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

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Energy & Environment
Deborah Robertson, Rialto

Transportation
Tim Sandoval, Pomona

SPECIAL MEETING

JOINT MEETING OF THE POLICY COMMITTEES (CEHD, EEC AND TC)

*Members of the Public are Welcome to Attend
In-Person & Remotely
Thursday, September 7, 2023
9:30 a.m. – 11:30 a.m.*

To Attend In-Person:
**SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

SCAG Riverside Office – Suite 805

**3403 10th Street
Riverside, CA 92501**

To Watch or View Only:
https://scag.ca.gov/scag-tv-livestream

To Attend and Participate on Your Computer:
https://scag.zoom.us/j/85971017575

To Attend and Participate by Phone:
**Call-in Number: 1-669-900-6833
Meeting ID: 859 7101 7575**

PUBLIC ADVISORY

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 Attending the Meeting

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17th floor starting at 9:30 a.m.

To Attend by Computer: Click the following link: https://scag.zoom.us/j/85971017575. 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. Select "Join Audio via Computer." 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.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 859 7101 7575**, followed by **#**. Indicate that you are a participant by pressing **#** to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, September 6, 2023**, will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, September 6, 2023, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the "raise hand" function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.

3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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.

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VIDEOCONFERENCE AVAILABLE AT THE FOLLOWING LOCATION*

SCAG Riverside Office
3403 10th Street, Suite 805
Riverside, CA 92501

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Community, Economic and Human Development (CEHD) Committee

Valerie Amezcua City of Santa Ana - City Hall 20 Civic Center Plaza, Room 813 Santa Ana, CA 92701	**Wendy Bucknum** City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691	**Don Caskey** City of Laguna Hills - City Hall 24035 El Toro Road Laguna Hills, CA 92663
Debra Dorst-Porada City of Ontario - City Hall 303 East B Street Conference Room 2 Ontario, CA 91764	**Lucy Dunn** City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691	**Rose Espinoza** City of La Habra - City Hall 110 East La Habra Boulevard La Habra, CA 90631
Waymond Fermon 82566 Craymill Drive Indio, CA 92203	**Margaret E. Finlay** 2221 Rim Road Duarte, CA 91008	**Camilo Garcia** City of Calexico - City Hall 608 Herber Avenue, Council Chambers Calexico, CA 92231
Mark E. Henderson South Bay Council of Governments Environmental Services Center 2355 Crenshaw Boulevard, Ste. 125 Torrance, CA 90501	**Kathleen Kelly** 46-100 Burroweed Lane Palm Desert, CA 92260	**Tammy Kim** City of Irvine - City Hall 1 Civic Center Plaza Irvine CA, 92614
Lauren Kleiman City of Newport Beach - City Hall 100 Civic Center Drive, Bay 2E Newport Beach CA, 92660	**Matt LaVere** Ventura County Government Center 800 S Victoria Avenue, Fourth Floor Ventura, CA 93009	**Anni Marshall** City of Avalon - Fire Department 420 Avalon Canyon Road Avalon, CA 90704
Casey McKeon Heslin Holdings 23421 South Pointe Drive, Ste. 270 Laguna Hills, CA 92653	**John A. Mirisch** City of Beverly Hills - City Hall 455 N. Rexford Drive, 4th Floor Beverly Hills, CA 90210	**Joseph Morabito** City of Wildomar - City Hall 23873 Clinton Keith Road, Suite 201 Wildomar, CA 92595

George A. Nava City of Brawley - City Hall 383 Main Street Brawley, CA 922277	**Marisela Nava** City of Perris - City Hall 101 N D Street Council Conference Room Perris, CA 92571	**Misty Perez** 2505 Seafoam Court Port Hueneme, CA 93041
Freddy Puza Marriot St. Louis Grand Hotel 800 Washington Avenue Hotel Lobby St. Louis, MO 63101	**Gabriel Reyes** City of Adelanto - City Hall 11600 Air Expressway Conference Room Adelanto, CA 92301	**Sylvia A. Robles** City of Grand Terrace - City Hall 22795 Barton Road 1st Floor Conference Room Grand Terrace, CA 92313
Celeste Rodriguez City of San Fernando - City Hall 117 Macneil Street San Fernando, CA 91340	**Nick Schultz** City of Burbank - City Hall 275 E Olive Avenue 2nd Floor, Council Office Burbank, CA 91502	**Becky A. Shevlin** City of Monrovia - City Hall 415 S Ivy Street Monrovia, CA 91016
Mary Solorio City of San Fernando - City Hall 117 Macneil Street Council Chambers San Fernando, CA 91340	**Mark Waronek** Marriott Shadow Ridge 9003 Shadow Ridge Road Hotel Lobby Palm Desert, CA 92211	**Acquanetta Warren** City of Fontana - City Hall 8353 Sierra Avenue Fontana, CA 92336
Tony Wu 4509 Temple City Boulevard Temple City CA, 91780		

Energy and Environment Committee (EEC)

Ana Beltran America's Best Value Inn Westmorland 351 W. Main Street Hotel Lobby Westmorland, CA 92281	**Art Bishop** Town of Apply Valley - Town Hall 14955 Dale Evans Parkway Conference Room A Apple Valley, CA 92307	**Rick Denison** Yucca Valley Town Hall 57090 Twentynine Palms Highway Yucca Valley, CA 92284
Shari L. Horne City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637	**Britt Huff** City of Rolling Hills Estates - City Hall 4045 Palos Verdes Drive North Rolling Hills Estates, CA 90274	**Dan Kalmick** City of Huntington Beach - City Hall 2000 Main St, 4th Floor Conference Room 2 Huntington Beach, CA 92648

Joe Kalmick City of Seal Beach - City Hall 211 8th St, Council Chambers Seal Beach, CA 90740	**Elaine Litster** City of Simi Valley - City Hall 2929 Tapo Canyon Road Simi Valley, CA 93063	**Vianey Lopez** Ventura County Government Center 800 S. Victoria Avenue, L#1860 Ventura, CA 93009
Cynthia Moran Chino Hills Government Center 14000 City Center Drive Second Floor - City Council Office Chino Hills, CA 91709	**Deborah Robertson** City of Rialto - City Hall 150 S. Palm Avenue Rialto, CA 92376	**Jeannette Sanchez-Palacios** City of Ventura - City Hall 501 Poli Street Ventura, CA 93001
Tamala Takahashi City of Burbank - City Hall 275 East Olive Avenue Council Conference Room, 2nd Floor Burbank, CA 91502	**Connor Traut** Traut Firm 5 Hutton Centre Drive, Suite 700 Santa Ana, CA 92707	

Transportation Committee (TC)

Adele Andrade-Stadler 2956 West Shorb Street Alhambra, CA 91803	**Elizabeth Becerra** City of Victorville - City Hall Conference Room A 14343 Civic Drive Victorville, CA 92392	**Russell Betts** City of Desert Hot Springs - City Hall 11999 Palm Drive, Council Chambers Desert Hot Springs, CA 92240
Ross Chun City of Laguna Hills - City Hall 24035 El Toro Road Laguna Hills, CA 92653	**Jonathan Dumitru** City of Orange - City Hall 300 E Chapman Avenue Orange, CA 92866	**J. John Dutrey** City of Montclair - City Hall 5111 Benito Street, Mayor's Office Montclair, CA 91763
James Gazeley City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717	**Jason Gibbs** City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Room Santa Clarita, CA 91355	**Brian Goodell** City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691
Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832	**Trish Kelley** City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691	**Linda Krupa** City of Hemet - City Hall 445 E Florida Avenue Sister City Room Hemet, CA 92543
Bridgett Lewis City of Torrance - City Hall 3031 Torrance Boulevard Assembly Room - 3rd Floor Torrance, CA 90503	**Richard Loa** Law Offices of Richard Loa 536 East Palmdale Blvd Palmdale, CA 93550	**Clint Lorimore** City of Eastvale - City Hall 12363 Limonite Ave #910 Eastvale, CA 91752

Ken Mann City of Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534	**Steve Manos** City of Lake Elsinore - City Hall 130 South Main Street Conference Room B Lake Elsinore, CA 92530	**Marsha McLean** City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Room Santa Clarita, CA 91355
L. Dennis Michael City of Rancho Cucamonga – City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730	**Carol Moore** City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637	**Ara Najarian** 50 N Brand Boulevard, Suite 830 Glendale, CA 91203
Maria Nava-Froelich Calipatria Unified School District 501 W. Main Street, Room 4 Calipatria, CA 92233	**Frank J. Navarro** City of Colton – City Hall Council Conference Room 650 N. La Cadena Drive Colton, CA 92324	**Sharona Nazarian** City of Beverly Hills - City Hall 455 N. Rexford Drive Beverly Hills, CA 90210
Ed Reece City of Claremont - City Hall 207 Harvard Avenue Council Office Room Claremont, CA 91711	**Ali Saleh** Aurora Hotel 137 Marilla Avenue Avalon, CA 90704	**Zak Schwank** City of Temecula - City Hall 41000 Main Street Mayor's Office - Third Floor Temecula CA, 92590
Ward Smith City of Placentia Civic Center City Council Chambers 401 E. Chapman Avenue Placentia, CA 92870	**Hilda Solis** Kenneth Hahn Hall of Administration 500 West Temple Street, Rm 856 Los Angeles, CA 90012	**Cynthia Sternquist** 6131 Camellia Avenue Temple City, CA 91780
Michael M. Vargas City of Perris - City Hall 101 N. D Street, Office of the Mayor Perris, CA 92570	**Scott Voigts** County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701	**Donald P. Wagner** County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701
Alan D. Wapner City of Ontario - City Hall 303 East B Street Conference Room 1 Ontario, CA 91764		

* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.

CEHD - Community, Economic and Human Development Committee
Members – September 2023

1. **Hon. Frank A. Yokoyama**
   CEHD Chair, Cerritos, RC District 23

2. **Hon. David J. Shapiro**
   CEHD Vice Chair, Calabasas, RC District 44

3. **Hon. Ashleigh Aitken**
   Anaheim, RC District 19

4. **Hon. Cindy Allen**
   2nd Vice President, Long Beach, RC District 30

5. **Hon. Valerie Amezcua**
   Santa Ana, RC District 16

6. **Hon. Al Austin**
   Long Beach, GCCOG

7. **Hon. Gary Boyer**
   Glendora, RC District 33

8. **Hon. Drew Boyles**
   El Segundo, RC District 40

9. **Hon. Wendy Bucknum**
   Mission Viejo, RC District 13

10. **Hon. Don Caskey**
    Laguna Hills, OCCOG

11. **Hon. Tanya Doby**
    Los Alamitos, OCCOG

12. **Hon. Debra Dorst-Porada**
    Ontario, Pres. Appt. (Member at Large)

13. **Ms. Lucy Dunn**
    Business Representative, Non-Voting Member

14. **Hon. Keith Eich**
    La Cañada Flintridge, RC District 36

15. **Hon. Bob Engler**
    Thousand Oaks, VCOG

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16. Hon. Rose Espinoza
La Habra, OCCOG

17. Hon. Waymond Fermon
Indio, CVAG

18. Hon. Margaret Finlay
Duarte, RC District 35

19. Hon. Claudia Frometa
Downey, RC District 25

20. Hon. John Gabbard
Dana Point, District 12

21. Hon. Camilo Garcia
Imperial County, CoC

22. Hon. Marshall Goodman
La Palma, RC District 18

23. Hon. Mark Henderson
Gardena, RC District 28

24. Hon. Cecilia Hupp
Brea, OCCOG

25. Hon. Lynda Johnson
Cerritos, GCCOG

26. Hon. Kathleen Kelly
Palm Desert, RC District 2

27. Hon. Tammy Kim
Irvine, RC District 14

28. Hon. Lauren Kleiman
Newport Beach, RC District 15

29. Sup. Matt LaVere
Ventura County CoC

30. Hon. Jed Leano
Claremont, SGVCOG

31. Hon. Anni Marshall
Avalon, GCCOG

32. Hon. Andrew Masiel
Tribal Govt Regl Planning Board Representative

33. Hon. Casey McKeon
Huntington Beach, RC District 64

34. Hon. John Mirisch
Beverly Hills, Pres. Appt. (Member at Large)

35. Hon. Joseph Morabito
Wildomar, WRCOG

36. George Nava
Brawley, ICTC

37. Hon. Marisela Nava
Perris, RC District 69

38. Hon. Ariel Pe
Lakewood, GCCOG

39. Hon. Misty Perez
Port Hueneme, Pres. Appt. (Member at Large)

40. Hon. Freddy Puza
Culver City, WCCOG

41. Hon. Nithya Raman
Los Angeles, RC District 51

42. Hon. Gabriel Reyes
San Bernardino County CoC

43. Hon. Rocky Rhodes
Simi Valley, RC District 46

44. Hon. Sylvia Robles
Grand Terrace, SBCTA

45. Hon. Celeste Rodriguez
San Fernando, RC District 67

46. Hon. Sonny Santa Ines
Bellflower, GCCOG

47. Hon. Andrew Sarega
La Mirada, RC District 31

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48. Hon. Nicholas Schultz
Burbank, AVCJPA

49. Hon. Becky Shevlin
Monrovia, SGVCOG

50. Hon. Mary Solorio
San Fernando, SFVCOG

51. Hon. Helen Tran
San Bernardino, SBCTA

52. Hon. Mark Waronek
Lomita, SBCCOG

53. Hon. Acquanetta Warren
Fontana, SBCTA

54. Hon. Tony Wu
West Covina, SGVCOG

55. Hon. Frank Zerunyan
Rolling Hills Estates, SBCCOG

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EEC - Energy and Environment Committee
Members – September 2023

1. **Hon. Deborah Robertson**
   EEC Chair, Rialto, RC District 8

2. **Sup. Luis Plancarte**
   EEC Vice Chair, Imperial County

3. **Hon. Damon Alexander**
   San Bernardino, SBCTA

4. **Hon. Ana Beltran**
   Westmorland, ICTC

5. **Hon. Arthur Bishop**
   Apple Valley, SBCTA

6. **Hon. Phil Brock**
   Santa Monica, WSCCOG

7. **Hon. Margaret Clark**
   Rosemead, RC District 32

8. **Hon. Robert Copeland**
   Signal Hill, GCCOG

9. **Hon. Jenny Crosswhite**
   Santa Paula, RC District 47

10. **Hon. Maria Davila**
    South Gate, GCCOG

11. **Hon. Ned Davis**
    Westlake Village, LVMCOG

12. **Hon. Rick Denison**
    Yucca Valley, SBCTA

13. **Hon. Shari Horne**
    Laguna Woods, OCCOG

14. **Hon. Britt Huff**
    Rolling Hills Estates, SBCCOG

15. **Hon. Dan Kalmick**
    Huntington Beach, OCCOG

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16. **Hon. Joe Kalmick**
    Seal Beach, RC District 20

