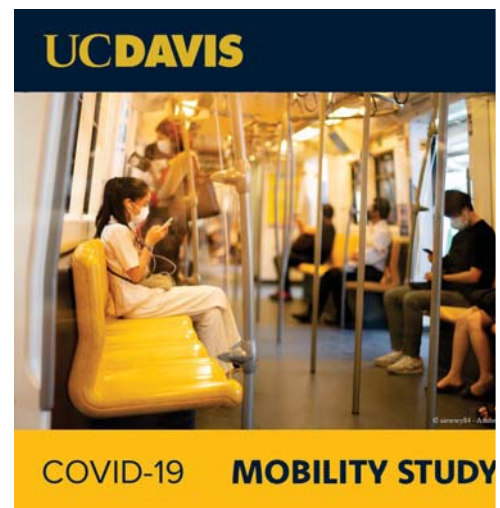
- Impacts of the COVID-19 on lifestyles
- Employment and activities
- Household organization and child care
- E-shopping behaviors
- Emerging delivery services
- Current travel patterns
- Vehicle ownership
- Shared mobility adoption
- Personal attitudes and preferences



COVID-19 Fall 2020 longitudinal data

- Sampling Method: Recall of participants from previous surveys:
- Recruitment Method: Direct e-mail
- Valid Emails for Recontact: 9980
- Response Rate: 33.5%
- Incentives: \$10 gift card from Amazon, Starbucks, Target or Walmart to each respondent
- Survey administration: Dec. 2020 – Jan. 2021

- Next waves of data collection in Spring 2021 and Spring 2022



SCAG COVID-19 Mobility Study: Fall 2020 Datasets

Dataset O (Op. Panel, N=3,766)

- **Sampling Method:** Convenience sample through online opinion panel
- **Study Regions:** Greater Los Angeles region (SCAG)
- **Recruitment Method:** E-mail from online opinion panel
- **Sociodemographic Targets:** Age, gender, employment, and household income
- **Incentives:** Airline miles/points from opinion panel
- **Survey administration:** Dec. 2020 – Jan. 2021

Dataset C (Convenience, N=878)

- **Sampling Method:** Convenience sample
- **Study Regions:** Open to all respondents with survey link who live in greater Los Angeles region
- **Recruitment Method:** Various channels, including
 - Professional listservs, online social media
 - Facebook ads in the Los Angeles region
- **Incentives:** Participation in random drawing to win one of 10 \$100 or one of 200 \$10 gift cards from Amazon, Starbucks, Target or Walmart
- **Survey Administration:** Dec. 2020 – Jan. 2021



Dataset L (Longitudinal, N=3,385)

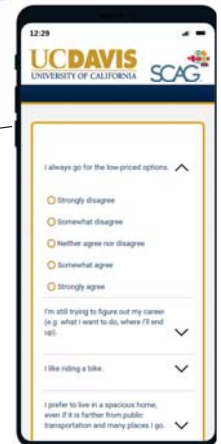
- **Sampling Method:** Recall of participants from
 - 2018 California Mobility Study
 - 2019 “8 Cities” (Boston, Kansas City, Los Angeles, Sacramento, Salt Lake City, San Francisco, Seattle and Washington DC) Study
 - 2020 COVID-19 Mobility Study Survey (June)
- **Recruitment Method:** Direct e-mail
- **Valid Emails for Recontact:** 9980
- **Response Rate:** 33.5%
- **Incentives:** \$10 gift card from Amazon, Starbucks, Target or Walmart to each respondent
- **Survey administration:** Dec. 2020 – Jan. 2021



COVID-19 Survey Content

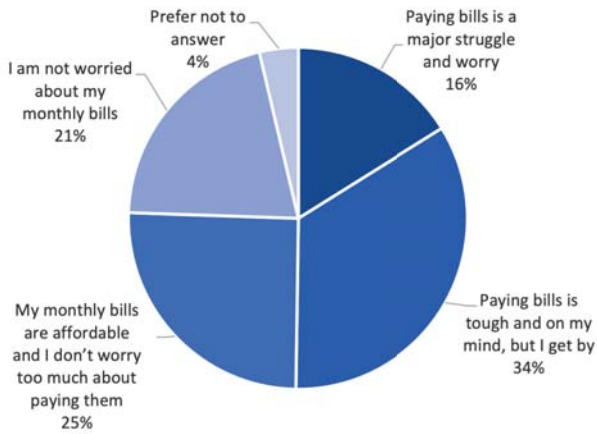
All survey versions include nine main sections:

1. Attitudes and preferences on transportation, residential location, environmental topics, etc.
2. Impacts of COVID-19 pandemic on lifestyle, including use of technology
3. Employment status, work and study activities
4. Household organization and child care
5. Online and in-person shopping patterns (for groceries, food delivery services, visits to restaurants, etc.)
6. Current travel choices (by trip purposes and modes)
7. Use of emerging transportation services
8. Household vehicle ownership and eventual plans for vehicle purchase
9. Household and individual sociodemographics



The online survey was available in both desktop and mobile version, even if the use of a computer or tablet was encouraged

Impacts of COVID-19 Pandemic on Jobs and Financial Situation



- Individuals in lower-income households are more likely to report they are financially struggling.
- Lower-income workers are more likely to have been furloughed without pay, to have lost their job or to have place of employment go out business.

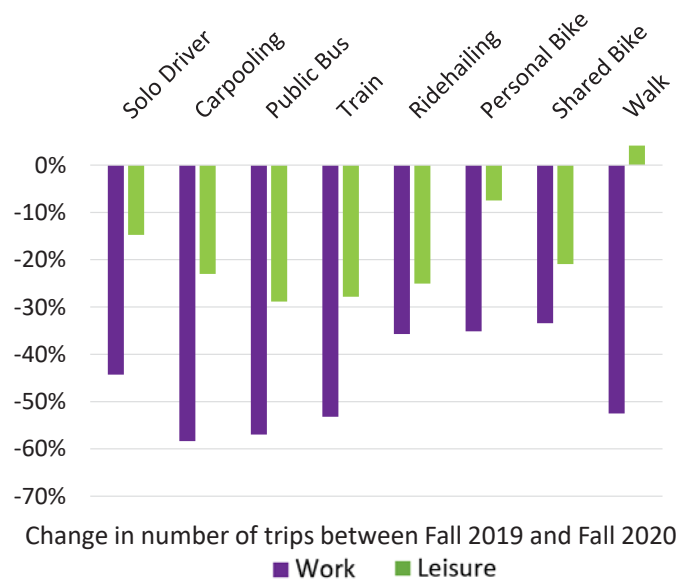
	Household income			To
	Less than \$50,000	\$50,000 to \$99,999	\$100,000 or more	
Total sample (n = 4,231)	38.1	31.5	30.4	100
I'm furloughed without pay from my previous job (n = 104)	46.2	33.7	20.2	100
I was let go from my job during the COVID-19 pandemic (n = 194)	57.7	30.9	11.3	100
My place of employment went out of business during the COVID-19 pandemic (n = 66)	59.1	28.8	12.1	100

Changes in Travel Patterns

COVID-19 caused a sizable reduction in the number of trips between Fall 2019 and Fall 2020

This is true for all modes with the exception of walking

Non-shared modes (private vehicle, bicycle) decreased the least for leisure trips



Change in number of trips between Fall 2019 and Fall 2020

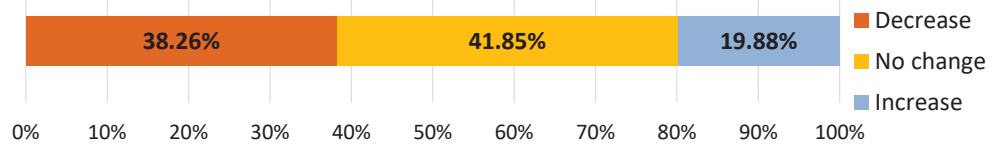
■ Work ■ Leisure

Changes in the Use of Various Travel Modes

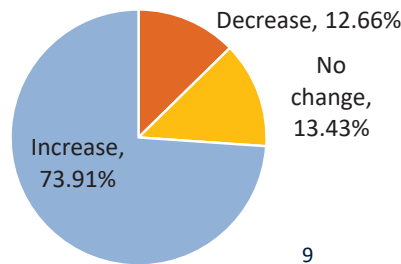
- While a decline was observed across all modes, an increase in the use of active modes was observed for non-work-related trips.
- A substantial portion of those reducing their trips by public transportation are found to increase their use of private vehicles:



Changes during the COVID-19 pandemic in the use of buses for leisure trips:



Changes in driving

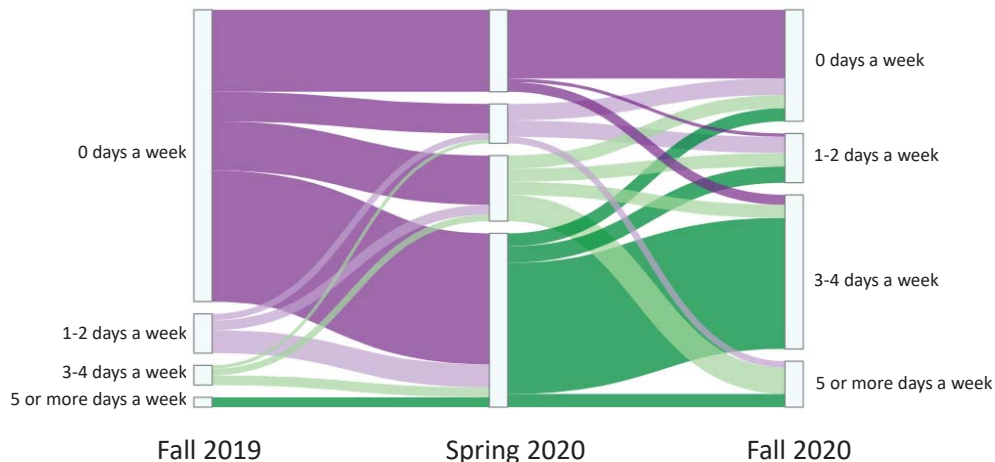


SCAG Region (N=2,394)