17. **Hon. Elaine Litster**
    Simi Valley, VCOG

18. **Hon. Vianey Lopez**
    Ventura County

19. **Hon. Lauren Meister**
    West Hollywood, RC District 41

20. **Hon. Cynthia Moran**
    Chino Hills, SBCTA

21. **Hon. Oscar Ortiz**
    Indio, RC District 66

22. **Hon. Jeannette Sanchez-Palacios**
    Ventura, VCOG

23. **Hon. Jennifer Stark**
    Claremont, SGVCOG

24. **Hon. Tamala Takahashi**
    Burbank, SFVCOG

25. **Hon. Connor Traut**
    Buena Park, OCCOG

26. **Hon. Stephanie Virgen**
    Coachella, CVAG

27. **Hon. Dale Welty**
    Canyon Lake, WRCOG

28. **Hon. Edward Wilson**
    Signal Hill, GCCOG

TC - Transportation Committee
Members – September 2023

1. **Hon. Tim Sandoval**
   TC Chair, Pomona, RC District 38

2. **Hon. Mike Judge**
   TC Vice Chair, VCTC

3. **Hon. Adele Andrade-Stadler**
   Alhambra, RC District 34

4. **Hon. Konstantine Anthony**
   Burbank, RC District 42

5. **Hon. Kathryn Barger**
   Los Angeles County

6. **Hon. Elizabeth Becerra**
   Victorville, RC District 65

7. **Hon. Brian Berkson**
   Jurupa Valley, Pres. Appt. (Member at Large)

8. **Hon. Russell Betts**
   Desert Hot Springs, CVAG

9. **Hon. Daniel Brotman**
   Glendale, AVCJPA

10. **Hon. Art Brown**
    Buena Park, RC District 21

11. **Hon. Ross Chun**
    Aliso Viejo, OCCOG

12. **Hon. Denise Delgado**
    Coachella, Pres. Appt. (Member at Large)

13. **Sup. Andrew Do**
    Orange County CoC

14. **Hon. Jon Dumitru**
    Orange, RC District 17

15. **Hon. JJohn Dutrey**
    Montclair, SBCTA

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16. Hon. James Gazeley
Lomita, RC District 39

17. Hon. Jason Gibbs
Santa Clarita, NCTC

18. Hon. Brian Goodell
OCTA Representative

19. Sup. Curt Hagman
San Bernardino County

20. Hon. Jan C. Harnik
RCTC

21. Hon. Laura Hernandez
Port Hueneme, RC District 45

22. Hon. Heather Hutt
Los Angeles, RC District 57

23. Hon. Fred Jung
Fullerton, OCCOG

24. Hon. Trish Kelley
TCA Representative

25. Hon. Paul Krekorian
Los Angeles, RC District 49/Public Transit Rep.

26. Hon. Linda Krupa
Hemet, RC District 3

27. Hon. Bridgett Lewis
Torrance, Pres. Appt (Member at Large)

28. Malcolm Lilienthal
Hemet, WRCOG

29. Hon. Richard Loa
Palmdale, NCTC

30. Hon. Clint Lorimore
Eastvale, RC District 4

31. Hon. Ken Mann
Lancaster, RC District 43

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32. **Hon. Steve Manos**
Lake Elsinore, RC District 63

33. **Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member

34. **Hon. Ray Marquez**
Chino Hills, RC District 10

35. **Hon. Larry McCallon**
Highland, RC District 7/Air District Rep.

36. **Hon. Marsha McLean**
Santa Clarita, Pres. Appt. (Member at Large)

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

38. **Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)

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

40. **Hon. Ara Najarian**
Glendale, SFVCOG

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

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

43. **Hon. Sharona Nazarian**
Beverly Hills, WSCCOG

44. **Hon. Gil Rebollar**
Brawley, RC District 1

45. **Hon. Ed Reece**
Claremont, SGVCOG

46. **Hon. Crystal Ruiz**
San Jacinto, WRCOG

47. **Hon. Ali Saleh**
Bell, RC District 27

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48. Hon. Suely Saro
Long Beach, RC District 29

49. Hon. Zak Schwank
Temecula, RC District 5

50. Hon. Marty Simonoff
Brea, RC District 22

51. Hon. Jeremy Smith
Canyon Lake, Pres. Appt. (Member at Large)

52. Hon. Ward Smith
Placentia, OCCOG

53. Hon. Jose Luis Solache
Lynwood, RC District 26

54. Sup. Hilda Solis
Los Angeles County

55. Hon. Wes Speake
Corona, WRCOG

56. Sup. Karen Spiegel
Riverside County

57. Hon. Cynthia Sternquist
Temple City, SGVCOG

58. Hon. Steve Tye
Diamond Bar, RC District 37

59. Hon. Michael Vargas
Riverside County CoC

60. Hon. Scott Voigts
Lake Forest, OCCOG

61. Sup. Donald Wagner
Orange County

62. Hon. Colleen Wallace
Banning, WRCOG

63. Hon. Alan Wapner
SBCTA

64. Hon. Thomas Wong
Monterey Park, SGVCOG

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JOINT MEETING OF THE POLICY COMMITTEES (CEHD, EEC, AND TC)
SPECIAL MEETING AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, September 7, 2023
9:30 AM

The Joint Policy Committees 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 Art Brown, President
The Honorable Frank Yokoyama, Chair, Community, Economic and Human Development Committee
The Honorable Deborah Robertson, Chair, Energy and Environment Committee
The Honorable Tim Sandoval, Chair, Transportation Committee

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)
This is the time for public comments on any matter of interest within SCAG's jurisdiction that is ***not*** listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

ACTION ITEM

1. Connect SoCal 2024: Draft Plan Review   100 Mins.   PPG. 18
(Sarah Jepson, Chief Planning Director)

RECOMMENDED ACTION:
Recommend that the Regional Council approve release of the draft 2024 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment.

CONSENT CALENDAR

Approval Items

2. Minutes of the Meetings – March 2, 2023   PPG. 76

Receive and File

3. REAP 2: RUSH Industry Forum Summary and PATH Guidelines Update   PPG. 88

ADJOURNMENT

Southern California Association of Governments
September 7, 2023

To:	Joint Meeting of the Policy Committees (JPC)	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Sarah Dominguez, Planning Supervisor (213) 236-1918, dominguezs@scag.ca.gov	*Kome Ajise*
Subject:	Connect SoCal 2024: Draft Plan Preview and Release	

RECOMMENDED ACTION:
Recommend that the Regional Council approve release of the draft 2024 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment.

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

EXECUTIVE SUMMARY
In November, SCAG staff will seek the approval of the Regional Council to release the draft Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2024 for public review and comment, including the associated transportation conformity analysis. This staff report and associated presentation provides an overview of the draft Connect SoCal 2024, or "Plan" and serves to provide an overview of the key plan elements, including the inputs, assumptions, policies and strategies in the draft Plan.

Background
Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the plan takes into account all modes of transportation and is accomplished through a "continuing, cooperative and comprehensive" (the 3 C's) planning approach, which is also performance-driven and outcome based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the Plan must conform to applicable air quality standards. The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG

prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)).

SCAG anticipates seeking adoption of the final Connect SoCal 2024 in April of 2024. Adhering to this timeline will ensure that the SCAG region can maintain federal transportation conformity—thus enabling continued federal funding for critical transportation projects. Adopting a final Plan that also achieves the regional GHG emission reduction target will be necessary to enable continued state funding for projects through the Solutions for Congested Corridors Program (SCCP) and Trade Corridor Enhancement Program (TCEP). These state programs have funded about $1.5 billion in projects since the adoption of Connect SoCal 2020.

Draft Connect SoCal 2024
Connect SoCal 2024, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS- or "the Plan"), represents a snapshot in time. Based on what we know today, the Plan outlines our vision for addressing our current challenges and achieving our regional goals. Every four years, the region has the opportunity to monitor our progress, readjust our vision, assess new challenges and articulate new goals.

This Plan reflects a continuum of progress across each planning cycle by building upon the steps taken by local agencies to complete projects and the policy leadership through SCAG's Policy Committees special subcommittees. While the Plan remains focused on its core responsibilities and requirements of regional transportation planning that is comprehensive and integrated with the development of a Sustainable Communities Strategy, it also encompasses a holistic approach to the programs and strategies that support success of the RTP/SCS, such as workforce development, broadband, and mobility hubs.

The draft plan will be comprised of six chapters and 15 supporting Technical Reports:
- **Chapter 1: Executive Summary:** Overview of the Plan
- **Chapter 2: Our Region Today:** Summary of existing conditions, trends and challenges facing the region.
- **Chapter 3: Our Plan:** Summary of Plan elements including transportation investments and the forecasted development pattern, Regional Planning Policies, and Implementation Strategies.
- **Chapter 4: Financial Summary:** Sources and structures of funding that will support implementing the Plan.
- **Chapter 5: Measuring Our Progress**: Analysis of Plan performance in 2050 including equity and GHG emission reductions.

- **Chapter 6: Supplementals:** Additional references documents including Glossary and Requirements.

Technical Reports include:
- Aviation and Airport Ground Access
- Congestion Management
- Transportation Finance
- Transportation Conformity Analysis
- Goods Movement
- Equity Analysis
- Performance Monitoring
- Project List
- Public Participation and Consultation
- Mobility
- Economic Impact Analysis
- Demographics and Growth Forecast
- Land Use and Communities
- Housing
- Travel and Tourism

Connect SoCal 2024 Development

SCAG develops Connect SoCal in collaboration with hundreds of stakeholders, input from thousands of Southern Californians, and leadership from 149 Policy Committee members and Regional Council members. The transportation projects and investments included in Connect SoCal are sourced primarily from project lists submitted from County Transportation Commissions and supplemented by a set of regional strategic investments. To understand the existing and potential future development pattern of the region, SCAG reached out to all 197 jurisdictions in Southern California to understand their land uses, plan designations, and growth outlooks. Throughout the development of the Plan policies, strategies, and technical and analytical elements, SCAG staff met with various public agency staff and other stakeholders through regular Technical Advisory Committees and Working Groups.

The process for developing the plan follows four main phases:

Foundations and Frameworks (2021-2022): During this phase, SCAG staff sought direction from the Regional Council and Policy Committees on the priorities for the upcoming plan. SCAG adopted its Subregional Sustainable Communities Strategy Framework and Guidelines. SCAG began to meet with a demographic panel of experts to prepare the regional growth forecast and began engaging with stakeholders on updated plan goals.

Data Collection and Policy Development (2022-2023): During this phase, SCAG staff reviewed thousands of planning documents, collected data updated plan inputs and assumptions. The Regional Council and Policy Committees met regularly to provide direction for SCAG's work. In June 2022, SCAG's Regional Council adopted the Policy Development Framework for Connect SoCal 2024 that confirmed the direction for the plan and established three Special Subcommittees to support plan policy development. The development process included engaging with each County Transportation Commission to develop the Project List and consulting with local jurisdictions on the forecasted regional development pattern during the Local Data Exchange process.

Outreach and Analysis (2023): Throughout Plan development, SCAG engaged with hundreds of stakeholders through Regional Planning Working Groups and Technical Advisory Committees. These groups consisting of representatives from state, federal and local governments, plus subject-matter experts, helped–provide input and advice on many elements of Plan development. In Spring 2023, SCAG hosted 20 in-person and seven virtual open-house--style workshops. SCAG partnered with 16 Community Based Organizations, attended 20 pop-up events and collected over 3,600 survey responses. During this phase, SCAG staff also analyzed the input provided by County Transportation Commissions and local jurisdictions and modeled these inputs along with other policies and assumptions.

Draft Plan and Plan Adoptions (2023-2024): During this phase, SCAG releases a draft Plan for public review and comment. At the close of the public comment period, SCAG staff will assess and respond to the comments received and make any necessary updates to the plan policies, inputs or assumptions in order to prepare a final Plan to be considered for adoption by SCAG's Regional Council.

Progress since Connect SoCal 2020

Since Connect SoCal was adopted in 2020, transportation agencies and local jurisdictions have taken actions to implement the plan.

In housing, we have seen the positive impact that funding, collaboration, capacity building, and action at the local level can have to spur housing policies that align with the Connect SoCal growth vision and increased housing production. In March 2021, SCAG adopted its 6th cycle Regional Housing Needs Assessment (RHNA), based on Connect SoCal's growth vision by allocating units to cities and counties with the greatest job and transit access. To assist local jurisdictions through the RHNA and Housing Element update processes, the State created the Regional Early Action Planning (REAP) program in 2019 and the REAP 2.0 program in 2021. These actions represent the first time the State provided funding to regions to conduct the RHNA program and support regional housing planning efforts.

Over the past three years, SCAG has used its REAP 1 grant funding to provide technical assistance to local jurisdictions, create development streamlining initiatives and develop a housing leadership academy, all to stimulate housing development in the Southern California region. These planning efforts are already paying dividends, with 113 of the SCAG region's cities and counties having fully compliant Housing Elements. These 113 Housing elements represent newly identified, developable sites for over 1,000,000 new housing units in Southern California across all affordability levels. The adoption of housing elements across the region is a clear indication of how the region can realize the Connect SoCal growth vision.

For transportation, County Transportation Commissions have completed system improvements that have expanded multimodal travel options in the region. A few of the major projects completed since the adoption of Connect SoCal include but are not limited to the I-8 Imperial Avenue Interchange, the I-15 Express Lanes, the Redlands Rail Arrow Service and the LA Metro Regional Connector. SCAG adopted the 2023 Federal Transportation Improvement Program (FTIP) in October 2022. SCAG prepares the FTIP every two years to implement projects and programs listed in the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The FTIP identifies specific funding sources and fund amounts for each project with the purpose of implementing Connect SoCal. Since Connect SoCal was adopted in 2020, SCAG gained new responsibility for the selection of transportation projects to be funded with certain federal revenue sources. SCAG's project selection process follows a performance-based evaluation and selection approach and ensures that selected projects further Connect SoCal goals.

Vision and Goals
The Vision and Goals for Connect SoCal 2024 are rooted in the direction set forth by Connect SoCal 2020, reflecting both SCAG's statutory requirements and the emerging trends and persistent challenges facing the region. SCAG then engaged with stakeholders and members of the public on a draft vision for Connect SoCal in 2050 and a set of draft goals.

Reflecting that input, SCAG's vision for Southern California in the year 2050 is "A healthy, prosperous, accessible and connected region for a more resilient and equitable future."

The following goals and subgoals will help SCAG to achieve this vision:

Mobility: Build and maintain a robust transportation network
- Support investments that are well-maintained and operated, coordinated, and resilient, and result in improved safety, improved air quality and minimized greenhouse gas emissions
- Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high need communities
- Support planning for people of all ages, abilities, and backgrounds

Communities: Develop, connect and sustain communities that are livable and thriving
- Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households

Environment: Create a healthy region for the people of today and tomorrow
- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water
- Conserve the region's resources

Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all residents
- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities

Plan Trends and Assumptions
Understanding the context of regional planning includes considering the historical circumstances that led to the transportation system and built environment that exist today, as well as broader economic and technological trends. Since the adoption of the last plan, SCAG has been tracking several trends disrupted by the COVID-19 pandemic, such as changes to how we move around the region and the pace of housing production. Many disrupted trends have returned to pre-pandemic levels, while other contexts like climate and technology continue to change.

Policy Roots of Inequality and Steps Towards Fairness
As a regional planning organization, understanding the disparities and inequities resulting from geography and the built environment are central to SCAG's work to plan for a more racially just and equitable future. Prior to the final adoption of Connect SoCal, in July 2020, SCAG's Regional Council made a commitment to advancing justice, equity, diversity and inclusion throughout the region (Resolution 20-623-2).

For the region to become healthy, livable, sustainable and economically resilient, SCAG recognized that it would need to dramatically improve outcomes for low-income families and people of color. To that end, SCAG's core function—its planning work—must directly address the long-standing systemic and institutional barriers that have fostered inequities in health, wealth and opportunities.

SCAG adopted its Racial Equity Early Action Plan in May 2021 to help facilitate the consistent integration of equity into its planning work. The Racial Equity Early Action Plan provides a definition of equity and establishes goals, strategies and a set of "early actions" to advance racial equity through SCAG's policies, practices and activities SCAG developed a Racial Equity Baseline Conditions Report, first released in March 2021 and updated in November 2022, to develop a deeper understanding of disparities and monitor progress toward addressing them by providing a snapshot of current existing inequitable conditions. In 2022 and 2023, equity's integration into Connect SoCal was prioritized through the convening of the Racial Equity & Regional Planning Subcommittee. The Subcommittee recommended that Connect SoCal 2024 function as a vehicle to promote racial equity, to address the historic impacts of systemic racism, and coordinate and implement equity-centered activities across the region.

Regional COVID-19 pandemic recovery

The COVID-19 pandemic impacted the way we live, work and play in the region—and we are still feeling those impacts today. When SCAG's Regional Council adopted Connect SoCal 2020 for all purposes in September 2020, they affirmed aligning Plan implementation with pandemic recovery and identified emerging trends to be monitored alongside future planning, like Connect SoCal 2024. The following are the key disruptions to the region that SCAG has been tracking since 2020. SCAG monitored these elements alongside Plan development in order to apply relevant updates to our inputs and assumptions. The changes and challenges are continuing to evolve.

> **Housing crisis:** The COVID-19 pandemic and the corresponding economic fallout exacerbated the housing crisis and, for communities of color widened the economic gap. While early concerns focused on the stalling of housing construction, the more immediate crisis became employment loss—particularly for low-income households—that resulted in a growing number of households falling behind on their mortgage or rent. To minimize this, local, state and federal policymakers prioritized urgent pandemic needs and responses, such as mortgage relief policies and foreclosure and eviction moratoria. While this had a beneficial impact on households at risk for displacement, it shifted housing priorities away from those that increased housing supply[1].

> **Demographic shifts**: The region's population growth was already slowing during the 2010s due to lower fertility rates and having more out-migration than in-migration. The pandemic provided additional shocks – a near-zero level of foreign immigration, fewer births, and excess deaths from the pandemic itself. While these shocks appear to be dissipating substantially, the region's population growth became negative between 2019 and 2023.

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[1] Consumer Financial Protection Bureau (2021). *Housing insecurity and the COVID-19 pandemic.* https://files.consumerfinance.gov/f/documents/cfpb_Housing_insecurity_and_the_COVID-19_pandemic.pdf.

Goods movement: Supply chains were disrupted on a global scale, leading to severe bottlenecks at ports and cascading bottleneck and congestion issues further across the entire goods movement system—from railyards to industrial warehouses and distribution centers.

Transit ridership: While vehicle miles traveled (VMT) and congestion have returned to pre-pandemic levels, transit/rail ridership has rebounded unevenly. These transit/rail ridership declines have resulted in reduced farebox recovery and impacts to operations budgets—and there is widespread concern that transit/rail operators are fast approaching a fiscal cliff. Many transit operators remain uncertain of what the longer-term future "normal" may look like, particularly if remote working remains a norm for discretionary riders who tend to take rail. Returning riders are apprehensive about their safety and security as they resume using transit/rail services.

Active transportation: During the pandemic, the region saw an increased use of active transportation (i.e., bicycling, walking, rolling, etc). Bicycling and walking were regarded as reliable and resilient options because they enabled physical distancing and carried a low risk of contracting or spreading COVID-19.[2] The increase in bicycling was reflected in the higher demand for bicycles and in bicycle sales figures. According to market research company NPD Group, sales of bicycles between April 2020 and April 2021 were up by 57 percent in the United States.[3] Numerous communities reconsidered how public space was allocated and several prioritized opening up streets to bicyclists and pedestrians to make it easier to physically distance from others while traveling to essential businesses and engaging in recreation.[4] However, at the start of the pandemic, most dockless, shared micromobility providers temporarily withdrew from the public space.

Tele-everything: Relying on remote work and school (e-learning) as primary ways to physically distance exposed the region's digital divide of those who have access to reliable internet and those who do not. The internet, computers and smartphones have provided unprecedented access to information and have helped transform our relationship to transportation. Although many residents have benefited from these advancements, a significant portion of the population remains unconnected. Currently 10 percent of residents across the region lack broadband. This disparity is more pronounced in certain populations. For example, the lack of broadband rises to 20 percent of adults aged 65 and

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[2] Francke, A. (2022). Cycling during and after the COVID-19 pandemic. *Advances in Transport Policy and Planning, 10,* 265–290. https://doi.org/10.1016/bs.atpp.2022.04.011

[3] Sorenson, D. (2021, September 23). *The Cycling Market Pedals Ahead in 2021*. NPD Group. https://www.npd.com/news/blog/2021/the-cycling-market-pedals-ahead-in-2021

[4] National Association of City Transportation Officials (NACTO). (2021). *Streets for Pandemic Response & Recovery.* https://nacto.org/wp-content/uploads/2020/09/Streets_for_Pandemic_Response_Recovery_Full_20-09-24.pdf

older and 70 percent of those without internet are concentrated in low income households.[5] As we recover from the pandemic, faster broadband speeds and better devices will become increasingly essential, and the disparities between those who have access and those who do not will continue to widen. While broadband access may seem to be an issue that primarily affects individual quality of life, it is crucial infrastructure that supports technological advancements in the mobility ecosystem. That's why in February 2021, SCAG's Regional Council adopted the Broadband Access Resolution (Resolution No. 21-629-2) and resolved to bridge the digital divide in underserved and unserved communities.

Traffic Congestion: VMT and congestion have returned to pre-pandemic levels, yet our travel patterns are shifting both spatially and temporally. Despite the fact that increased working from home has reduced the region's historic peak-–commute congestion ("rush hour"), workers continue to drive for other household-serving and personal trips throughout the day. In particular, the afternoon "peak" period of travel has lengthened. Most trips are occurring now during the early afternoon and in locations associated with the rise of working from home and school pickup/dropoff.[6]

Rethinking the Workplace
During the early stages of the pandemic, California implemented multiple measures to mitigate the spread of the virus. Remote working rates rose abruptly and dramatically. Prior to the pandemic's start, most workers spent the bulk of their time working outside of their homes, but once the pandemic was well underway, close to half of all employees were working remotely. Based on American Community Survey 1-year samples, the percentage of workers ages 16 and over who worked from home was just over six percent in the SCAG region in 2019 but by 2021 this figure had jumped to 19 percent[7]. This change in behavior had an outsized impact on downtown areas, which relied on increased daytime populations to support local businesses.

"Work from home" can be defined as working outside the traditional office or workplace, usually at home. However, this can also more broadly describe when people work remotely while traveling, at client/customer workplaces, libraries, co-working spaces and other internet-accessible locations.

Across the entire SCAG region, the share of jobs that can be performed at home is 36.7 percent. This is only slightly greater than the national share of 36.4 percent but varies widely across the region, with one of the nation's highest shares in Los Angeles and Orange counties (50.5 percent)

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[5] Dingel, J. I., & Neiman, B. (2020). How many jobs can be done at home?. Journal of public economics, 189, 104235.
[6] Speroni, S., Siddiq, F., Paul, J., & Taylor, B. (2022). Peaked Too Soon? Analyzing the Shifting Patterns of PM Peak Period Travel in Southern California. UCLA Institute of Transportation Studies Working Paper.
[7] American Community Survey 1-year samples for 2006, 2012, 2019, and 2021, Table DP03.

and one of the nation's lowest in Riverside and San Bernardino Counties (30.1 percent)[8]. For the purposes of this Plan, SCAG is assuming roughly 22-25 percent of workdays will be conducted at home through 2050.

While these relationships are driven by the nature of the work in each of these sectors, a regional plan must consider how balance should be sought between the needs of remote workers, who are largely in higher-wage occupations, and the needs of commuting, on-site workers who are more likely to be in low-wage occupations. Some literature suggests that while flexible work schedules and telecommuting may reduce (or, in the case of satellite offices, reroute) single occupancy vehicle (SOV) commute trips, they likely increase SOV trips for other-purposes, such as errands and trips for lunch while an employee is working from home (although not necessarily during peak congestion periods). This is known as the rebound effect.[9]

Working from home has long been part of the planner's toolbox for reducing travel. The significant rise of working from home following the pandemic, and the changing travel patterns which have resulted, underscore the importance of pursing strategies that offer more transportation options for non-work trips in particular. A key component of this is fostering more connected and accessible communities that–allow a wide range of trips to be accomplished within a short distance or via alternative modes.

Emerging Technology

New and emerging technologies have had a significant impact on the transportation sector, transforming various aspects of mobility, efficiency, safety and user experience. These technologies include advancements in vehicle technology, like electric vehicles and automated vehicles, as well as advancement in travel planning and safety systems, such as Mobility as a Service and Advanced Driver Assistance Systems.

Clean Energy Transition

The state of California is a leader in the national and global reduction in climate pollutants and deployment of clean technologies and fuels. Recent regulations passed by the California Air Resources Board (CARB) have put us on a path to cleaner buses, trucks and passenger vehicles.

The state and our region are on the precipice of a major shift in the transportation sector. Supporting this transition will have significant implications for the planning and designing of the built environment, as we must ensure that refueling or recharging infrastructure is available and that the power grid can support the refueling of our cleaner fleets. This transition also has fiscal implications as sales and excise tax receipts for fuel sales will decline over time. The transition will

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[8] Dingel, J. I., & Neiman, B. (2020). How many jobs can be done at home?. *Journal of public economics, 189*, 104235
[9] Caldarola, B., & Sorrell, S. (2022). Do teleworkers travel less? Evidence from the English National Travel Survey. *Transportation Research Part A: Policy and Practice, 159*, 282–303. https://doi.org/10.1016/j.tra.2022.03.026

also have economic and social impacts as gas stations predominately owned by immigrants—may become obsolete.

Climate Change

By the year 2050, the region is projected to face numerous challenges and pressures due to climate change, including heightened risks of intense wildfires, droughts, extreme heat, extreme rain, rising sea levels and seismic events. The region is already experiencing extreme climate-related events more frequently, such as air quality degradation, inland flooding, the destruction of homes and infrastructure from wildfires, landslides from torrential rainstorms, coastal flooding from sea level rise, and urban heat island effects from unusually high temperatures. These conditions have detrimental effects on the region's communities and will adversely impact the quality of the air we breathe, availability of essential resources like water and energy, safety of neighborhoods, stability of the economy—as well as the transportation system and the people and businesses who depend upon it.

In recognition of the importance of addressing such challenges, a resilience lens was used throughout the development of the Plan to consider and address shocks and stressors facing the region.

Plan Solutions

The Plan represents the vision for the region and reflects the planned transportation investments, policies and strategies that will integrate with the forecasted development pattern to achieve the Plan's goals. The Plan includes robust financial analysis that considers operations and maintenance costs to ensure our existing transportation system's reliability, longevity, resilience, and cost–effectiveness.

It includes information collected from local agencies, like project lists from County Transportation Commissions, and future land use and growth information from local jurisdictions. These provide the foundation for the Plan elements and the shape of where we're headed. However, there is a gap between what we *can* achieve from this bottom-up process and what we *must* achieve to meet our performance requirements or reach our goals. This gap is addressed through a set of Regional Strategic Investments, supported by Regional Planning Policies and Implementation Strategies.

Elements of the Plan include:

- **Regional Planning Policies:** These policies provide guidance for integrating land use and transportation planning in order to realize the vision of Connect SoCal. They offer a resource by which CTCs or local jurisdictions, when seeking resources from state or federal programs, can refer to specific policies to demonstrate alignment with the RTP/SCS .

- **Project List:** The project list details every plan investment. This is a key input from County Transportation Commissions on their planned near-term and long-term projects.
- **Forecasted Regional Development Pattern:** SCAG develops a forecasted development pattern that details where future jobs and housing will be located, based on expert projection, existing planning documents, regional policies and review by local jurisdictions.
- **Regional Strategic Investments:** These investments, which are funded by new revenues, are necessary to supplement the local input received from CTCs and local jurisdictions in order to reach performance targets and goals.
- **Implementation Strategies:** These Implementation Strategies include areas where SCAG will lead, partner, or support other responsible parties. SCAG's methods of implementation can vary from convening, research, or resource roles, depending on the specific strategy.

See the "Plan Elements Summary" attachment for more details.

Plan Analysis

The performance-based planning process used in the development of Connect SoCal provides the means to objectively assess how well the comprehensive program of regional multimodal transportation system investments, strategies, and policies included in Connect SoCal perform relative to the achievement of the regional goals and meeting state and federal requirements.

The Plan Performance Assessment process uses a set of quantitatively defined performance measures that are modeled by SCAG to determine how the Plan performs in comparison to projected regional conditions in the year 2050 if the Plan were not implemented. The performance measures used in this process are defined to reflect the regional goals established by Connect SoCal. Plan implementation benefits include: reduced travel delay, reduced truck delay, increased transit boardings per capita, reduced single occupancy mode share.

The Equity Analysis evaluates the potential impacts of the implementation of the Plan on communities, including both protected populations defined by federal regulation and priority communities identified by SCAG and regional stakeholders. Disparities across racial, ethnic and income groups exist within the region. Implementation of the plan is not expected to cause further disproportionate or adverse impacts on low-income or people of color in most performance areas. Equitable outcomes are dependent on how each project and policy of the Plan is implemented.

Transportation Conformity must be demonstrated for the Plan pursuant to the federal transportation conformity regulations. Connect SoCal 2024 is anticipated to pass the four required transportation conformity tests: (1) regional emissions analysis; (2) fiscal constraint; (3) timely implementation of transportation control measures; and (4)

interagency consultation and public involvement. The draft transportation conformity analysis will be included as part of the draft Plan document for public review and comment.

California Environmental Quality Act (CEQA) requires a lead agency to evaluate and disclose potential environmental impacts and mitigate significant environmental impacts. As the CEQA lead agency for Connect SoCal 2024, SCAG is developing a Program Environmental Impact Report (PEIR). PEIR is the appropriate type of CEQA document for a regional plan and includes a region-wide, first-tier, programmatic level environmental assessment pursuant to the State CEQA Guidelines.

Per SB 375, the SCAG region has a target to reduce GHG emissions from passenger vehicles by 19 percent from 2005 levels by 2035. SCAG has continued to achieve this target by relying on a range of strategies including but not limited to land use, investments in transit and user fees/pricing. One of the significant changes to SCAG's GHG emission reduction calculation is related to CARB's passage of Advanced Clean Cars II. While this represents significant and positive progress for the state of California in achieving our statewide GHG emission reductions, in terms of SB 375 requirements, CARB staff have indicated that MPOs like SCAG are more limited in our ability to take credit for EV related strategies. SCAG staff have made late adjustments to expand and enhance our policies and investments in other areas to ensure that our plan can meet the target while we continue the conversation with CARB to account for the benefits provided by SCAG's commitment to a clean transportation transition.

Next steps

In November, SCAG staff will seek approval from the Regional Council to release the draft Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment. On a parallel and separate track, SCAG staff will seek approval from the Energy and Environment Committee and the Regional Council on the same day to release the associated draft PEIR for public review and comment within 30 days of the draft Plan release. During the Plan's public review and comment period, SCAG will hold briefings with elected officials in each County of the region and hold at least three public hearings. The comment periods for the Plan and PEIR are scheduled to end on the same day on January 12, 2024. At that time, SCAG staff would respond to all comments and make relevant adjustments, if needed, and seek approval of the final Connect SoCal 2024, including the associated final transportation conformity analysis and the final PEIR in April 2024.