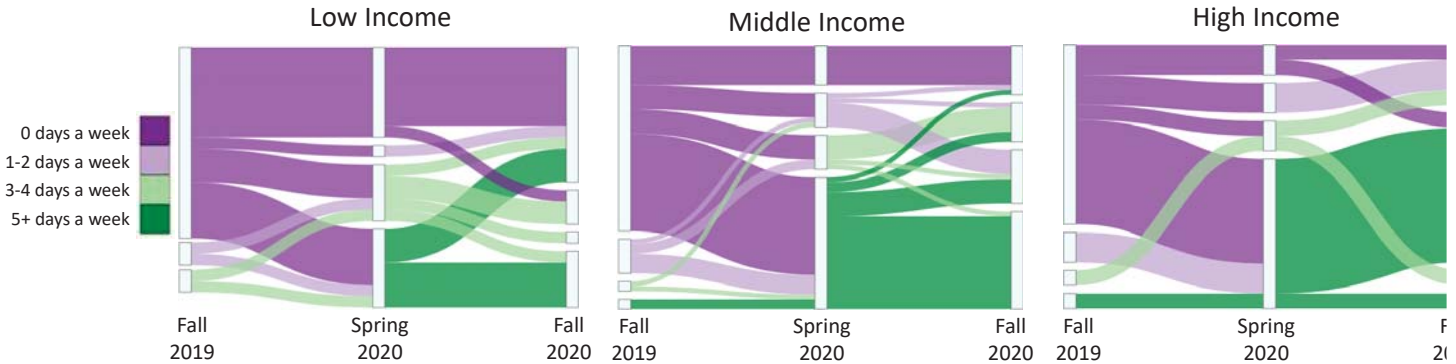
Commuting and Telecommuting

- Remote work and telecommuting have been more broadly accepted by employers and employees during the pandemic.
- The average self-reported number of telecommuting days in a week increased substantially during the pandemic:



Commuting and Telecommuting (2)

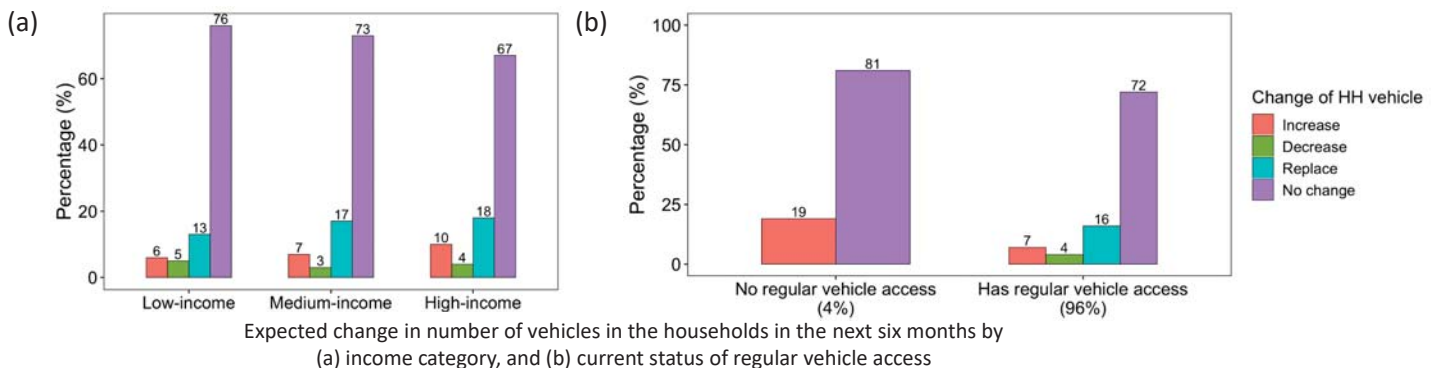
- Lower-income workers are more likely to be considered essential workers and to have continued to physically commute during the pandemic.
- Higher-income, higher-educated and white-collar office workers are much more likely to be able to work remotely.



- No sizable differences in the increase in telecommuting frequency were observed by age and gender.
- A sizable portion (~25%) of the Fall 2020 respondents in the SCAG region, across all income groups, reports an expectation to continue to work remotely more often than they used to do before the pandemic.

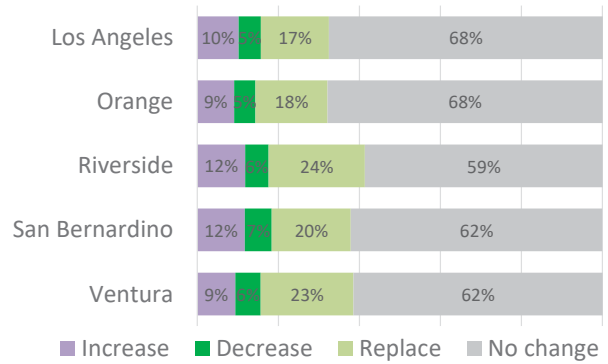
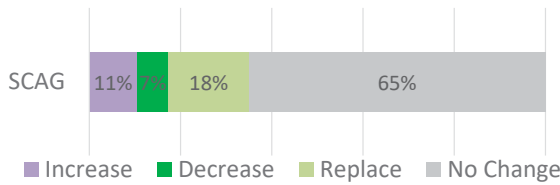
Changes in Car Ownership?

- A sizable portion of survey respondents report an interest in increasing vehicle ownership:
 - The percentage of those planning to increase vehicle ownership is higher among those living in households without regular vehicle access.
- The reported intentions match car sales data from dealers during 2020.



- The analysis of the national longitudinal data shows that the interest in adopting a *car-light* and multimodal lifestyle has declined compared to the 2018 and 2019 data collections.

Changes in Car Ownership? (2)

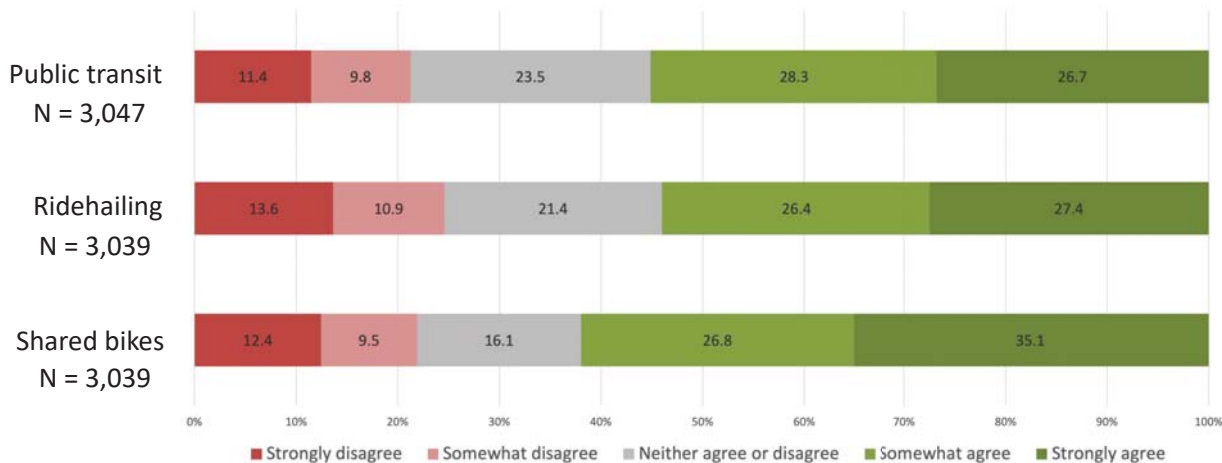


- Income distribution among those increasing the number of vehicles is significantly different, with high-income respondents more likely to report an increase in vehicle ownership
- There are no significant differences in the income distribution among those reporting a decrease in the number of vehicles
- Limited differences are observed across various counties in the SCAG region (distribution for Imperial County is not reported, due to the small sample size, n=25)

Hesitance towards the Use of Shared Modes

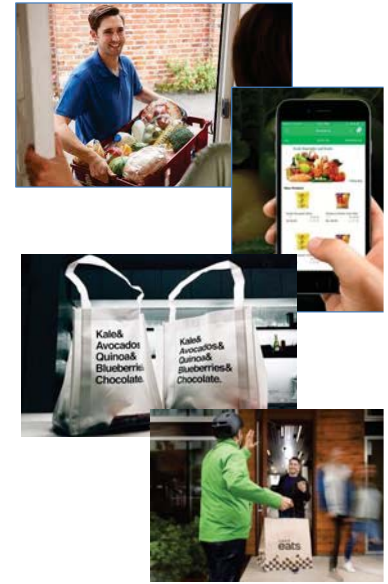
Many respondents still felt uncomfortable using shared forms of mobility in Fall 2020.

"I will feel uncomfortable using these modes due to concerns about pathogens (e.g.COVID-19 or other)"



How Did the Pandemic Affect Shopping Behaviors?