FISCAL IMPACT:

Work associated with this item is included in the FY 23-24 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. Draft Connect SoCal 2024: Plan Elements Summary
2. PowerPoint Presentation - Draft Connect SoCal 2024

Draft Connect SoCal 2024: Plan Elements Summary

In advance of the full draft Connect SoCal 2024 that is anticipated to be released in late October 2023, this document serves to disclose the key elements of Connect SoCal 2024. The key elements of Connect SoCal 2024 are:

1. **Regional Planning Policies:** These policies provide guidance for integrating land use and transportation planning in order to realize the vision of Connect SoCal. They offer a resource by which CTCs or local jurisdictions, when seeking resources from state or federal programs, can refer to specific policies to demonstrate alignment with the RTP/SCS .
2. **Project List:** The project list details every plan investment. This is a key input from County Transportation Commissions on their planned near-term and long-term projects.
3. **Forecasted Regional Development Pattern:** SCAG develops a forecasted development pattern that details where future jobs and housing will be located, based on expert projection, existing planning documents, regional policies and review by local jurisdictions.
4. **Regional Strategic Investments:** These investments, which are funded by new revenues, are necessary to supplement the local input received from CTCs and local jurisdictions in order to reach performance targets and goals.
5. **Implementation Strategies:** These Implementation Strategies include areas where SCAG will lead, partner, or support other responsible parties. SCAG's methods of implementation can vary from convening, research, or resource roles, depending on the specific strategy.

1. Regional Planning Policies

The Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies have been refined over several planning cycles to promote multimodal transportation investments and local development that aligns with the regional growth vision. The policies also incorporate recent discussions and direction from SCAG's Regional Council, Policy Committees and special subcommittees. The Regional Planning Policies serve as a resource for County Transportation Commissions (CTCs) and local jurisdictions. They can refer to specific policies to demonstrate alignment with the Regional Transportation Plan/Sustainable Communities Strategy when seeking resources from state or federal programs. The below Regional Planning Policies were approved by the Regional Council in July 2023.

Mobility

System Preservation and Resilience

1. Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle

2. Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure)

Complete Streets

3. Pursue the development of complete streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)

4. Ensure the implementation of complete streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., older adults, children, pedestrians, bicyclists, etc.)

5. Facilitate the implementation of complete streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery

6. Support implementation of complete streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities

Transit and Multimodal Integration

7. Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety

8. Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity

9. Encourage residential and employment development in areas

surrounding existing and planned transit/rail stations

10. Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities

11. Create a resilient transit and rail system by preparing for emergencies and the impacts of extreme weather conditions

Transportation System Management

12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible

13. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network

Transportation Demand Management

14. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)

15. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors

16. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations—for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD's Rule 2202)

Technology Integration

17. Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health, and other quality-of-life opportunities for all residents within the SCAG region

18. Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy

19. Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders

20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security

21. Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure

Safety

22. Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system

23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities

24. Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported

25. Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs

Funding the System/User Fees

26. Promote stability and sustainability for core state and federal transportation funding sources

27. Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits

28. Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs

29. Promote national and state programs that include return-to-source guarantees while maintaining the flexibility to reward regions that continue to commit substantial local resources

30. Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery

31. Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience

Communities

Priority Development Areas

32. Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities

33. Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle dependency and vehicle miles traveled

34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled

Housing the Region

35. Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region

36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities

37. Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region

38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region

39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities that have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups.

40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest needs and vulnerabilities

41. Support efforts to increase housing and services for people experiencing homelessness across the region

15-Minute Communities

42. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses

43. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality

44. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options

Equitable Engagement and Decision-Making

45. Advance community-centered interventions, resources and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term

46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice

47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes

Environment

Sustainable Development

48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience

49. Implement the Forecasted Regional Development Pattern of Connect SoCal 2024, consisting of household and employment projections that have been reviewed and refined by jurisdictions and stakeholders to advance this shared framework for regional growth management planning

50. Support communities across the region to advance innovative sustainable development practices

51. Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability

Air Quality

52. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts

53. Support investments that reduce hazardous air pollutants and greenhouse gas emissions

54. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities

Clean Transportation

55. Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable

56. Promote equitable use of and access to clean transportation technologies so that all may benefit from them

57. Consider the full environmental life-cycle of clean transportation technologies, including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity

58. Maintain a technology-neutral approach in the study of, advancement of, and investment in clean transportation technology

Natural and Agricultural Lands Preservation

59. Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region

60. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding

61. Support regional conservation planning and collaboration across the region

62. Encourage the protection and restoration of natural habitat and wildlife corridors

63. Encourage the conservation of agricultural lands to protect the regional and local food supply and the agricultural economy

64. Encourage policy development of the link between natural and agricultural conservation with public health

Climate Resilience

65. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened 66. Support local and regional climate and hazard planning and implementation efforts

67. Support nature-based solutions to increase regional resilience of the natural and built environment

68. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment

69. Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment

Economy

Goods Movement

70. Leverage and prioritize investments, particularly where there are mutual co-benefits to both freight and passenger/commuter rail

71. Prioritize community and environmental justice concerns, together with economic needs, and support workforce development opportunities, particularly around deployment of zero-emission and clean technologies and their supporting infrastructure

72. Explore and advance the transition toward zero-emission and clean technologies and other transformative technologies, where viable

73. Advance comprehensive, systems-level planning of corridor/supply chain operational strategies that is integrated with road and rail infrastructure and inland port concepts

74. Ensure continued, significant investment in a safe, secure, clean and efficient transportation system—including both highways and rail—to support the intermodal movement of goods across the region

Broadband

75. Support ubiquitous regional broadband deployment and access to provide the necessary infrastructure and capability for Smart Cities strategies—to ensure the benefits of these strategies improve safety and are distributed equitably

76. Develop networks that are efficient, scalable, resilient and sustainable to support transportation systems management, operations services and "tele-everything" strategies that reduce vehicle miles traveled, optimize efficiency and accommodate future growth of regional economies

77. Encourage investments that provide access to digital activities that support educational, financial and economic growth

78. Advocate for current, accurate data to identify opportunity zones and solutions that support the development of broadband services to community anchor institutions and local businesses

79. Promote an atmosphere that allows for healthy competition and speed-driven innovative solutions while remaining technologically neutral

80. Use a bottom-up approach to identify and support a community's broadband needs

Universal Basic Mobility

81. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services that improve connections to jobs, education and basic services.

82. Promote increased payment credentials for disadvantaged community members and the transition of cash users to digital payment technologies to address payment barriers.

Workforce Development

83. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers

84. Encourage inclusive workforce development that promotes upward economic mobility

85. Support entrepreneurial growth with a focus on underrepresented communities

86. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change)

87. Inform and facilitate data-driven decision-making about the region's workforce

Tourism

88. Consult and collaborate with state, county and local agencies within the region that are charged with promoting tourism and transportation

89. Encourage the reduced use of cars by visitors to the region by working with state, county and city agencies to highlight and increase access to alternative options, including transit, passenger rail and active transportation

2. Project List

The draft Connect SoCal 2024 includes thousands of projects, totaling over $750 billion in investments.

Expenditures FY 2025 - FY 2050 (in nominal dollars, billions)

| Costs	Total
Capital Projects and Other Programs	**$280**
Arterials	$25
Goods Movement (including Grade Separations)	$65
High-Occupancy Vehicle/Express Lanes	$11
Mixed-Flow and Interchange Improvements	$12
Transportation System Management (including ITS)	$12
Transit	$53
Passenger Rail	$45
Active Transportation	$29
Transportation Demand Management	$17
Other*	$11
Operations and Maintenance	**$450**
State Highways	$75
Transit	$244
Passenger Rail	$43
Regionally Significant Local Streets and Roads**	$88
Debt Service	**$20**
Cost Total	**$750**

Note: Numbers may not sum to total due to rounding

* Includes Mobility Equity Fund, Regional Advance Mitigation, and Others

** Includes $9 billion for active transportation in addition to capital project investment level of $29illion for a total of $38 billion for active transportation improvements

3. Forecasted Regional Development Pattern

SCAG develops a forecasted development pattern that details where future jobs and housing will be located, based on expert projection, existing planning documents, regional policies and review by local jurisdictions. The small-area forecast of households and employment is developed at the jurisdiction and Tier 2 Transportation Analysis Zone (TAZ) levels. This zone system is uniquely designed to allow highly detailed traffic analysis and predictions through the use of SCAG's modeling tools.
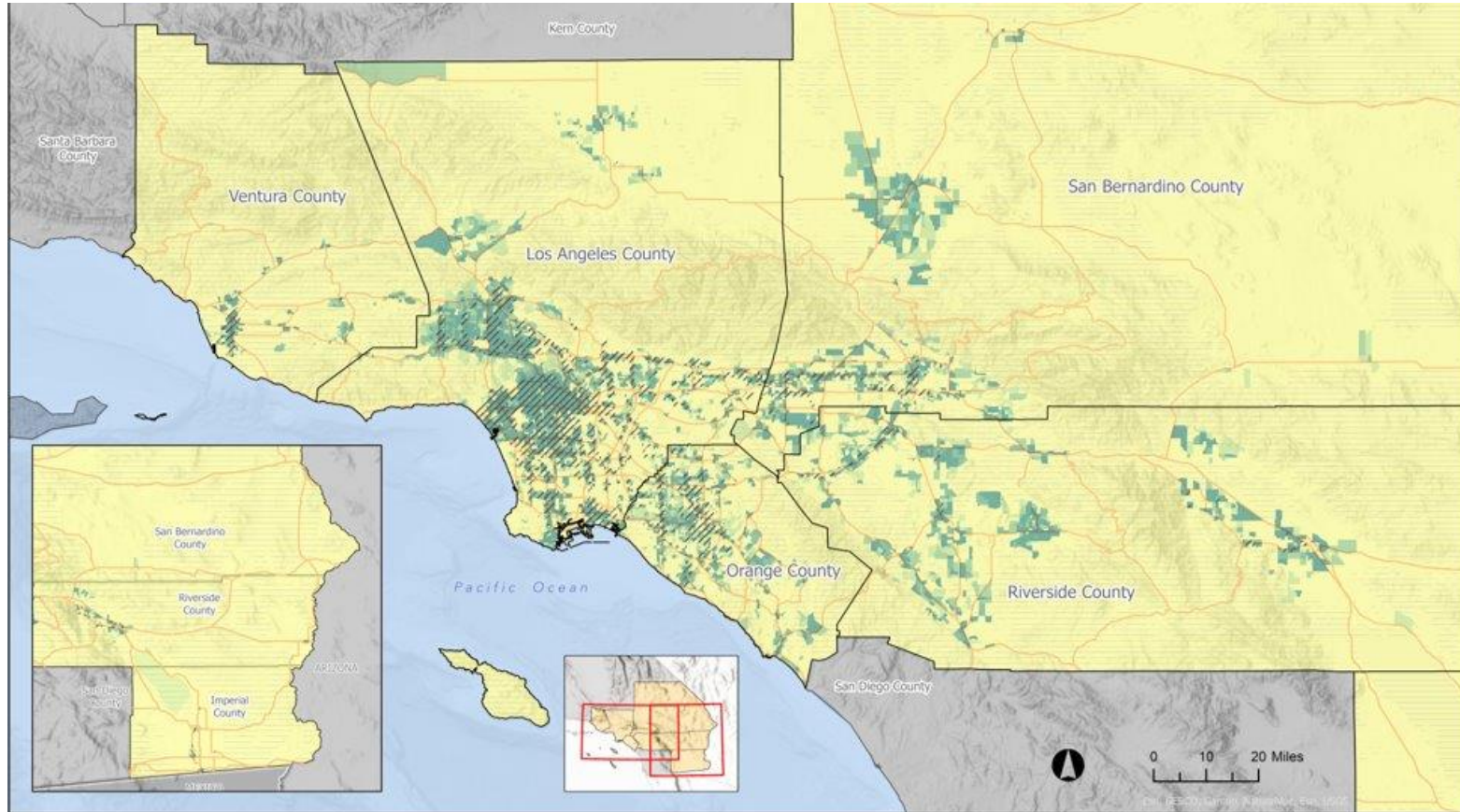
Tier2 TAZ Household Density Growth in 2019-2050 (Households per Square Mile)

Less than or Equal to 100 | 101 to 200 | 201 to 300 | 301 to 500 | Greater than 500 | Priority Areas | Resource Areas | Freeway

Source: SCAG 2023. Note: Priority areas refer to two or more Priority Development Areas (PDAs), which are areas within the SCAG region where future growth can be located in order to help the region reach mobility and environmental goals and support complete communities. Generally, this means that people in these areas have access to multiple modes of transportation or that trip origins and destinations are closer together, allowing for shorter trips. Resource areas refer to more than one Green Region Resource Area (GRRA), which are areas where climate hazard zones, environmental sensitivities, and administrative areas (such as military bases) where growth would generally not advance SB 375 objectives. See Land Use and Communities Technical Report for more details.

4. Regional Strategic Investments

These investments, which are funded by new revenues, are necessary to supplement the local input received from CTCs and local jurisdictions in order to reach performance targets and goals.

Mobility: $105 Billion

- System Preservation and Resilience: State Highway, Local Streets & Roads
- Transportation System Management
- Transit and Multimodal Integration: Regional Enhancements and Improvements
- Complete Streets: Planning for All Users

Communities: $3 Billion

- Housing the Region

Environment: $2 Billion

- Clean Transportation
- Natural and Agricultural Lands Preservation

Economy: $21 Billion

- Goods Movement
- Universal Basic Mobility (Mobility Equity Fund)
- Tourism: Access to Recreational Trails and Scenic Byways

5. Implementation Strategies

The following set of Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies. This includes areas where SCAG will Lead, Partner or Support other responsible parties. SCAG's methods of implementation can vary from collaborative policy leadership, research or resource roles. Generally, successful implementation of Connect SoCal relies on many actors, including decision-makers beyond SCAG. These strategies represent near-term efforts to be undertaken by SCAG, in collaboration with other agencies and local jurisdictions, that will be further specified as part of SCAG's Overall Work Program development process.

* (Asterisks) denote strategies that support quantified GHG emission strategies that help to reach SCAG's target.

Mobility

System Preservation and Resilience		
Strategy	**SCAG Role**	**Other Responsible Parties**
Per federal requirements, establish and monitor regional targets for pavement conditions, bridge conditions and transit/rail assets, in coordination with Caltrans.	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair	Support	Lead: Caltrans, local jurisdictions, transit/rail agencies, CTCs
Collaborate to work toward a regional asset management approach	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Evaluate projects submitted for inclusion in the FTIP and RTP/SCS according to contributions in achieving system-performance targets	Lead	Support: Caltrans, transit/rail agencies, CTCs
Complete Streets		
Strategy	**SCAG Role**	**Other Responsible Parties**
Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Encourage data-driven approaches to inform Complete Streets policies	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Develop a Complete Streets network and integrate Complete Streets into regional policies and plans, including consideration of their impacts on equity areas	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Engage regional stakeholders in Complete Streets policy and plan development, implementation and evaluation	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Provide leadership at the state and regional levels to promote Complete Streets, including involvement on the statewide Complete Streets Advisory Committee and the Active Transportation Technical Advisory Committee	Lead	n/a
Transit and Multimodal Integration		

Strategy	SCAG Role	Other Responsible Parties
* All Modes. Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region	Support	Lead: Transit/rail agencies, local jurisdictions, CTCs
All Modes. Enable a more seamless mobility experience through the implementation of Mobility as a Service (MaaS) This may include leveraging Cal-ITP's support, initiate open-loop payment demonstrations, and test shared-product systems and post-payment solutions.	Support	Lead: Transit/rail agencies, local jurisdictions Support: Private sector companies
* All Modes. Test, deploy and scale new and shared mobility services, including micromobility (e.g., bike share, e-scooters, etc.) and microtransit pilot projects	Support	Lead: Local jurisdictions, CTCs, transit/rail agencies, private sector companies
* Transit/Rail. Expand the region's dedicated lanes network—including new bus rapid transit, dedicated bus lanes, express bus service on managed and express lanes—as well as the region's urban and passenger rail network and transit/rail signal priority treatments Improve transit/rail frequency, reliability, and fare and scheduling integration across operators	Partner and Support	Lead: Transit/rail agencies, CTCs Partner and Support: Local jurisdictions
Transit/Rail. Improve transit/rail safety and security for riders, including promoting best practices through SCAG advisory committees and working groups	Support	Lead: Transit/rail agencies, CTCs, local jurisdictions
* Transit/Rail. Through land use planning, build residential development along high-frequency transit corridors and around transit/rail facilities and centers	Partner	Lead: Local jurisdictions Support: Transit/rail agencies, CTCs
* Active Transportation. Support community-led active transportation and safety plans, projects and programs (e.g., Safe Routes to Schools) Partner with local jurisdictions on demonstrations and quick-build projects through SCAG's Go Human initiative	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
* Active Transportation. Expand the region's networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and opens streets.	Partner and Support	Lead: Local jurisdictions Partner and Support: CTCs
Streets and Freeways. Reconnect communities by removing, retrofitting or mitigating transportation facilities such as highways or railways that create barriers to community connectivity	Partner	Partner: local jurisdictions, CTCs, Caltrans
Transportation System Management		

Strategy	SCAG Role	Other Responsible Parties
Develop a regional Transportation System Management and Operations (TSMO) plan that integrates Intelligent Transportation System (ITS) strategies to maximize the efficiency of the existing and future transportation system	Lead	Support: Caltrans, CTCs, transit/rail agencies
Evaluate projects submitted for inclusion in RTP/SCS and FTIP for progress in achieving travel-time reliability in the SCAG region	Lead	Support: Caltrans, CTCs, transit/rail agencies
Work with local, state, and federal partners to advance safer roadways including reduced speeds to achieve zero deaths and reduce GHGs	Partner	Partner: Local jurisdictions, Caltrans, FHWA

Transportation Demand Management		
Strategy	**SCAG Role**	**Other Responsible Parties**
* Incentivize and promote the development of more Transportation Management Agencies/Organizations (TMAs/TMOs)	Support	Lead: CTCs
* Facilitate partnerships and provide a forum between public and private sector TDM practitioners and stakeholders to develop and implement policies, plans and programs that encourage the use of transportation alternatives	Lead	Support: Local jurisdictions, CTCs, air district, TMAs/TMOs
* Develop and promote the use of a regional TDM data clearinghouse. Leverage data and TDM Toolbox best practices to identify cost-effective strategies	Partner	Lead: Local jurisdictions, CTCs, TMAs/TMOs
* Collaborate to develop regional and localized marketing campaigns that promote TDM modes such as transit, carpool, walking and biking to school	Support	Lead: Local jurisdictions, transit/rail agencies

Technology Integration		
Strategy	**SCAG Role**	**Other Responsible Parties**
Develop a Smart Cities Vision Plan and periodically revise the Technology Guiding Principles to inventory existing policies, evaluate emerging technologies, recommend best practices, implement ITS priorities, assess current trends and research, identify pilot opportunities and improve transportation system safety and efficiency	Lead	Support: SCAG Policy committees, Caltrans, CTCs, local jurisdictions
Provide local technical assistance grants in support of innovative technology solutions that reduce VMT and GHG emissions. Pursue funding and partners to continue the testing and deployment of emerging technologies	Lead	Support: Local jurisdictions, CBOs, CTCs, SCAG policy committees

Strategy	SCAG Role	Other Responsible Parties
Implement ITS priorities to improve the safety and efficiency of the current transportation system	Partner	Lead: CTCs Support: FHWA, Caltrans, local jurisdictions.
Further develop a Regional Configuration Management process among CTCs, Caltrans districts, ports and local governments to ensure consistent and compatible integration of ITS technologies and interoperable operations	Support	Lead: Caltrans, local jurisdictions, CTCs
Conduct regional assessment of current and planned Connected and Automated Vehicle (CAV) implementation in the SCAG region to determine opportunity zones for future deployments and develop toolkits and best practices for local jurisdictions	Lead	Support: CTCs, Caltrans, local jurisdictions

Safety		
Strategy	**SCAG Role**	**Other Responsible Parties**
Integrate equity into regional safety and security planning processes through analysis of the disproportionate impacts on disadvantaged communities and vulnerable roadway users, like pedestrians, bicyclists, older adults and young people.	Partner	Partner: CTCs, Caltrans, local jurisdictions, CBOs, regional bike/ped organizations
Promote implementation of data-driven approaches to guide transportation safety and security investment decision-making, including development of High Injury Networks and innovative safety modeling tools	Lead	Partner: Local jurisdictions Support: Caltrans, FHWA
Provide leadership at the state and regional levels to promote transportation safety and security planning, including involvement on the statewide Strategic Highway Safety Plan (SHSP) Steering Committee and Executive Leadership Committee	Lead	Partner: Caltrans, regional safety stakeholder groups
Evaluate projects submitted for inclusion in RTP/SCS and FTIP for their progress in achieving safety targets in the SCAG region	Lead	Partner: Caltrans, CTCs Support: Transit/rail agencies

Funding the System/User Pricing		
Strategy	**SCAG Role**	**Other Responsible Parties**

*Coordinate with local, regional, state and national partners to support transition to a mileage-based user fee	Support	Lead: Caltrans, FHWA Support: CTCs
*Support local and regional partners on implementation of dynamic and congestion-based pricing programs, including facilitation of regional coordination	Support	Lead: Caltrans, CTCs Support: Local jurisdictions, FHWA
*Continue development and support for job-center parking pricing, including through Smart Cities and the Mobility Innovations SCP grant program	Support	Lead: Local jurisdictions Support: CTCs
*Continue to coordinate with regional partners to support build-out of regional express lanes network	Support	Lead: Caltrans, CTCs, toll authorities Support: Local jurisdictions, transit/rail agencies
Study and pilot transportation user-fee programs and mitigation measures that increase equitable mobility	Lead	Support: Caltrans, CTCs, local jurisdictions, mobility service providers, CBOs, regional partners
Conduct education and outreach work to support the public acceptance of user fees	Lead	Support: Caltrans, CTCs, transit/rail agencies

Communities

Priority Development Areas		
Strategy	**SCAG Role**	**Other Responsible Parties**
Support local jurisdictions and implementing agencies' strategies to promote plans and projects within PDAs by providing awards, grants and technical assistance	Support	Partner: Local jurisdictions, private developers, SGC, partner agencies
Develop housing in areas with existing and planned infrastructure and availability of multimodal options, and where a critical mass of activity can promote location efficiency	Partner	Partner: Local jurisdictions
Housing the Region		
Strategy	**SCAG Role**	**Other Responsible Parties**
Provide technical assistance for jurisdictions to complete and implement their housing elements and support local governments and Tribal Entities to advance housing production	Partner	Partner: Local jurisdictions

	SCAG Role	Other Responsible Parties
Identify and pursue partnerships at the local, regional, state and federal levels to align utility, transit and infrastructure investments with housing development and equitable outcomes across the region	Partner	Partner: Local jurisdictions, partner agencies, and infrastructure providers, such as utilities
Research and explore innovative homeownership models that can reduce costs and increase housing production in the region. Explore strategies to engage households of color and communities that are underrepresented as homeowners	Support	Partner: Local jurisdictions, partner agencies
Research community stabilization (anti-displacement) resources that can be utilized to address displacement pressures, such as preservation and tenant protections for communities across the region and Affirmatively Further Fair Housing	Support	Partner: Local jurisdictions, partner agencies

15-minute Communities		
Strategy	**SCAG Role**	**Other Responsible Parties**
* Develop technical-assistance resources and research that can support 15-minute communities across the SCAG region by deploying strategies that include, but are not limited to, redeveloping underutilized properties and increasing access to neighborhood amenities, open space and urban greening, job centers, and multimodal mobility options	Lead	Partner: Local jurisdictions, private developers
* Identify and pursue funding programs and partnerships for local jurisdictions across the region to realize 15-minute communities	Partner	Partner: COGs, SGC, local jurisdictions

Equitable Engagement and Decision-Making		
Strategy	**SCAG Role**	**Other Responsible Parties**
Develop an Equity Assessment Tool that can be utilized by SCAG in program development and delivery, and develop a complementary tool that can be incorporated into local assistance/subrecipient programming and delivery	Lead	Support: Local jurisdictions, CTCs
Develop an agency-wide Community Based Organization (CBO) Partnering Strategy that outlines tools and resources for partnering with CBOs to increase inclusive and equitable engagement opportunities	Lead	Support: Local jurisdictions, CTCs
Develop a pilot program that prioritizes comprehensive solutions, capacity building, engagement, planning and investment in the most underserved communities in the region (one in each county during the pilot phase)	Partner	Support: Local jurisdictions, CTCs

Develop a resource guide and training for equitable and culturally relevant stakeholder engagement for public agencies, including SCAG, that recognizes community contexts and histories, existing community resources and engagement opportunities	Lead	Support: Local jurisdictions, CTCs
Align with appropriate state and federal partners to identify and utilize equity-centered measures to track outcomes, progress and lessons learned from Connect SoCal implementation	Partner	Partner: State and federal agencies

Environment

Sustainable Development		
Strategy	**SCAG Role**	**Other Responsible Parties**
Monitor and pursue funding opportunities that can foster sustainable and equitable land use and development across the SCAG region. Explore the feasibility of creating a pilot grant program to support local planning and/or implementation	Lead	Partner: Local jurisdictions
Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure	Lead	n/a
Air Quality		
Strategy	**SCAG Role**	**Other Responsible Parties**
Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health	Partner	Partner: Partner: Air districts, CARB, U.S. EPA, CTCs, local jurisdictions
Support local and regional partners by identifying funding opportunities that will help achieve greenhouse gas emission reduction and provide technical assistance and resources, when available	Support	Lead: Local jurisdictions, CBOs, regional partners
Clean Transportation		
Strategy	**SCAG Role**	**Other Responsible Parties**

Strategy	SCAG Role	Other Responsible Parties
Maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy	Lead	Partner: CTCs, private sector companies
Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure	Lead	Partner: Local jurisdictions, transit/rail agencies , CTCs
Investigate how zero-emission vehicles can strengthen our resilience through vehicle-to-grid technologies or other opportunities where batteries can be used to enhance capacity of renewable energy sources	Lead	n/a
Investigate opportunities to install charging stations that can be used by multi-unit dwellers that don't have the same opportunities for charging as single-family homeowner.	Lead	Lead: Local jurisdictions
Facilitate development of EV charging infrastructure through public-private partnerships	Support	Lead: Local jurisdictions
*Assist local jurisdictions in developing an incentive program to further adoption of zero-emission passenger vehicles	Lead	Partner and Support: Local jurisdictions, CTCs federal and state agencies
Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule	Partner and Support	Lead: Transit/rail agencies, CTCs Partner and Support: Local jurisdictions

Natural and Agricultural Lands Preservation		
Strategy	**SCAG Role**	**Other Responsible Parties**
Identify and leverage resources for research, policies and programs to conserve and restore natural and agricultural lands	Lead	Partner and Support: Local jurisdictions, CTCs, partner agencies, local universities, research institutions
Explore opportunities to increase and quantify the carbon sequestration potential and resilience benefits of natural and agricultural lands—and pursue funding for implementation and demonstration projects	Lead	Partner and Support: Local jurisdictions, CTCs, partner agencies, local universities, research institutions
Work with implementation agencies to support, establish or supplement regional advanced mitigation programs (RAMP) for regionally significant transportation to mitigate environmental impacts, reduce per-capita Vehicle Miles Traveled (VMT) and provide mitigation opportunities for regionally significant projects through the Intergovernmental Review Process	Partner	Lead: Local jurisdictions, CTCs, partner agencies

Continue efforts to support partners in identifying priority conservation areas—including habitat, wildlife corridors, and natural and agricultural lands—for permanent protection	Partner	Lead: Local jurisdictions, CTCs, partner agencies, regional partners

Natural and Agricultural Lands Preservation		
Strategy	**SCAG Role**	**Other Responsible Parties**
Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, habitat and wildlife corridor restoration, greenway connectivity and similar efforts	Support	Lead: Local jurisdictions, CTCs, partner agencies

Climate Resilience		
Strategy	**SCAG Role**	**Other Responsible Parties**
Support use of systems-based risk-management methods and tools to help implementation agencies identify and reduce resilience risks for vulnerable communities	Support	Local jurisdictions, CTCs, partner agencies, regional partners
Develop partnerships and programs to support local and regional climate adaptation, mitigation and resilience initiatives.	Lead	Partner and Support: Local jurisdictions, CTCs, partner agencies, CBOs, local universities
Provide local and regional partners with resources, education and trainings to identify and protect areas vulnerable to climate effects and other resilience shocks and stressors, particularly for low-income communities and communities of color	Support	Lead: Local jurisdictions, CTCs, partner agencies, CBOs
Support implementing agencies' efforts to include climate-ready home-hardening strategies in housing construction to minimize the potential loss of housing units stemming from climate-related hazards	Support	Lead: Local jurisdictions, CTCs, partner agencies, business community, CBOs
Research existing and potential options to fund the climate resilience efforts of implementation agencies	Lead	Support: Local jurisdictions, CTCs, partner agencies, business community, CBOs
Support integration of climate vulnerability assessments into infrastructure planning and delivery for implementing agencies	Support	Lead: CTCs, transit/rail agencies

Collaborate with partners to foster adoption of systems and technologies that can reduce water demand and/or increase water supply, such as alternative groundwater recharge technologies, stormwater capture systems, urban cooling infrastructure and greywater usage systems	Partner	Lead: Local jurisdictions, CTCs, partner agencies, business community, CBOs

Economy

Goods Movement		
Strategy	**SCAG Role**	**Other Responsible Parties**
Leverage the Last Mile Freight Program to develop and implement operational concepts with a core focus on last-mile delivery strategies across urban and rural communities	Lead	Support: CTCs, local jurisdictions, CBOs, Caltrans
Manage the implementation and transition to near-zero and zero-emission technologies for medium- and heavy-duty vehicles and supporting infrastructure	Partner	Support: Mobile Source Air Pollution Reduction Review Committee (MSRC), private sector companies, local jurisdictions
Facilitate the development of integrated rail partnerships between passenger/commuter rail, private rail operators and public agencies to advance investment opportunities	Lead	Support: Ports, Class I Railroads, CTCs
Engage communities throughout the SCAG region on environmental justice concerns, economic needs and workforce development priorities	Lead	Support: Local jurisdictions, CBOs
Perform a complete update to the SCAG Comprehensive Regional Goods Movement Plan and Implementation Strategy, including assessment of innovative strategies and concepts	Lead	Support: Consultant
Continue to coordinate with federal and state partners on goods movement planning efforts, including the Last Mile Freight Program (LMFP), to position the SCAG region for further funding opportunities	Lead	Support: U.S. DOT, Federal Railroad Administration, Maritime Administration
Broadband		
Strategy	**SCAG Role**	**Other Responsible Parties**
Implement "Dig-Once Dig-Smart" policies to install broadband, EV charging stations and Smart Cities related infrastructure whenever highway/roadway improvements occur	Support	Lead: Local jurisdictions, CTCs/Caltrans