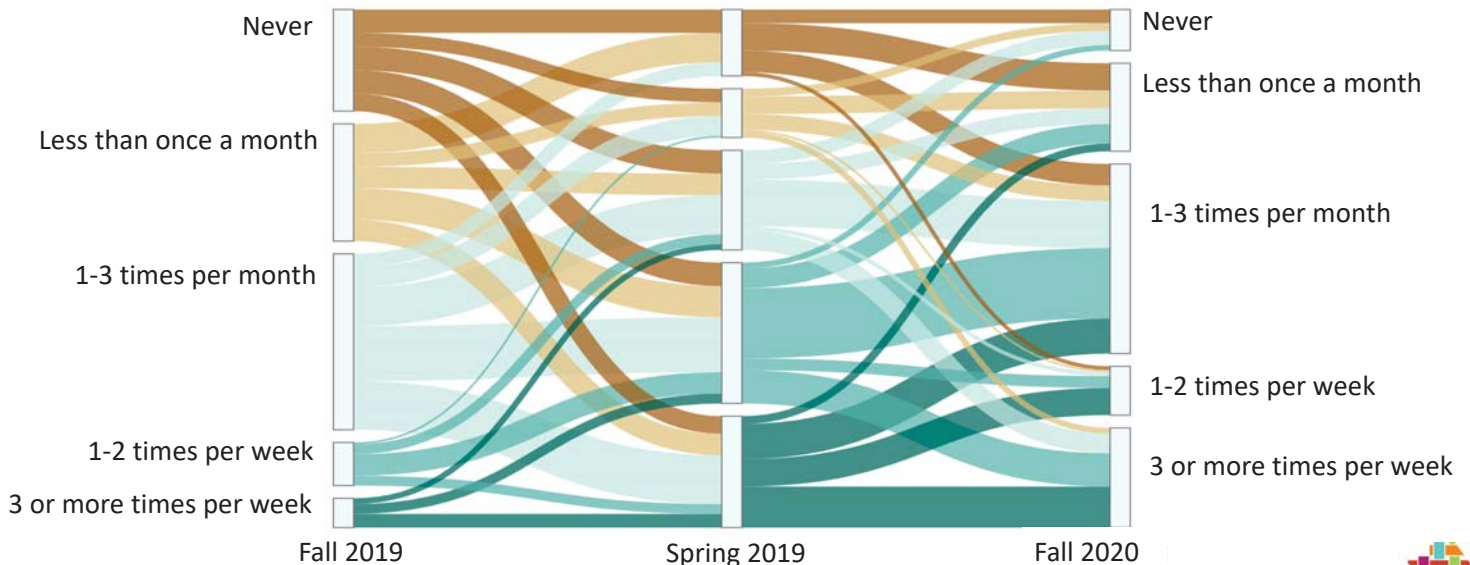
- Share of respondents who have never shopped online has diminished over time.
- The initial growth in e-shopping was at least in part short-lived, as in the longer term the increase in e-shopping was more modest.



	Fall 2019	Spring 2020	Fall 2020
Never	21.8	↓ 14.2	↓ 8.8
Less than once a month	25.1	10.5	18.8
1-3 times per month	37.7	21.3	40.6
1-2 times per week	9.2	↑ 30.1	↓ 21.3
3 or more times per week	6.3	↑ 23.8	↓ 10.5

How did the pandemic affect shopping behaviors? (2)

E-shopping frequency per time period for SCAG respondents



The Pandemic is Increasing Equity Gaps, and Might Worsen Environmental Challenges

Equity Issues:

- Lower-income individuals are more likely to have lost their job during the pandemic and to be financially struggling.
- A larger proportion of lower-income workers are essential workers and have continued to physically commute to work.
- Technological solutions are more often adopted by younger and tech-savvy individuals with senior citizens, less-educated individuals and People of Color lagging behind.



Traffic Congestion and Environmental Impacts:

- Discretionary trips (often made by car) at least partially compensate for reduced volume of commuting trips.
- Increased car dependence, higher vehicle ownership and substitution of airplane trips with car travel might raise concerns about increasing traffic congestion.



Need to Consider Changes in Transportation Supply

Changes in transportation supply and business models

- Changes in supply side (e.g., JUMP-Lime merger) will affect demand.
- Potentially affected sectors include shared mobility, airline sectors, etc.



Source: Uber



Source: Lime

Cities Have Reclaimed (Some) Space from Cars

- *“Small window of opportunity to transform short-term responses into long-term change—and to create livable, breathable cities for all”*

[World Bank Blog, August 2020]



New York City (Sources: 6sft.com)

More Space for Bicyclists?

- City level policies have promoted walking and bicycling.
- Some temporary changes are being converted into permanent.



Source: Elizabeth Conley, Houston Chronic

Will we go back to our previous life?

- The transportation literature shows that after a large disruption individuals tend, to a certain extent, to go back to their previous behaviors (and habits).
- However, the longer the disruption, the more likely longer-term impacts might derive (and modifications in lifestyles might persist). Besides, among other effects...
 - The increase in e-shopping will likely persist
 - Retail space will likely be modified forever (some stores are shutting down and will not reopen)
 - Economic activities will need time to recover
 - At least for some time, travelers seem hesitant to use shared modes
 - A big role will be associated with policy making, in particular if efforts are made to promote active modes of travel and curb road congestion

Next Steps in the Project

- New round of data collection being carried out in Spring 2021
 - Resampling of previous survey respondents, plus recruitment of new respondents with **stratified random sampling of households** also with paper questionnaires, to reduce sampling biases towards tech-savvy and higher-education respondents
 - Identification of **priority areas** with high proportion of Hispanics and lower-income communities who are sampled with higher sampling rate
 - Survey available in two languages: English and Spanish
- Selected priority themes for analyses:
 - **Travel behavior choices** focusing on who stopped using transit, who is buying vehicles, and distinguish between voluntary and involuntary carless individuals
 - **Sustainability** with focus on the impacts on vehicle miles traveled, greenhouse gas emissions, and ability to achieve environmental goals in transportation
 - **Equity issues** with focus on marginalized, low-income and minority communities, as well as lower-density communities in the region
 - **Telecommuting** with interest in better understanding who can and will continue to work remotely, and assess potential persistence of work from home
 - **E-shopping** with emphasis on how the pandemic has accelerated pre-existing trends towards digital technologies and the adoption of online-shopping, app-based services, and other tele-services, and how these patterns vary across groups by income, age groups, urban vs. rural residents, etc.
 - **New mobility technologies**, to establish whether future likelihood to use new forms of mobility (e.g. ridehailing, bikesharing) and adopt EVs have changed
 - **Household changes** in terms of household structure and residential location decisions, as well as the travel behavior impacts these changes may entail



More info on the UC Davis COVID-19 Mobility Study available at:
postcovid19mobility.ucdavis.edu

Thanks to Dr. Mischa Young and Dr. Jaime Soza-Parra and the entire research team at UC Davis for their contribution to this project

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AGENDA ITEM 6
REPORT

Southern California Association of Governments
Remote Participation Only
June 3, 2021

To: Transportation Committee (TC)
From: Priscilla Freduah-Agyemang, Senior Regional Planner
(213) 236-1973, agyemang@scag.ca.gov
Subject: Southern California Edison Charge Ready Program

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:
Information Only - No Action Required

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
Irfan Parekh, from Southern California Edison (SCE), will present on the Charge Ready Program. The program will launch this summer with the goal of supporting the installation of approximately 38,000 charging ports across its service area over five years (2021-2025). This program supports the objectives of the SCAG Accelerated Electrification Team (AET), a cross departmental team, that supports the region’s objectives of Transportation Electrification and Clean Mobility across modes including passenger, freight, transit and micromobility.

BACKGROUND:
The Accelerated Electrification and Clean Mobility key connection was established in Connect So Cal 2020 to create a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit and goods movement vehicles. The AET workplan, which was shared with the EEC in April 2021, highlights our current catalog of accelerated electrification and clean mobility activities, as well as strategies to coordinate internally across modes, and to collaboratively support preparation for the 2024 RTP/SCS. Amongst other initiatives to advance infrastructure deployment for passenger electric vehicles, SCAG is currently doing a site suitability analysis for 18 cities in our region. As SCAG works to support zero emission charging transportation infrastructure, we will continue to partner with SCE and other stakeholders leading innovative programs towards this objective.

SCE's Charge Ready program was developed to support California's effort to reduce greenhouse gas (GHG) and air pollutant emissions, as well as the state's Zero-Emission Vehicle (ZEV) goals. Having successfully implemented and learned from its Charge Ready Pilot program, SCE will launch its new Charge Ready program this summer with the goal of supporting the installation of roughly 38,000 charging ports across its service area over five years (2021-2025). The program will have an extraordinary focus on equity by locating half of those charging ports in communities that are most heavily impacted by the combined effects of economic, environmental, and public health burdens.

Charge Ready program offerings include:

- Rebates to help offset the price for the purchase and installation of qualified EV charging stations;
- No- or low-cost infrastructure to support charging equipment;
- New multi-family construction program options and features; and
- Technical assistance for siting charging equipment, access to our experts, and other resources to help move each project forward.

One third of SCE customers live in multifamily dwellings (e.g. condominiums, apartments) and have limited access to at home charging. For this reason, Charge Ready 2 also offers rebates to support the installation of charging ports in new multifamily dwellings. Additionally, about 50% of the chargers are expected to be deployed in economically disadvantaged communities.

FISCAL IMPACT:

None

ATTACHMENT(S):

1. PowerPoint Presentation - SCE Charge Ready 2 Program

Charge Ready Program Overview



Transportation Committee

June 3, 2021



Energy for What's Ahead™



Program Highlights



\$432M program to support electric vehicle (EV) charging infrastructure for light duty vehicles

Supports State of CA air and climate goals

Expansion of the Charge Ready Pilot

Targeting to install ~35,000 – 40,000 charging ports

Provide financial and technical assistance to install charging stations

Launch July 2021

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Attachment: PowerPoint Presentation - SCE Charge Ready 2 Program (Southern California Edison Charge Ready Program)

Charge Ready Program Offerings

	1 CHARGING INFRASTRUCTURE AND REBATE	2 TURNKEY INSTALLATION	3 NEW CONSTRUCTION REBATE
Objective	Provide make-ready infrastructure for EV charging to non-residential and multifamily sites	Provide full turnkey solution to multifamily properties in disadvantaged communities (DACs) ²	Incentivize multifamily developers to install charging stations at new construction projects
Target Customers	Existing non-residential and multifamily properties	Multifamily properties located in DACs	New construction multifamily properties
Offering	Covers make-ready infrastructure up to EVSE stub-out - AND - EVSE rebate to help offset equipment and installation costs	Covers make-ready infrastructure and EVSE – owned and operated by SCE - OR - Customers can choose to own EVSE and receive a rebate on EVSE, maintenance, and networking	\$3,500 per port to help offset charging station and infrastructure costs
Program Targets	<ul style="list-style-type: none"> ~19,500 Level 1 or 2 ports and ~200 DCFC¹ ports 50% ports in DACs 30% ports at multifamily sites 	Up to 2,500 Level 1 or 2 ports	<ul style="list-style-type: none"> Up to ~15,000 Level 1 or 2 ports 50% ports in DACs