Strategy	SCAG Role	Other Responsible Parties
Promote the use of a regional or statewide universal permit, ordinance and fee for expedited broadband, EV charging and Smart Cities infrastructure deployment	Lead	Support: CTCs, Caltrans, local jurisdictions
Secure grant funding for underserved local jurisdictions for broadband infrastructure development	Lead	Support: Local jurisdictions, regional broadband consortiums, state agencies

Universal Basic Mobility

Strategy	SCAG Role	Other Responsible Parties
Form partnerships with affordable housing developers in the region to subsidize a range of transportation services that improve livability, lower transportation costs and expand travel choices and access to opportunity for low-income households	Partner	Lead: Affordable housing developers, local jurisdictions CTCs, transit/rail agencies , mobility providers
Continue to develop an understanding of low-income travel patterns and needs, and the impact of shocks (e.g., COVID and telework adoption) on low-income travel	Lead	Support: Caltrans, CTCs, transit/rail agencies
Pursue and encourage outreach opportunities with low-income populations, particularly drivers	Lead	Support: Caltrans, CTCs, local jurisdictions

Workforce Development

Strategy	SCAG Role	Other Responsible Parties
Provide technical assistance to help local jurisdictions realize their economic and workforce-development goals	Partner	Lead: Local jurisdictions
Encourage the growth of, and equitable access to, family-supporting jobs throughout the region	Partner	Lead: Local jurisdictions, employers, educational institutions
Develop resources for understanding, analyzing and communicating complex regional economic and workforce data	Lead	Partner: Workforce development boards, community colleges, local jurisdictions, employers

Tourism

Strategy	SCAG Role	Other Responsible Parties
Initiate and organize regular meetings between agencies that manage travel and tourism in the region and state to better inform planning efforts and align with travel and tourism needs—particularly with upcoming, large-scale events that include the 2026 FIFA World Cup and 2028 Summer Olympics.	Support	Lead: Travel and tourism agencies, FHWA, FTA, FLMAs, Caltrans, CTCs, transit/rail agencies, local jurisdictions

THE 2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY
OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

CONNECT SoCal

SCAG

Joint Policy Committee Meeting
September 7, 2023

Presentation Overview

SCAG

- What Is Connect SoCal 2024?
- What Is In the Plan?
- How is this Plan responding to Trends and Challenges?
- Discussion

2

The Region in 2050

THE PLAN

$750B OF INVESTMENTS

- ~**60%** Operations & Maintenance
- ~**37%** Capital Projects & Other Programs
- ~**3%** Debt Service

COST $1 < **BENEFIT** $1.50

- ~**50%** Homes & Jobs near transit
- ~**65+%** New homes in priority areas
- **37 sq mi** spared from development

PLAN REQUIREMENTS
- ✓ Federal Conformity Requirements
- ✓ State GHG emission reduction target

POPULATION
20,883,000
+11%

HOUSEHOLDS
7,798,000
+26%

EMPLOYMENT
10,248,000
+14%

CHALLENGES REMAIN
State of Good Repair

3

What is Connect SoCal 2024?

4

What is Connect SoCal?

REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY

Connect SoCal is a 20+ year plan with $750 billion in transportation investments, a regional development pattern and many supportive programs and strategies.

Beyond the Federal and State requirements, SCAG coordinates regional policies and strategies to improve housing, the economy, mobility and the environment across the six county SCAG region.

5

Why do we prepare Connect SoCal?

- Meet State and Federal requirements
- Allow region to receive transportation funding

STATE REQUIREMENTS (SB 375)
- Integrated regional development pattern & transportation network
- Reduce GHG emissions to meet targets for passenger vehicles
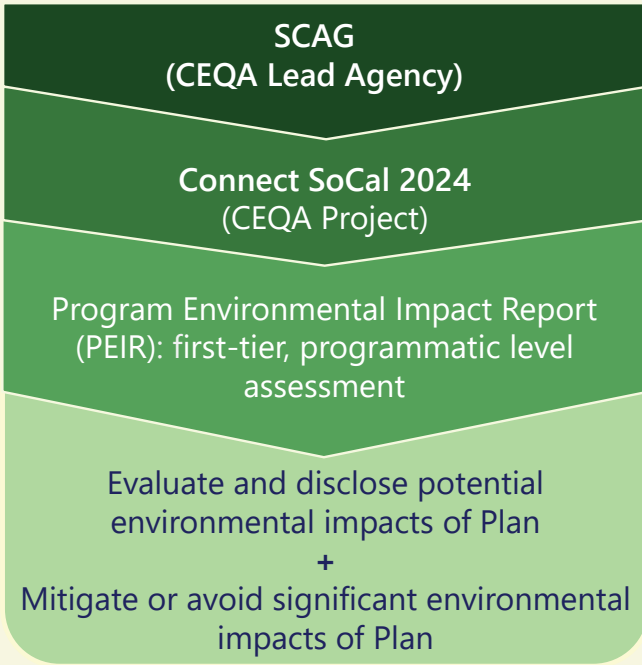
FEDERAL REQUIREMENTS
- Updated every 4 years
- 20+ years into the future
- Revenues = Costs
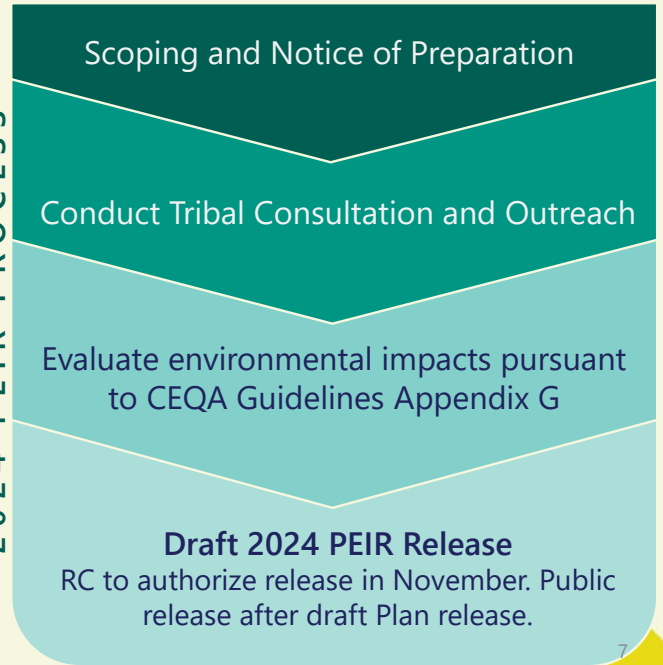- Demonstrate transportation conformity

6

California Environmental Quality Act (CEQA) Requirements

CEQA REQUIREMENTS

- SCAG (CEQA Lead Agency)
- Connect SoCal 2024 (CEQA Project)
- Program Environmental Impact Report (PEIR): first-tier, programmatic level assessment
- Evaluate and disclose potential environmental impacts of Plan
  +
  Mitigate or avoid significant environmental impacts of Plan

2024 PEIR PROCESS

- Scoping and Notice of Preparation
- Conduct Tribal Consultation and Outreach
- Evaluate environmental impacts pursuant to CEQA Guidelines Appendix G
- **Draft 2024 PEIR Release**
  RC to authorize release in November. Public release after draft Plan release.

7

How do we prepare Connect SoCal?

FOUNDATIONS AND FRAMEWORKS	DATA COLLECTION AND POLICY DEVELOPMENT	OUTREACH AND ANALYSIS	DRAFT PLAN AND ADOPTION
2021	**2022**	**2023**	**2024**

COMPLETED MILESTONES

- ✓ **Draft Goals & Vision**
- ✓ **Draft Performance Measures**
- ✓ **Local Data Exchange**
- ✓ **Project List**

- ✓ **Draft SCS Technical Methodology**
- ✓ **Special Connect SoCal Subcommittees**
- ✓ **Public Workshops and Survey**

8

Leadership, Consultation and Engagement

100+ Staff Reports and Policy Discussions at CEHD, TC, EEC

3 Special Subcommittees:

Racial Equity and Regional Planning, Resilience & Conservation, Next Generation Infrastructure

164 meetings with local jurisdictions on land use data and forecast

3,600 surveys completed by members of the public

27 Public Workshops

16 Community Based Organization Partners

90+ Working Group and Technical Advisory Committee Meetings

Plan Implementation Since 2020

Housing

- 6th cycle Regional Housing Needs Assessment (RHNA)—based on Connect SoCal's growth vision
- 113 fully compliant housing elements = newly identified, developable sites for 1,000,000+ new housing units

Sustainable Communities Program $16.9M to local jurisdictions

REAP $237M to accelerate progress of housing and climate goals

Transportation

- 2023 Federal Transportation Improvement Program (FTIP)
- Illustrative completed projects:
  - Ventura County: Conejo School Road and Willow Lane Sidewalk and Bike Lanes Project (City of Thousand Oaks)
  - San Bernardino County: Redlands Rail Arrow Service
  - Riverside County: I-15 Express Lanes
  - Orange County: Civic Center Bicycle Boulevard Project (City of Santa Ana)
  - Los Angeles County: LA Metro Regional Connector
  - Imperial County: I-8 Imperial Avenue Interchange (City of El Centro)

Policy Priorities for Connect SoCal 2024

SCAG

SCAG Resolutions

2020

- Commitment to Advancing Justice, Equity, Diversity and Inclusion in Southern California
- Climate Change Action
- Bridge the Digital Divide in Underserved Communities
- Water Action
- Goods Movement Supply Chain
- Regional Complete Streets Policy
- Clean Technology Policy

2023

Plan Policy Priorities

EQUITY	RESILIENCE	ECONOMY
Racial & Social Justice	Climate Change Water	Inclusive Economic Recovery Bridging the Digital Divide

11

What is in the Plan?

12

Draft Connect SoCal Preview

Chapter 1: Executive Summary

• Overview of the Plan.

Chapter 2: Our Region Today

• Summary of existing conditions, trends and challenges facing the region.

Chapter 3: Our Plan

• Summary of Plan elements including transportation investments and the forecasted development pattern, Regional Planning Policies, and Implementation Strategies.

Chapter 4: Financial Summary

• Sources and uses of funding that will support implementing the Plan.

Chapter 5: Measuring Our Progress

• Analysis of Plan performance in 2050 including equity and GHG emission reductions.

Chapter 6: Supplemental

• Additional references documents including Glossary and Requirements.

Technical Reports

Aviation & Airport Ground Access

Congestion Management

Transportation Finance

Transportation Conformity Analysis

Goods Movement

Equity Analysis

Performance Monitoring

Project List

Public Participation & Consultation

Mobility

Economic Impact Analysis

Demographics and Growth Forecast

Land Use and Communities

Housing

Travel and Tourism

13

Setting a Vision for 2050

"A healthy, prosperous, accessible, and connected region for a more resilient and equitable future."

PLAN GOALS

Build and maintain a robust transportation network.

Develop, connect, and sustain communities that are livable and thriving.

Create a healthy region for the people of today and tomorrow.

Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.

14

Achieving the Vision

Vision and Goals
*Including Requirements and Targets

How can we move from where we are today....

Local Plans

Regional Trends and Research

15

Achieving the Vision

Vision and Goals
*Including Requirements and Targets

...to where we want to go?

Local Plans

Regional Trends and Research

16

It Starts with Data Collection and Research

Local Plans

- Transportation **Projects and Programs**: Sourced from County Transportation Commissions
- **Land Use and Growth**: Sourced from local jurisdictions

Thanks to progress by local jurisdictions

Regional Trends and Research

- COVID-19 Pandemic Recovery
- Demographic Forecast: Panel of Experts
- Completed Studies since 2020:
  - Freight; Housing; Pricing; Racial Equity; Mobility as a Service; and more

Connect SoCal 2024 is SCAG's first RTP/SCS to not modify local data inputs

17

Understanding Regional Challenges

Over the past several decades, the Southern California region has faced a number of challenges, many of which continue to evolve today.

MOBILITY

- Severe congestion on our roadways, long commute times, and declining transit ridership
- Conditions of local streets and roads
- Decline of transportation revenue sources

COMMUNITIES

- Lack of connectivity
- Housing supply and affordability

ENVIRONMENT

- Poor air quality
- Climate change hazards
- Loss of natural and farm lands

ECONOMY

- Inequitable access to opportunities
- Supply chain and goods movement instability
- Digital divide

18

Shaping the Plan Elements

Vision and Goals
*Including Requirements and Targets

Connect SoCal 2024 Plan Elements

Local Plans

Regional Trends and Research

19

Framework for Collaboration

Vision and Goals
*Including Requirements and Targets

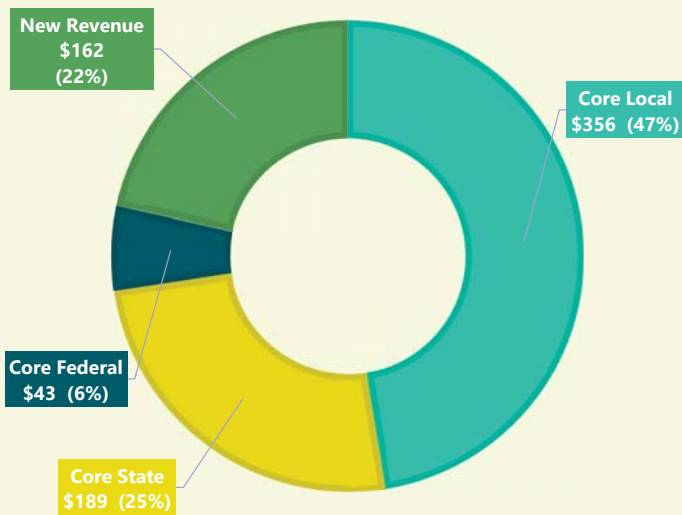|	
Regional Planning Policies	provides guidance for integrating land use and transportation
Project List	details plan investments
Forecasted Regional Development Pattern	demonstrates where the region can sustainably accommodate needed housing
Regional Strategic Investments	address the gap between local plans and regional performance targets and goals
Implementation Strategies	areas where SCAG will lead, partner or support plan implementation