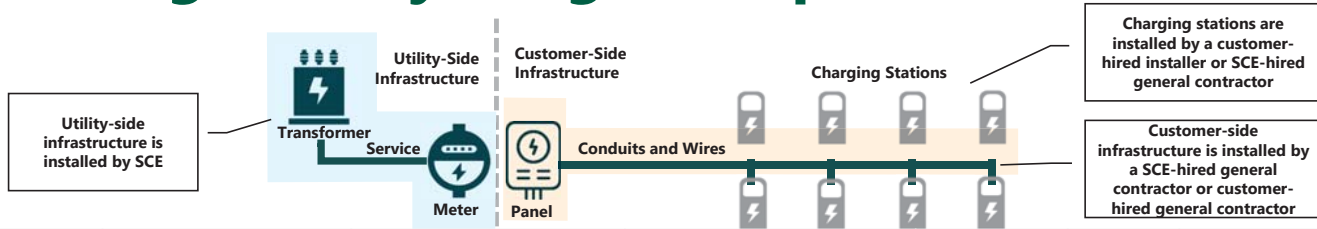
¹ DCFC program option pending CPUC approval

² As defined by CalEnviroScreen 3.0

Charge Ready Program Key Requirements

APPLICANT ROLE	DEPLOYMENT	EQUIPMENT
<ul style="list-style-type: none"> Non-residential SCE customer Own, lease, manage, or be the customer of record for charging site Obtain consent from property owner (if applicable) Grant easement rights to SCE Project site must be located in SCE service area 	<ul style="list-style-type: none"> Minimum of four Level 1 or Level 2 charging ports except New Construction Rebate Minimum of two DCFC charging ports- must be publicly accessible All charging equipment must be separately metered (optional for New Construction Rebate) Enroll in a demand response program 	<ul style="list-style-type: none"> Select from SCE's Approved Product List (APL) to qualify for the rebate Keep equipment operational for 10 years Provide monthly charging data Report prices charged to EV drivers

Charge Ready Program Options



OFFERING	OPTIONS	AVAILABLE TO	MIN. PORTS	UTILITY INFRAST.	CUSTOMER INFRAST.	EVSE REBATE	INFRAST. REBATE	MAINT/ NETWORK REBATE
REBATE	1 SCE-Built Infrastructure	Non-residential & multi-family	4+	SCE-installed	SCE-installed	✓	NA	NA
	2 Customer-Built Infrastructure	Non-residential & multi-family choosing to own infrastructure	4+	SCE-installed	Customer-installed	✓	Up to 80% of SCE's cost	NA
	3 Maintenance/ Networking Rebate	Multi-family located in DAC / Choosing to own charging stations	4+	SCE-installed	SCE-installed	✓	NA	✓
TURNKEY INSTAL.	4 Turnkey Installation	Multi-family located in DAC	4+	SCE-installed	SCE-installed	NA	NA	NA
NEW CONST. REBATE	5 New Construction Rebate	New multi-family construction	1+	SCE-installed (outside of program)	Customer-installed	Single rebate covering EVSE and infrastructure		NA

EVSE Rebate Amounts

Pending CPUC Approval

Charge Ready Charging Station Rebate Amounts (per port)

	DACs (100%) EXCLUDING FORTUNE 1000	MULTI-FAMILY (50%) NON-DAC	OTHERS (25%) INCLUDING FORTUNE 1000
L1	\$2,200	\$1,100	\$550
L2	\$2,900	\$1,450	\$725
DCFC 50kW or above	\$40,200	\$20,100	\$10,050

Rebate amounts are calculated based on median price point from pricing submitted qualifying charging station models. The 100% values are rounded up to the nearest 100. Visit www.sce.com/APL for complete listing of approved charging stations. DCFC must be at least 50kW to participate in the program. Installed infrastructure for DCFC will support up to 150kW.

Maintenance and Networking Rebate

Only available to multi-family properties located in a qualifying DACs

	Single Port	Dual Port
L1 or L2	\$8,100	\$11,400

There is a cap of 2,500 ports between Maintenance & Networking Rebate and Turnkey Installation.

New Construction Rebate

Only available to new multi-family properties

	Single Port	Dual Port
L1 or L2	\$3,500	\$7,000

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EV Ready Communities- Recommendations



1. Prioritize EV adoption and development of charging infrastructure in **land use planning and policies**
2. Use **zoning, building codes**, parking, and signage policy and a streamlined **permitting process** to encourage EV adoption and accessibility
3. Make use of well-attended, frequently used and municipally-owned property for **publicly available charging**

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Recommendations cont'd.



5. **Electrify city or regional fleets** by replacing gasoline/diesel-powered vehicles with EVs
6. Mobilize existing communication channels to **engage and educate** local residents and businesses
6. Leverage existing **grant opportunities** and other funding sources for EV readiness planning efforts

Energy for What's Ahead®

Questions?



Energy for What's Ahead™





AGENDA ITEM 7
REPORT

Southern California Association of Governments
Remote Participation Only
June 3, 2021

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Philip Law, Manager of Mobility Planning and Management
(213) 236-1841, law@scag.ca.gov

Subject: Future of the Office After COVID-19

RECOMMENDED ACTION FOR CEHD AND TC:

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:

Ms. Amber Schiada, of Jones Lang LaSalle (JLL), will provide the committee with an update on the future of the office with particular focus on the SCAG region. This update builds upon her presentation to the Community, Economic and Human Development Committee (CEHD) and Transportation Committee (TC) at their October 1, 2020 meetings, where she discussed the economic landscape, retail disruptions, office trends and the future of work. Ms. Schiada is a Senior Director, Insight & Advisory for JLL's Southwest Region, and specializes in real estate economics, industry trends and real estate forecasting.

BACKGROUND:

As reported in the October 1, 2020 staff report to CEHD and TC, the increased rates of telework and other online activities that have occurred over the course of the COVID-19 pandemic may push the digitalization of our economies and society even further, and potentially alter our transportation and land use needs.

Much has changed with the course of the pandemic since October 2020. After a difficult winter surge, almost 14.5 million people, or 45.5% statewide, have been fully vaccinated as of May 10, 2021 (<https://covid19.ca.gov/vaccination-progress-data/>). An additional 5.3 million, or 16.5%, are partially vaccinated. Governor Newsom has announced that California will fully open its economy on June 15, provided there is a sufficient vaccine supply and stable and low hospitalization rates.

A statewide survey of 1,650 California residents aged 18 and older, released in April 2021 by the University of Southern California (USC) and the California Emerging Technology Fund (CETF), shows significant use of telecommuting, telehealth and distance learning during the COVID-19 pandemic (<https://pressroom.usc.edu/pandemic-pushes-california-into-new-age-of-telehealth-and-telecommuting/>). Nearly 91% of California residents have internet access at home; 85% have internet access through a computer, laptop or tablet, while 6% are limited to access via smartphone. Of workers with broadband access, 38% have been working from home full time and 17% part time. Over half of survey respondents accessed telehealth during the pandemic. One-third indicated they have taken an online class or training.

As noted in the October 1, 2020 staff report, when considering a return to the office, workers have indicated they expect greater flexibility and opportunity to work from home than existed prior to the pandemic. This sentiment bears out in the USC/CETF survey. Regarding future expectations for telework, less than 20% of those respondents currently working from home expect a full, in-person return to the workplace. Of those currently working from home full time, almost 42% prefer to remain fully remote, and almost 70% of those currently working from home part time prefer to continue doing so.

Such employee sentiment is influencing how employers approach reopening. On May 5, 2021, Google announced a hybrid model that allows its employees to choose between coming back to their office a few days a week, working out of a Google office in a different location, or permanently working from anywhere if their role allows (<https://blog.google/inside-google/life-at-google/hybrid-approach-work>).

Also noted back in October was the trend of increasing vehicle miles traveled (VMT) in the region, despite double-digit unemployment rates, restrictions for what businesses could be open, and most schools closed for in-person instruction. SCAG's analysis of StreetLight data suggests that as of late February/early March 2021, VMT in the six-county SCAG region stands at about 72 percent of pre-pandemic levels. At the same time, regional transit ridership has not recovered to the same extent and remains at only half of pre-pandemic levels.

It must be noted that the USC/CETF survey confirms that working from home and online access is uneven across racial/ethnic and income categories. While 73% of those in the highest income category reported working from home, only 32% reported doing so in the lowest income category. Among households with annual incomes at or below 200% of the Federal Poverty Line based on the number of household members, about a quarter report no broadband access or only having access via smartphone. Using the Census defined race and ethnicity categories, over half of Asian and Hispanic respondents and 44% of Black respondents did not access telehealth at all. Lack of affordability is cited as the most significant barrier to internet access, reaffirming the urgency for addressing the digital divide.



FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Future of Office_SCAG_June 2021

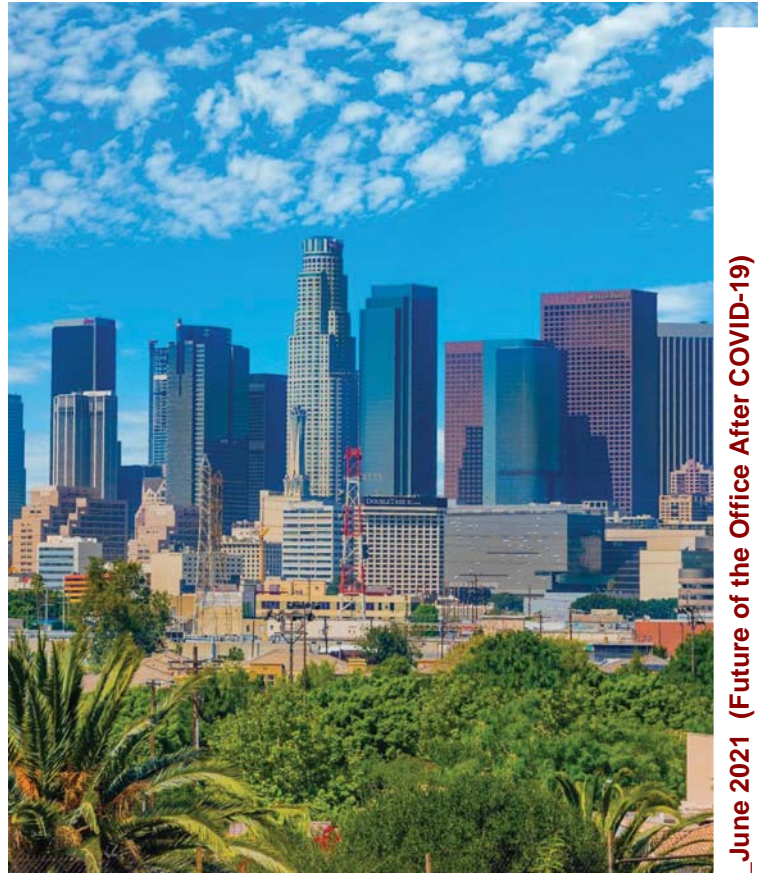


The future of the office

Prepared for SCAG
June 3, 2021

Amber Schiada
Senior Director, Research

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Key trends influencing the future of the office



New workplace models will accommodate hybrid work

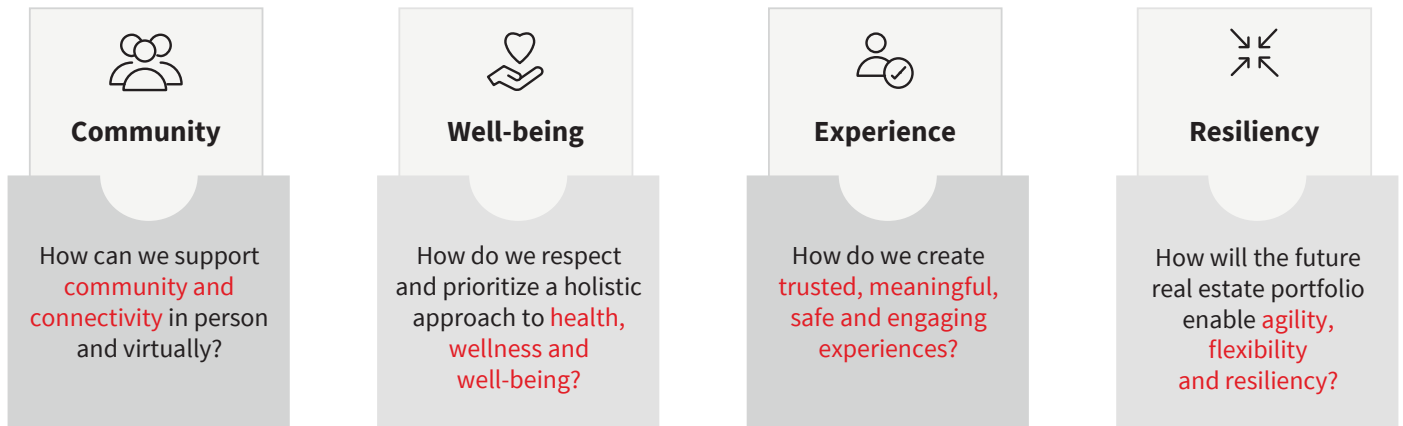
Location choice will continue to expand for corporates and talent

Critical office functions won't be easily replaced by virtual work

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2

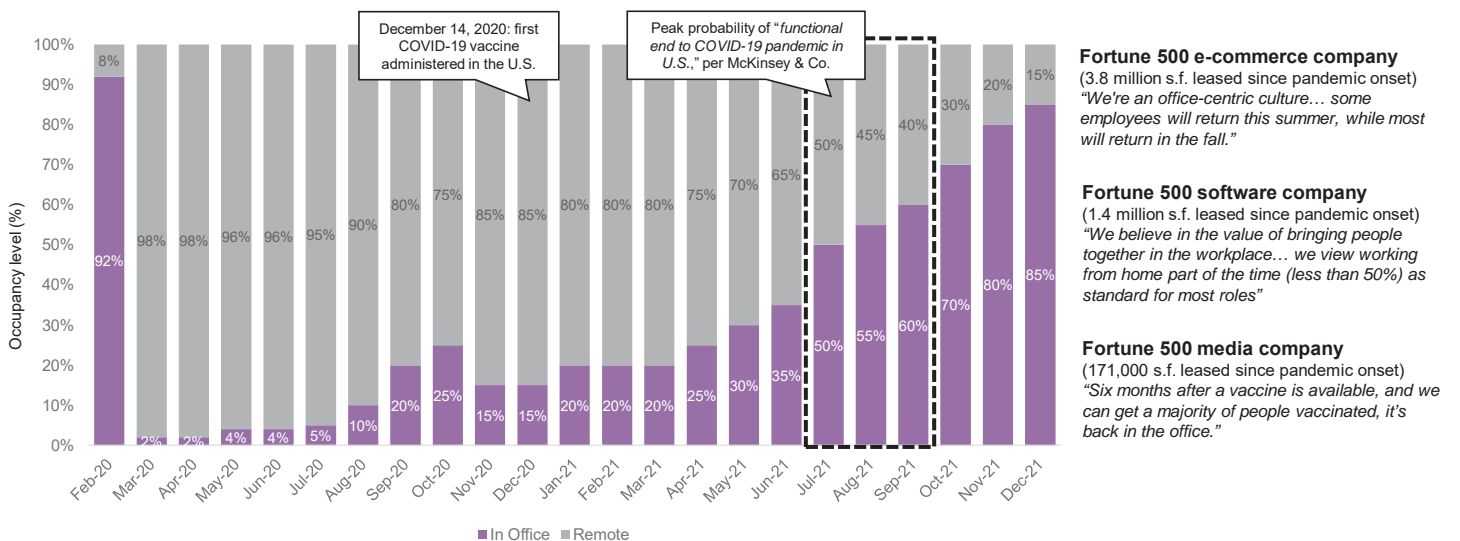
Future of work priorities for corporate occupiers



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3

Observed and projected U.S. office re-entry timeline



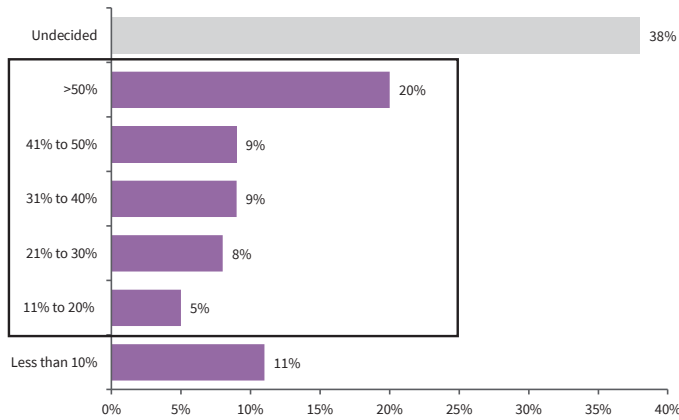
Most companies are targeting Q3 2021 for large-scale employee re-entry

Source: JLL Strategic Consulting Group survey of Fortune 500 office users, WSJ, McKinsey & Co.

4

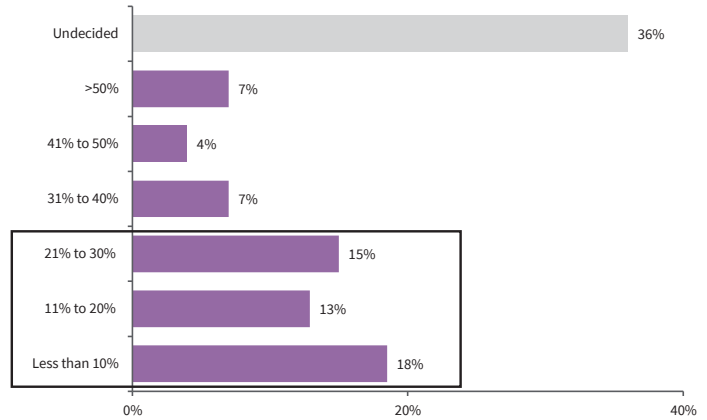
Corporate real estate strategies are shifting given COVID

Post COVID-19 what percentage of employees does your organization expect will work in a hybrid model?



51% of corporate leaders surveyed expect 10% or more of their workforce will work in a hybrid model post-COVID.

Post COVID-19, what percentage of employees do you expect will work from home on a permanent basis?

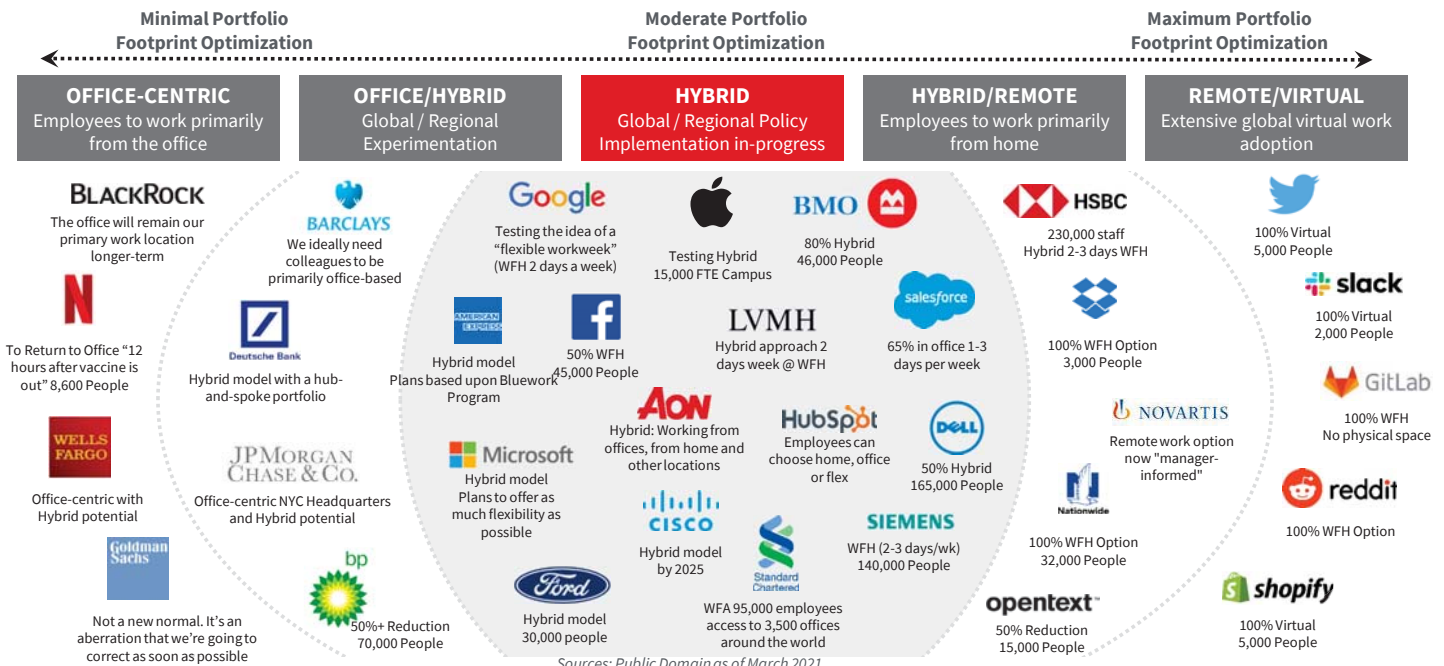


46% of corporate leaders anticipate less than 30% of their workforce will be permanently remote post-COVID.