Local Plans

Regional Trends and Research
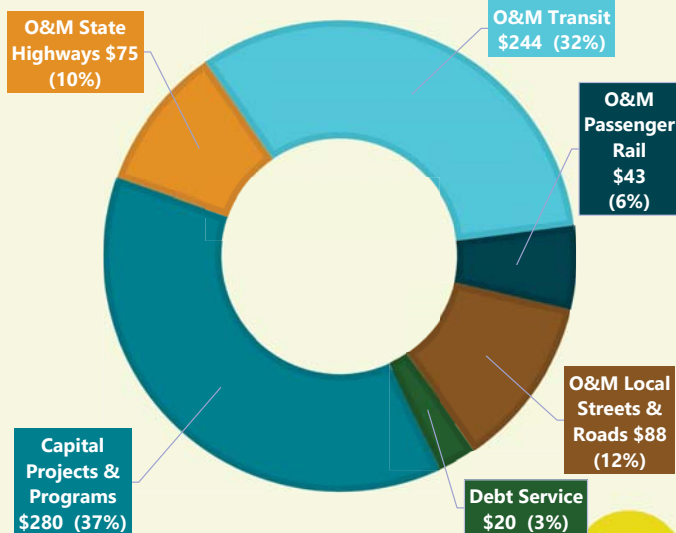
20

Draft Connect SoCal 2024 Investments

Revenues
FY2025 - FY2050 (in Nominal Dollars, Billions)
$750 Billion Total

- New Revenue $162 (22%)
- Core Local $356 (47%)
- Core Federal $43 (6%)
- Core State $189 (25%)

Expenditures
FY2025 - FY2050 (in Nominal Dollars, Billions)
$750 Billion Total

- O&M State Highways $75 (10%)
- O&M Transit $244 (32%)
- O&M Passenger Rail $43 (6%)
- O&M Local Streets & Roads $88 (12%)
- Debt Service $20 (3%)
- Capital Projects & Programs $280 (37%)

21

Draft Connect SoCal 2024 Investments

Costs	Total
Capital Projects and Other Programs	**$280**
Arterials	$25
Goods Movement (including Grade Separations)	$65
High-Occupancy Vehicle/Express Lanes	$11
Mixed-Flow and Interchange Improvements	$12
Transportation System Management (including ITS)	$12
Transit	$53
Passenger Rail	$45
Active Transportation	$29
Transportation Demand Management	$17
Other*	$11
Operations and Maintenance	**$450**
State Highways	$75
Transit	$244
Passenger Rail	$43
Regionally Significant Local Streets and Roads**	$88
Debt Service	**$20**
Cost Total	**$750**

Expenditures
FY2025 - FY2050
(in Nominal Dollars, Billions)

$750 Billion

Note: Numbers may not sum to total due to rounding

* Includes Mobility Equity Fund, Regional Advance Mitigation, and Others

** Includes $9 billion for active transportation in addition to capital project investment level of $29 billion for a total of $38 billion for active transportation improvements

Attachment: PowerPoint Presentation - Draft Connect SoCal 2024 (Connect SoCal 2024: Draft Plan Preview)

22

Draft Connect SoCal 2024
Regional Strategic Investments

SCAG

Mobility

System Preservation and Resilience: State Highway, Local Streets & Roads

Transportation System Management

Transit and Multimodal Integration: Regional Enhancements and Improvements

Complete Streets: Planning for All Users

$105 Billion

Communities

Housing the Region

$3 Billion

Environment

Clean Transportation

Natural and Agricultural Lands Preservation

$2 Billion

Economy

Goods Movement

Universal Basic Mobility (Mobility Equity Fund)

Tourism: Access to Recreational Trails and Scenic Byways

$21 Billion

Planned investments in nominal dollars

23

How is this Plan responding to *Trends* and *Challenges*?

24

Accelerated Household Growth

Connect SoCal 2024 projects 30% more household growth during the 2020's than in the last Plan

This Plan projects about half as much population growth as Connect SoCal 2020

	2019	2050	% Change
Population	18,827,000	**20,882,000**	10.9%
Household	6,193,000	7,798,000	**25.9%**
Employment	8,976,000	10,248,000	14.2%

The 6th cycle RHNA and supportive state and local policies = optimistic household projections

25

Communities: Focus on Housing

CHALLENGE

Insufficient housing supply and affordability

REGIONAL PLANNING POLICIES

- Produce and preserve affordable housing while meeting additional housing needs in the region

- Support programs that reduce housing cost burden

REGIONAL STRATEGIC INVESTMENTS

- Develop stable, dedicated funding stream to support local governments to implement Housing Elements

IMPLEMENTATION STRATEGIES

- Technical assistance to complete housing elements and advance housing production

26

Rethinking the Workplace

- Plan assumption: **22-25%** of workdays will be conducted at home through 2050
- The share of jobs that can be performed at home varies across counties and is **skewed towards higher-wage occupations**

Continuing from 2020	New for 2024
Transportation Demand Management Policies and Strategies	**Broadband** Policies and Strategies

27

The Region Faces Many Climate Hazards

2010- 2019	*2020*	*Today*
Heat related impacts in CA:	Wildfires in CA:	**~1,000,000 homes** in wildfire areas
53,000 emergency room visits	**6,000** fires	**~200,000 homes** in flood hazard areas
7,000 hospitalizations	**Millions** of acres burned	
600 deaths	Largest wildfire season in modern history	

28

Environment: Focus on Resilience

Challenge

Vulnerability to climate change threatens continued progress

REGIONAL PLANNING POLICIES

- Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality

- Prioritize the...benefits of natural and agricultural lands in the region

REGIONAL STRATEGIC INVESTMENTS

- Include climate resilience and adaptation in housing related value capture efforts

IMPLEMENTATION STRATEGIES

- Identifying funding opportunities that will help achieve greenhouse gas emissions reduction

- Support local and regional climate adaptation, mitigation and resilience initiatives

29

Transit Investment and Recovery

- Ensuring ridership recovery requires the provision of fast, frequent, safe, and reliable transit/rail service.
- This also depends on solid transit/rail asset management and the goal of ensuring a state of good repair.

Continuing from 2020

High Quality Transit Corridors and
Asset Management Policies and Strategies

New for 2024

Dedicated Lanes, Mobility Hubs, and **Universal Basic Mobility** Policies and Strategies

Regional Strategic Investment

Transit and Multimodal Integration: Regional Enhancements and Improvements

30

Our Roads are Unsafe

- Over 140,000 people are injured and 1,600 are killed annually on our roads
- 81% of High Injury Network roadway miles are within disadvantaged communities

Continuing from 2020	New for 2024
Complete Streets Policies and Strategies	**Safety** Policies and Strategies

Regional Strategic Investment
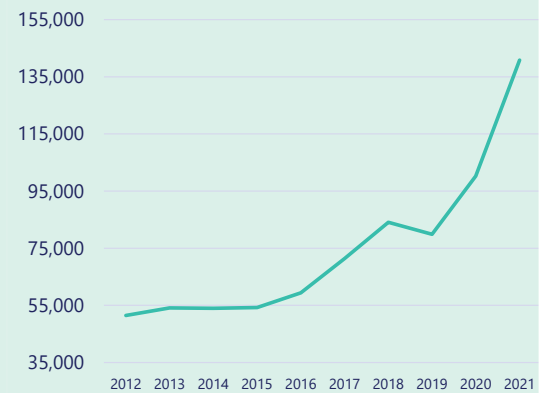
Complete Streets: Planning for All Users

31

Goods Movement, return to normal?

% CHANGE IN SAN PEDRO BAY PORTS TEUs (Compared to Same Month in 2019)

Total Port TEUs ~18% below 2019

Legend: Loaded Inbound Port TEUs — Loaded Outbound Port TEUs — Total Port TEUs
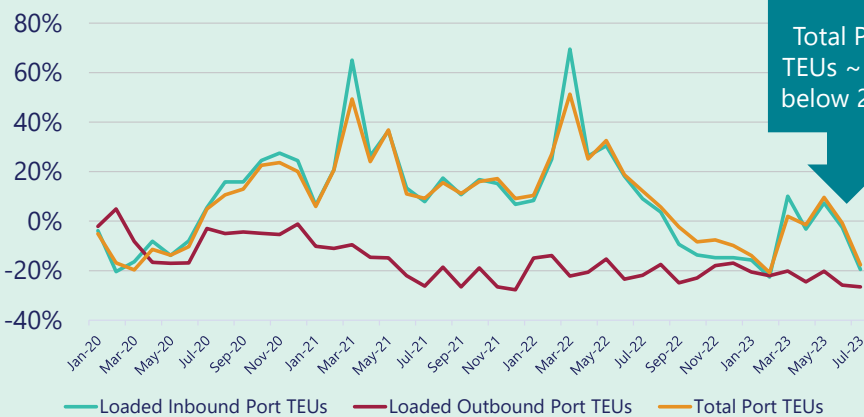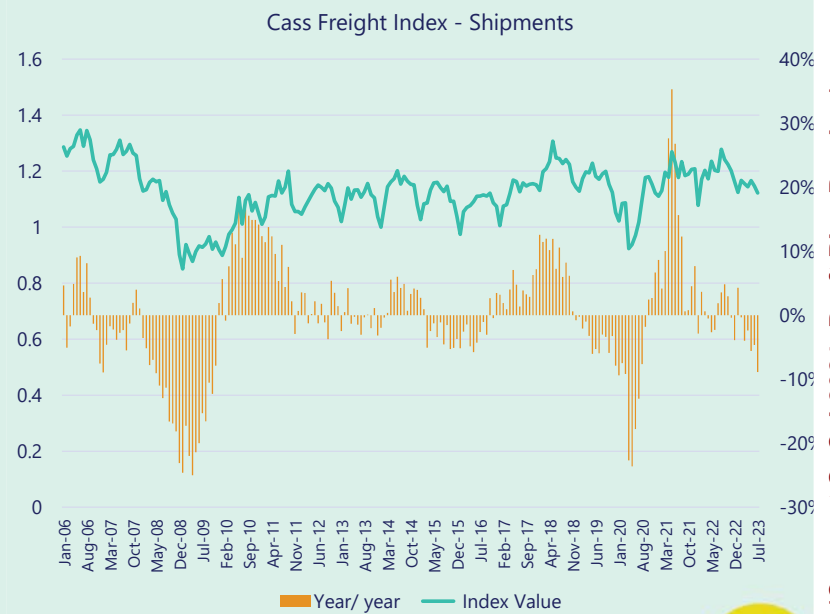
PORT OF HUENEME – IMPORT/EXPORT TEUs

32

Key Supply Chain Challenges

- Supply Chain Factors
  - Freight Cycles
  - Geopolitics
  - Resilience
- Regulatory Environment
- Operations
  - Roadway Congestion/Bottlenecks
  - Truck Parking
  - Rail Service
  - Industrial Facilities
- Local Communities Impacts
- Safety & Security

Cass Freight Index - Shipments

Year/ year — Index Value

Source: Monthly Cass Freight Index Report

33

Focus on Goods Movement

CHALLENGES

Supply chain disruptions and volatility

Regulatory requirements incl. clean technology transition

Community impacts incl. public health, safety and security

REGIONAL PLANNING POLICIES

- Advance systems-level planning of operational strategies integrated with infrastructure and inland port concepts

- Prioritize community and environmental justice concerns, economic needs, and workforce development opportunities

REGIONAL STRATEGIC INVESTMENTS

- Integrated Freight Rail Investments
- Bottleneck Relief
- ITS Strategy, Technology Initiatives
- Arterial O&M, Pavement Management, First/Last Mile Delivery

IMPLEMENTATION STRATEGIES

- Update the Comprehensive Regional Goods Movement Plan

- Manage the transition to near-zero and zero-emission trucks & infrastructure
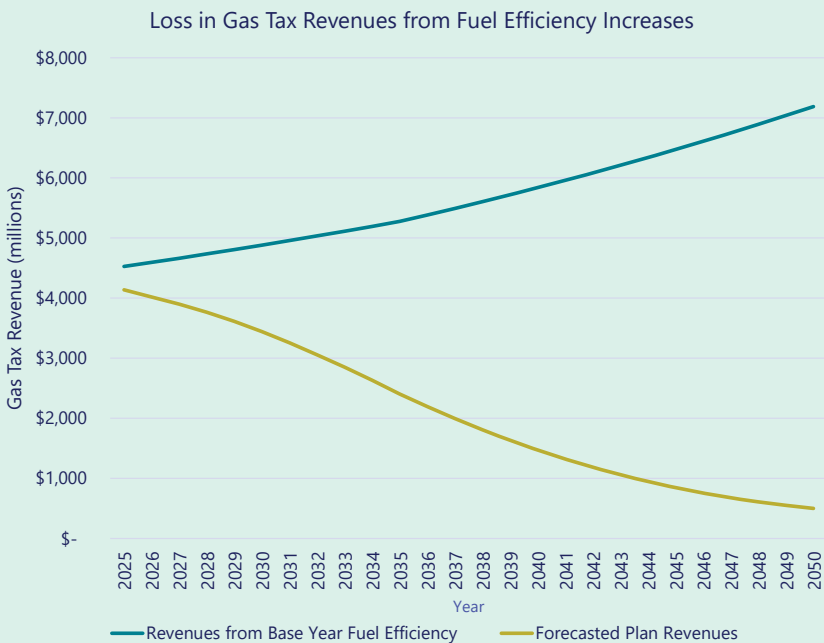
34

The State's Clean Energy Transition

- By 2035, all new vehicles sales in California are required to be ZEVs

- Zero-emission vehicles make up **19 percent of new vehicles sold**, compared to one percent in 2012

- Other recent state regulations include Innovative Clean Transit and Advanced Clean Fleets
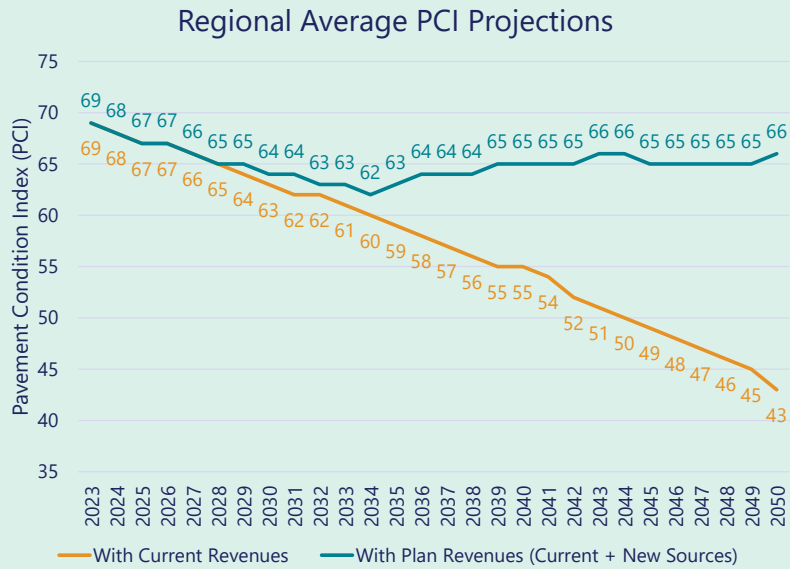
CALIFORNIA AIR RESOURCES BOARD

35

Loss in Gas Tax Revenue from Fuel Efficiency Increase – Loss of up to $93 Billion

Loss in Gas Tax Revenues from Fuel Efficiency Increases

Y-axis: Gas Tax Revenue (millions) — $-, $1,000, $2,000, $3,000, $4,000, $5,000, $6,000, $7,000, $8,000

X-axis: Year — 2025 through 2050

— Revenues from Base Year Fuel Efficiency
— Forecasted Plan Revenues

- ACCII prohibits sale of new conventional fuel vehicles beginning in 2035
  - Gas tax revenues decrease 3.6% per year
- Every EV that replaces a combustion engine vehicle contributes to significant revenue decline
- Overall revenue loss is up $93 B over life of Plan compared to current fuel efficiency (state and federal combined)