Source: JLL CS Pulse survey, February 2021. N = 836 responses

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Global corporate occupier workplace continuum



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Attachment: PowerPoint Presentation - Future of Office_SCAG_June 2021 (Future of the Office After COVID-19)

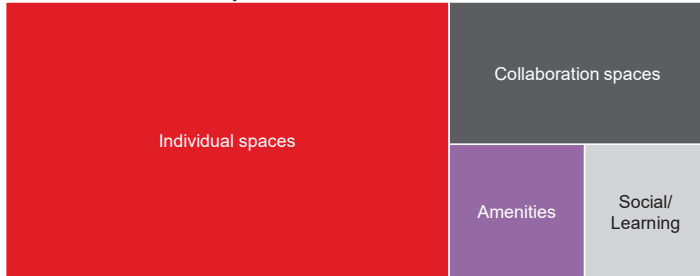
What should my workplace look like now?



Corporate occupiers see the value of a workplace that offers more than an individual desk or office and provides a place to gather

The changing composition of the office:

Historical office/workplace allocation



Future office/workplace allocation



60-70%
Individual & Support spaces

30-40%
Collaboration & Social spaces

50-70%
Collaboration & Social spaces

30-50%
Individual & Support spaces

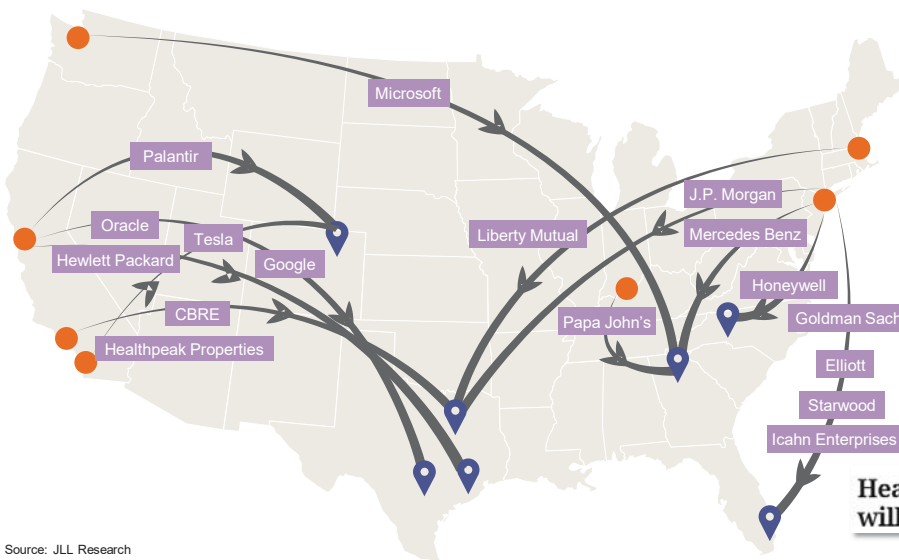
The workplace of the (near) future should incorporate spaces that empower and encourage connection. Offices must inspire collaboration and innovation through their design.

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7

The pandemic accelerated relocation and expansion decisions

Cost savings and greater talent acquisition are main motivators



Oracle moving from California to Texas, joins Tesla, Hewlett Packard

From Elon Musk to Oracle — the coronavirus accelerates California exodus

Real estate brokerage CBRE moves headquarters from Los Angeles to Dallas

Hewlett Packard Enterprise is the latest tech company to leave Silicon Valley, and is moving to Houston

Healthpeak Properties confirms its headquarters will move from California to Denver

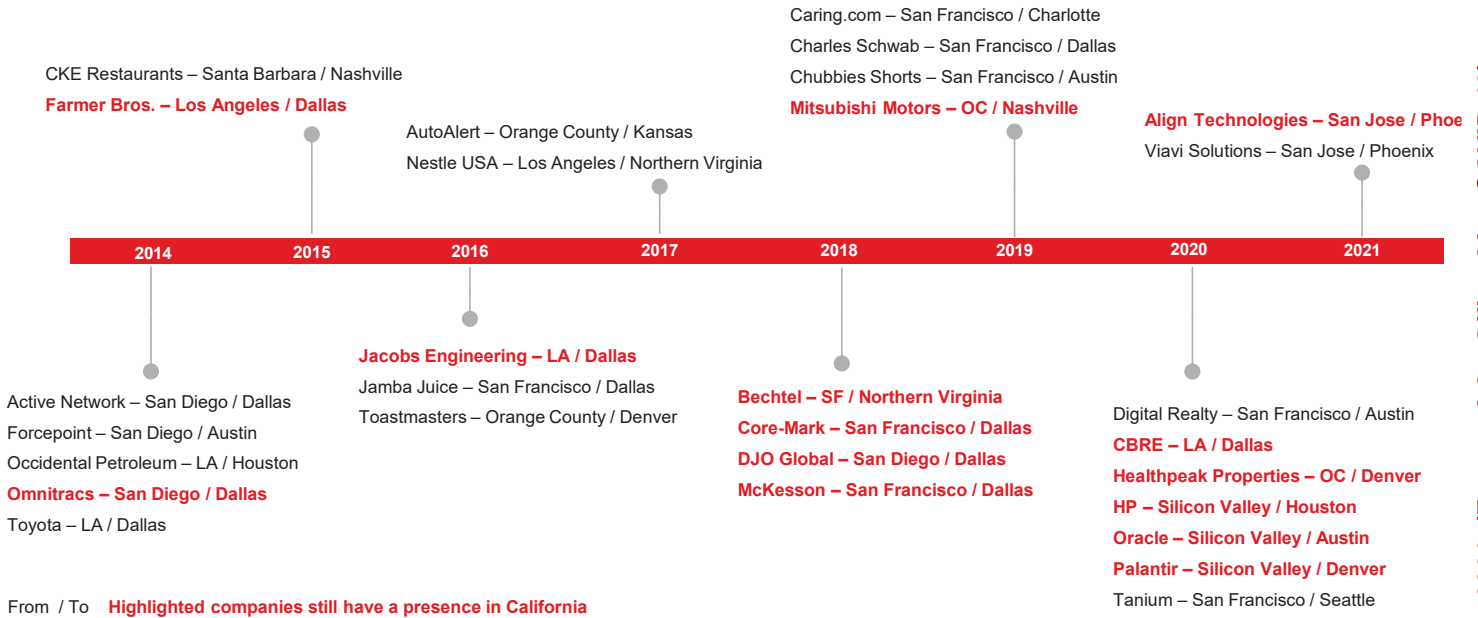
Source: JLL Research

Pro-business and low-cost-of-living markets have benefitted from corporate migration

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Most companies that relocated their headquarters out of California in recent years maintained a presence in the state



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Attachment: PowerPoint Presentation - Future of Office_SCAG_June 2021 (Future of the Office After COVID-19)

Migration shifts are occurring throughout the U.S.

Corporate and talent movement to new markets is being driven by several factors



<p>Affordability</p>	<p>Quality of life</p>	<p>Health & Safety</p>
<p>Business environment</p>	<p>Taxes & governance</p>	<p>Culture & amenities</p>

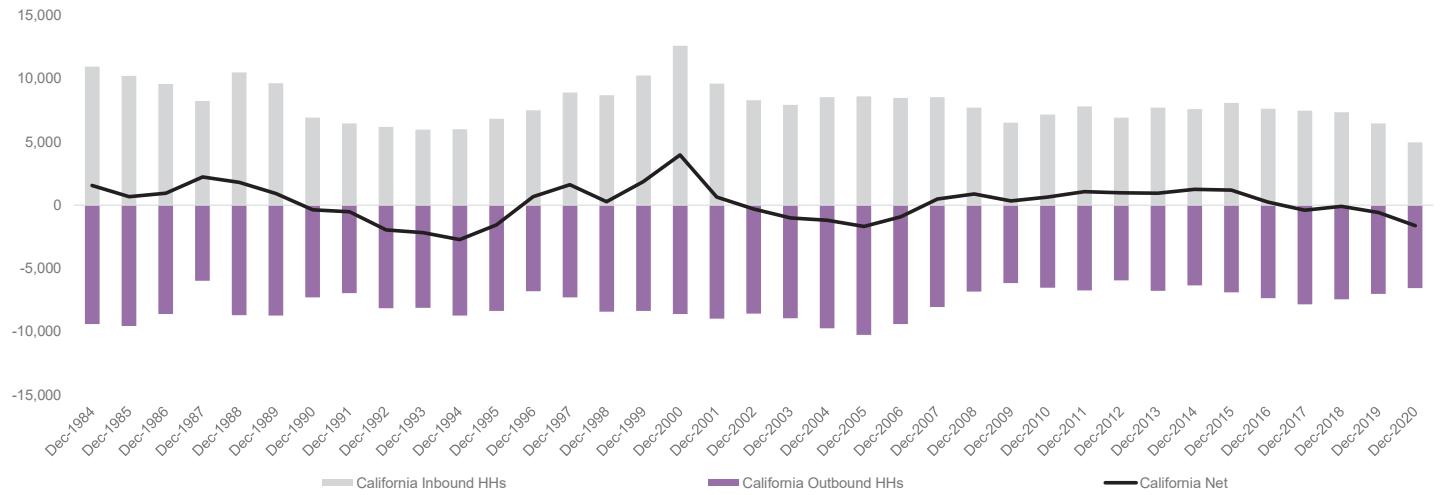
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More households are moving out of California than moving in, but the trend isn't new



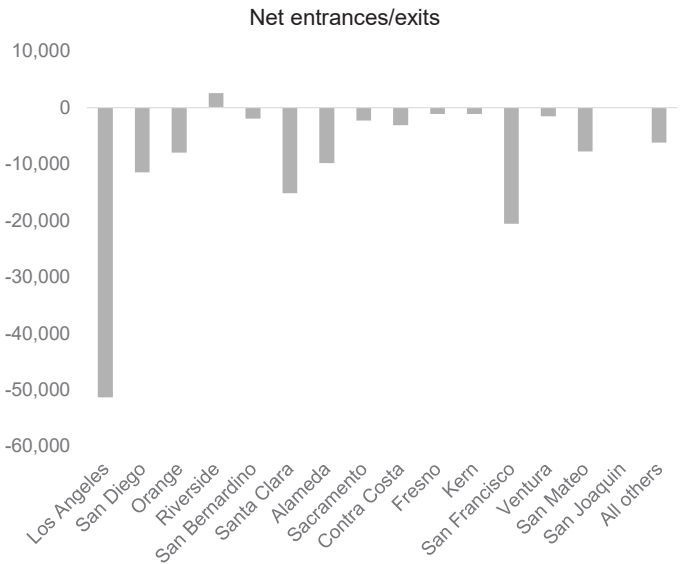
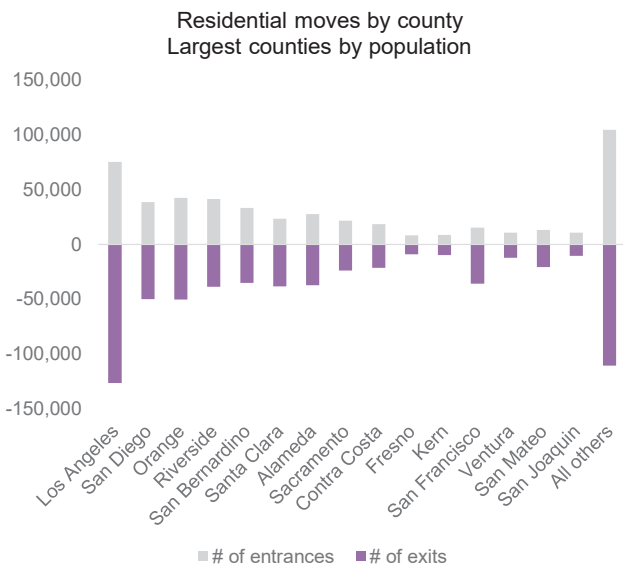
California Household Migration Trends



Source: JLL Research, Atlas Van Lines

11

Most California counties witnessed negative net domestic migration in Q4 2020, with total move-outs outpacing move-ins by 22%



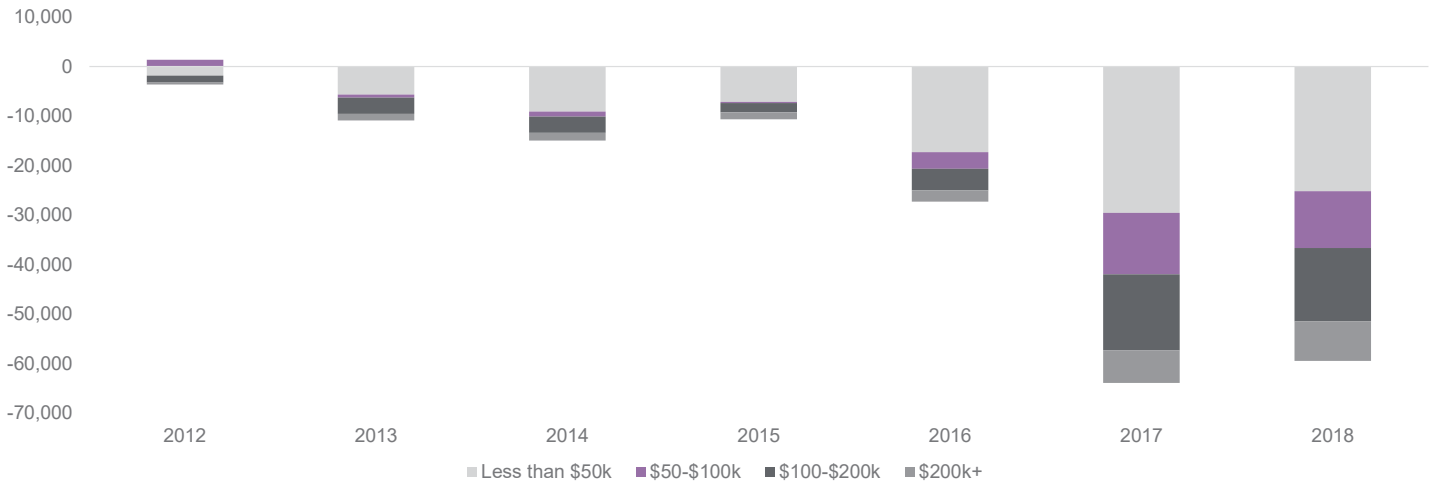
Source: California Policy Lab. Data based on Californians with credit history.
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The question is, who's moving? Housing affordability presents many challenges in California, particularly for lower income earners



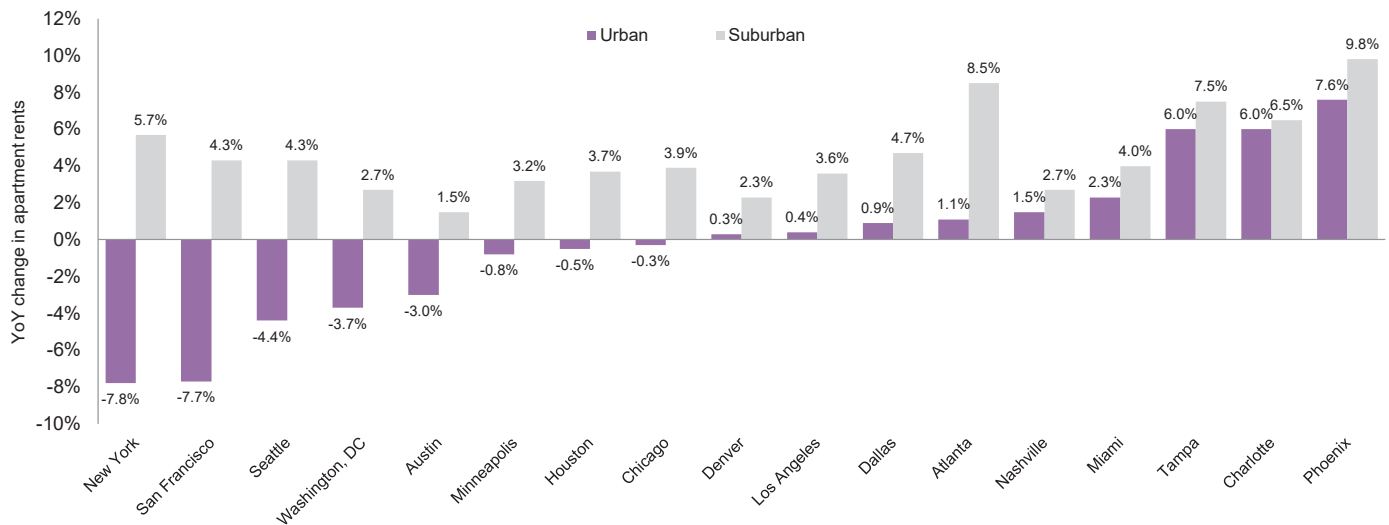
California net population flow by income



Source: United States IRS, latest data available

13

Apartment rents reflect shifting demand from high-cost urban markets to emerging markets and suburbs



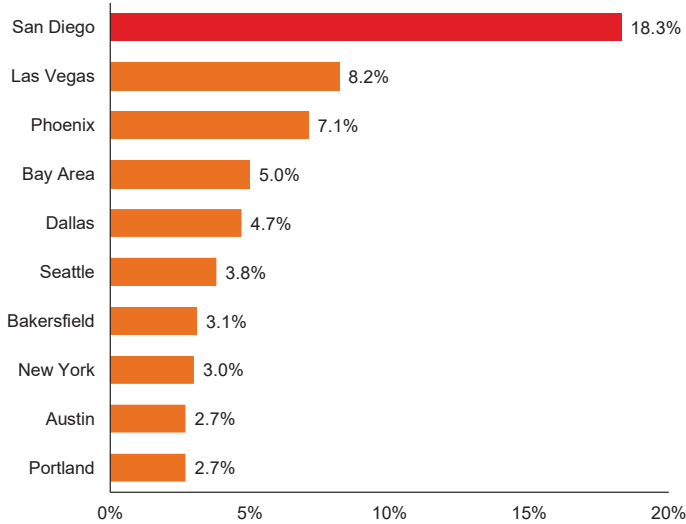
Source: Zillow

Attachment: PowerPoint Presentation - Future of Office_SCAG_June 2021 (Future of the Office After COVID-19)

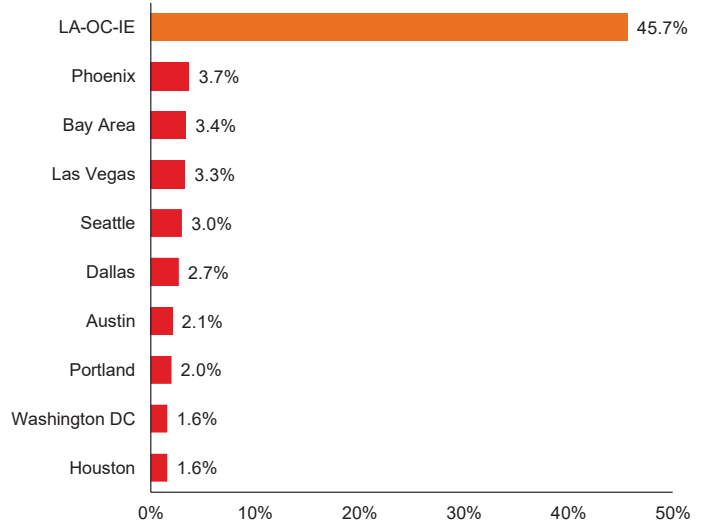
SoCal home search data reveals most buyers prefer to stay close to home



81.6% of LA-OC-IE-based potential buyers are looking locally, but top destinations outside the market include



73.6% of San Diego-based potential buyers are looking in San Diego, but top destinations outside the market include

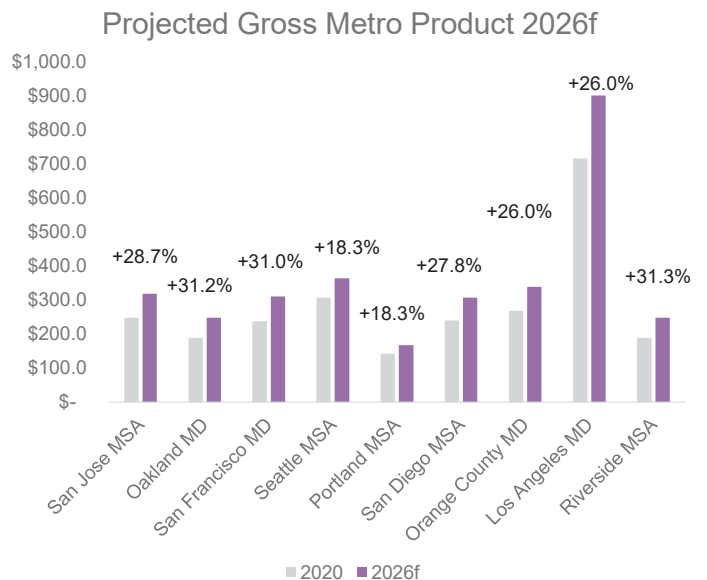
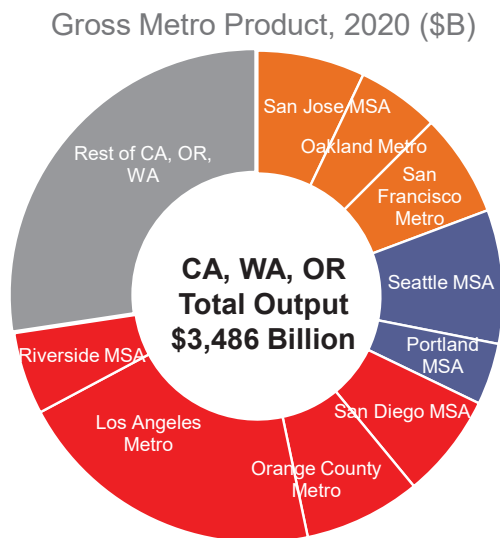


Source: JLL Research, Redfin user search data as of Q1 2021

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Southern California is the West Coast's economic powerhouse

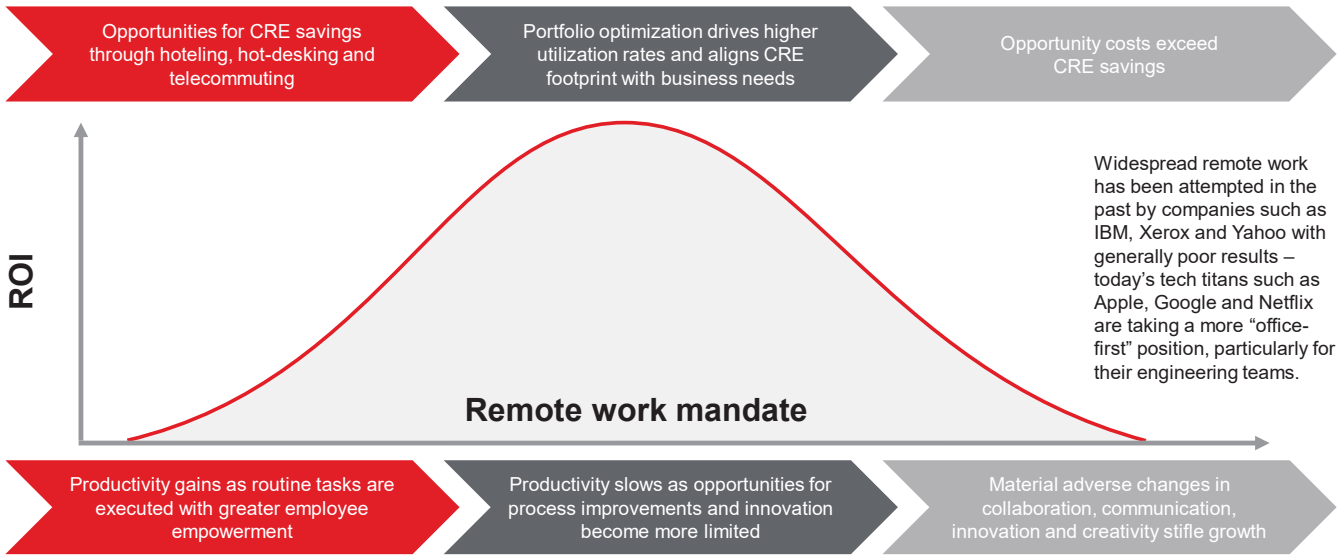
The region accounts for 40.5% of total output for California, Oregon and Washington combined, and accounts for 51.8% of California's total output



Source: JLL Research, Moody's economy.com

Attachment: PowerPoint Presentation - Future of Office_SCAG_June 2021 (Future of the Office After COVID-19)

Diminishing returns of work-from-home policies

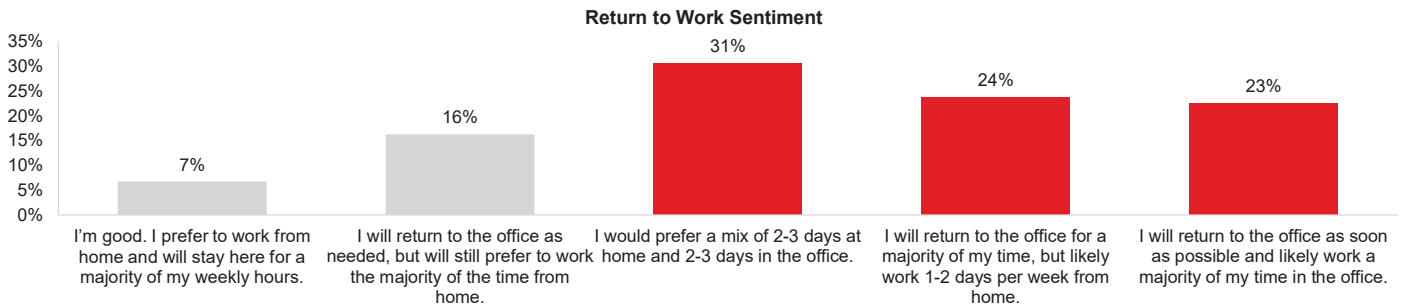


Remote work should augment, not replace, physical office space

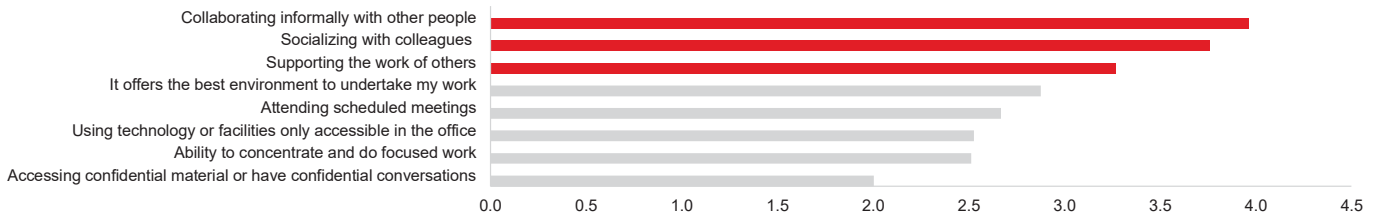
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Employee sentiment on remote work highlights potential risks to company culture and collaboration



What do you miss most about coming into the office?

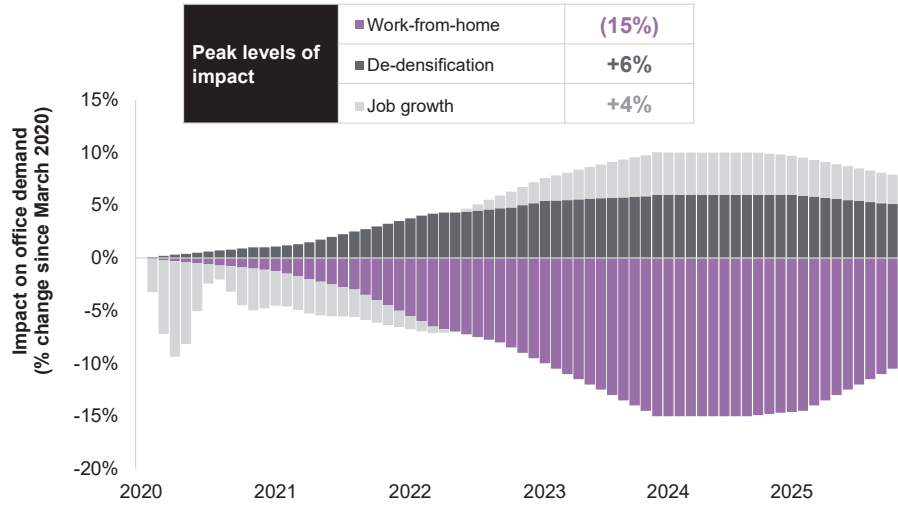


Source: JLL Workplace Employee Survey. Responses from more than 1,200 employees in 20 industries collected from April to July.

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Structural and cyclical shifts will coalesce to shape future office demand



Expected shift from 10% to 25% WFH, with potential reversion given likely impairment to productivity and innovation.



Stimulus measures and broad-based economic growth to bolster renewed confidence in long-term business plans.



Larger collaboration spaces and use of "office-as-a-perk" spur modest levels of office de-densification.

Future job creation and de-densification will counterbalance the impact of expanded work-from-home programs

Source: JLL Research forecasts, Bureau of Labor Statistics, Moody's

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