36

Cannot Maintain the System with Current Revenues (ex. pavement conditions)

Regional Average PCI Projections

Pavement Condition Index (PCI)

With Plan Revenues (Current + New Sources): 69, 68, 67, 67, 66, 65, 65, 64, 64, 63, 63, 62, 63, 64, 64, 64, 65, 65, 65, 65, 66, 66, 65, 65, 65, 65, 65, 66

With Current Revenues: 69, 68, 67, 67, 66, 65, 64, 63, 62, 62, 61, 60, 59, 58, 57, 56, 55, 55, 54, 52, 51, 50, 49, 48, 47, 46, 45, 43

Years: 2023–2050

— With Current Revenues   — With Plan Revenues (Current + New Sources)

- Even with additional investment funded by new sources, pavement conditions will fall short of "good" score
- Similar outcomes for other transportation system elements

0 — Failed / Very Poor | 25 — Poor | 50 — At Risk / Fair | 70 — Good / Excellent — 100

37

Focus on Transportation Asset Management

CHALLENGES

Declining revenues and escalating costs

Deferred maintenance

Transit ridership declines and recovery

REGIONAL PLANNING POLICIES

- Establish user fee-based system that better reflects the true cost of transportation...and equitable distribution of costs and benefits
- Prioritize repair, maintenance and preservation of existing transportation assets
- Facilitate multimodal connectivity and prioritize transit and shared mobility to improve mobility, accessibility and safety

REGIONAL STRATEGIC INVESTMENTS

- Universal Basic Mobility (Mobility Equity Fund)
- Additional Operations and Maintenance Investments
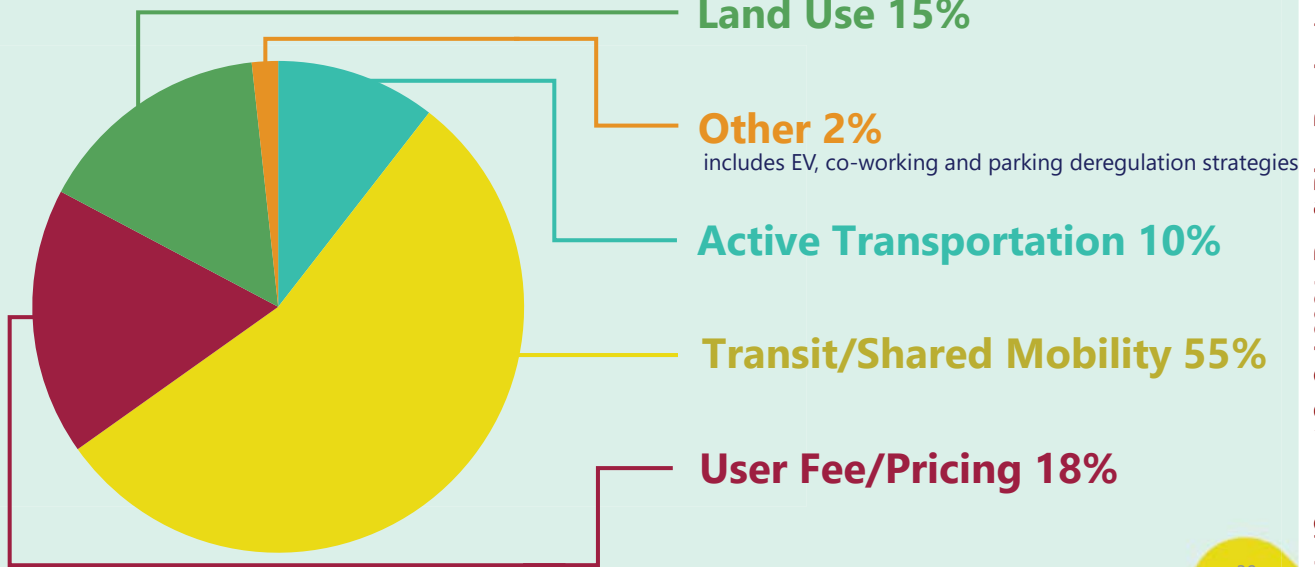- Additional Transit Priority and Enhancements

IMPLEMENTATION STRATEGIES

- Coordinate...partners to support transition to a mileage-based user fee
- Repair, operate, maintain and preserve the transportation assets in a state of good repair
- Increase multimodal connectivity which includes...developing mobility hubs

8

Connect SoCal GHG Reduction Strategies

SCAG

Excluding exogenous and baseline factors, this is the relative contribution of Plan strategies in meeting per capita GHG emission reduction targets
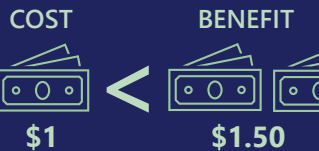

Land Use 15%

Other 2%
includes EV, co-working and parking deregulation strategies

Active Transportation 10%

Transit/Shared Mobility 55%

User Fee/Pricing 18%

39

The Region in 2050

THE PLAN

$750B OF INVESTMENTS

~**60%** Operations & Maintenance

~**37%** Capital Projects & Other Programs

~**3%** Debt Service

COST   **BENEFIT**

$1 < $1.50

~**50%** Homes & Jobs near transit

~**65+%** New homes in priority areas

37 sq mi spared from development

PLAN REQUIREMENTS
✓ Federal Conformity Requirements
✓ State GHG emission reduction target

POPULATION
20,883,000
+11%

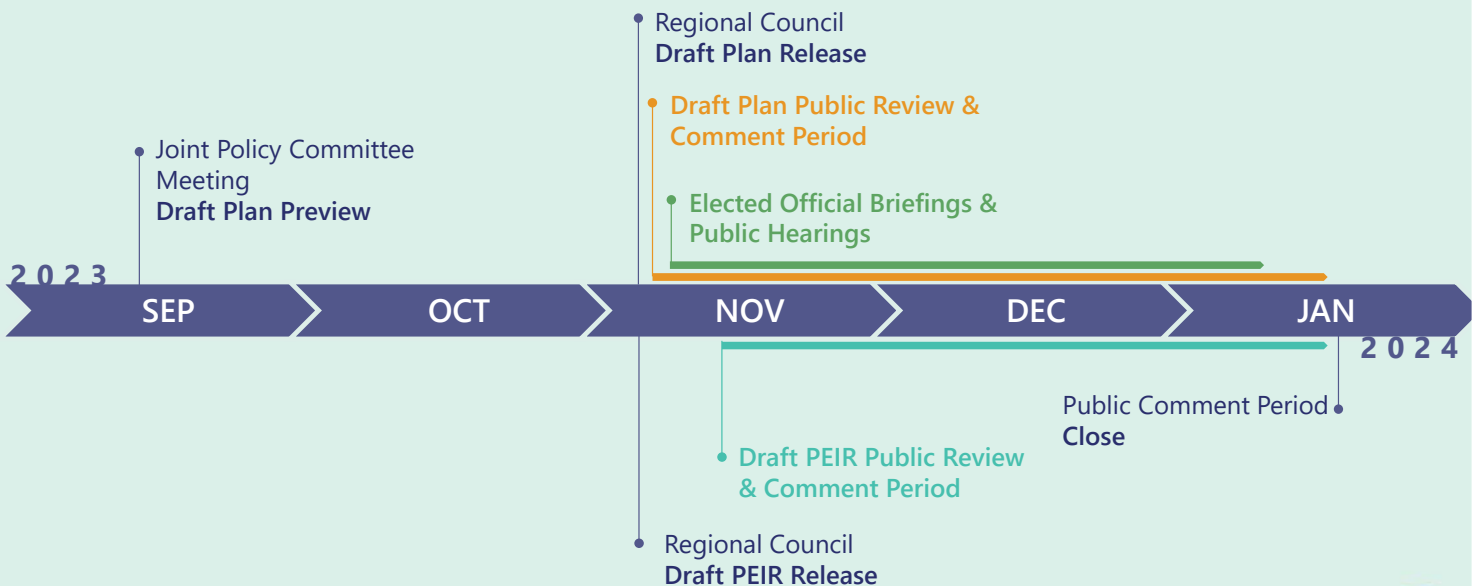**HOUSEHOLDS**
7,798,000
+26%

EMPLOYMENT
10,248,000
+14%

CHALLENGES REMAIN
State of Good Repair

40

Discussion

Next Steps

2023

- Joint Policy Committee Meeting
  Draft Plan Preview

- Regional Council
  Draft Plan Release

- **Draft Plan Public Review & Comment Period**

- **Elected Official Briefings & Public Hearings**

SEP	OCT	NOV	DEC	JAN

2024

- **Draft PEIR Public Review & Comment Period**

- Regional Council
  Draft PEIR Release

- Public Comment Period
  Close

Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT
SCAG.CA.GOV/CONNECT-SOCAL

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Southern California Association of Governments
September 7, 2023

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
SPECIAL JOINT MEETING OF THE JOINT POLICY COMMITTEES
(COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE (CEHD);
ENERGY AND ENVIRONMENT COMMITTEE (EEC); AND TECHNOLOGY COMMITTEE (TC))
MINUTES OF THE MEETING
THURSDAY, MARCH 2, 2023

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE JOINT POLICY COMMITTEES. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: http://scag.iqm2.com/Citizens/

The Joint Policy Committees of the Southern California Association of Governments (SCAG) held its meeting both in person and virtually (telephonically and electronically). A quorum was present.

CEHD Members Present:

Hon. Frank Yokoyama (Chair)	*Cerritos*	**District 23**
Hon. David Shapiro (Vice Chair)	*Calabasas*	**District 44**
Hon. Ashleigh Aitken	*Anaheim*	District 19
Hon. Adele Andrade-Stadler	*Alhambra*	District 34
Hon. Gary Boyer	*Glendora*	District 33
Hon. Wendy Bucknum	*Mission Viejo*	District 13
Hon. Don Caskey	*Laguna Hills*	OCCOG
Hon. Steve De Ruse	*La Mirada*	GCCOG
Hon. Debra Dorst-Porada	*Ontario, Pres. Appt.*	Member at Large
Ms. Lucy Dunn		Ex-Officio
Hon. Keith Eich	*La Cañada Flintridge*	District 36
Hon. Rose Espinoza	*La Habra*	OCCOG
Hon. Margaret E. Finlay	*Duarte*	District 35
Hon. Waymond Fermon	*Indio*	CVAG
Hon. Mark Henderson	*Gardena*	District 28
Hon. Cecilia Hupp	*Brea*	OCCOG
Hon. Kathleen Kelly	*Palm Desert*	District 2
Hon. Tammy Kim	*Irvine*	District 14
Sup. Matt LaVere	*Ventura County*	CoC
Hon. Jed Leano	*Claremont*	SGVCOG
Hon. Patricia Lock Dawson	*Riverside*	District 68

Hon. Anni Marshall	*Avalon*	GCCOG
Hon. Andrew Masiel, Sr.	*Tribal Gov't Reg'l Planning Rep.*	
Hon. Casey McKeon	*Huntington Beach*	District 64
Hon. Lauren Meister	*West Hollywood*	WCCOG
Hon. Bill Miranda	*Santa Clarita*	SFVCOG
Hon. John Mirisch	*Beverly Hills, Pres. Appt.*	Member at Large
Hon. Joseph Morabito	*Wildomar*	WRCOG
Hon. Marisela Nava	*Perris*	District 69
Hon. Ariel Pe	*Lakewood*	GCCOG
Hon. Rocky Rhodes	*Simi Valley*	District 46
Hon. Sylvia Robles	*Grand Terrace*	SBCTA
Hon. Sonny Santa Ines	*Bellflower*	GCCOG
Hon. Becky Shevlin	*Monrovia*	SGVCOG
Hon. Helen Tran	*San Bernardino*	SBCTA
Hon. Acquanetta Warren	*Fontana*	SBCTA
Hon. Tony Wu	*West Covina*	SGVCOG
Hon. Frank Zerunyan	*Rolling Hills Estates*	SBCCOG

CEHD Members Not Present:

Hon. Al Austin, II	*Long Beach*	GCCOG
Hon. Drew Boyles	*El Segundo*	District 40
Hon. Ramon Castro	*Imperial County*	CoC
Hon. Letitia Clark	*Tustin*	District 17
Hon. Lauren Kleiman	*Newport Beach*	District 15
Hon. George A. Nava	*Brawley*	ICTC
Hon. Kim Nguyen	*Garden Grove*	District 18
Hon. Misty Perez	*Port Hueneme, Pres. Appt.*	Member at Large
Hon. Sandy Rains	*Laguna Niguel*	District 12
Hon. Nithya Raman	*Los Angeles*	District 51
Hon. Gabriel Reyes	*San Bernardino County*	CoC
Hon. Rex Richardson	*Long Beach*	District 29
Hon. Nicholas Schultz	*Burbank*	AVCJPA
Hon. Andy Sobel	*Santa Paula*	VCOG
Hon. Benjamin Vasquez	*Santa Ana*	District 16
Hon. Mark Waronek	*Lomita*	SBCCOG

EEC Members Present:

Hon. Cindy Allen	*Long Beach*	District 30
Hon. Phil Brock	*Santa Monica*	WSCCOG
Hon. Margaret Clark	*Rosemead*	SGVCOG

Hon. Jenny Crosswhite	*Santa Paula*	District 47
Hon. Ned Davis	*Westlake Village*	LVMCOG
Hon. Rick Denison	*Yucca Valley*	SBCTA
Hon. Julian Gold	*Beverly Hills*	WSCCOG
Hon. Shari Horne	*Laguna Woods*	OCCOG
Hon. Britt Huff	*Rolling Hills Estates*	SBCCOG
Hon. Joe Kalmick	*Seal Beach*	District 20
Hon. Elaine Litster	*Simi Valley*	VCOG
Hon. Vianey Lopez		Ventura County
Hon. Oscar Ortiz	*Indio*	CVAG
Hon. Jennifer Stark	*Claremont*	SGVCOG
Hon. Tamala Takahashi	*Burbank*	SFVCOG
Hon. Connor Traut	Buena Park	OCCOG
Hon. Dale Welty	*Canyon Lake*	WRCOG
Hon. Edward H.J. Wilson	*Signal Hill*	GCCOG

EEC Members Not Present:

Hon. Deborah Robertson (Chair)	***Rialto***	**District 8**
Sup. Luis Plancarte (Vice Chair)		**Imperial County**
Hon. Damon L. Alexander	*San Bernardino*	SBCTA
Hon. Ana Beltran	*Westmoreland*	ICTC
Hon. Daniel Brotman	*Glendale*	AVCJPA
Hon. Robert Copeland	*Signal Hill*	GCCOG
Hon. Maria Davila	*South Gate*	GCCOG
Hon. Dan Kalmick	*Huntington Beach*	OCCOG
Hon. Cynthia Moran	*Chino Hills*	SBCTA
Hon. Randall Putz	*Big Bear Lake*	District 11

TC Members Present:

Hon. Ray Marquez (Chair)	***Chino Hills***	**District 10**
Hon. Tim Sandoval (Vice Chair)	***Pomona***	**District 38**
Hon. Konstantine Anthony	*Burbank*	District 42
Hon. Liz Becerra	*Victorville*	District 65
Hon. Russel Betts	*Desert Hot Springs*	CVAG
Hon. Art Brown	*Buena Park*	District 21
Hon. Ross Chun	*Aliso Viejo*	OCCOG
Hon. Andrew Do	*CoC*	Orange County
Hon. Darrell Dorris	*Lancaster*	NCTC
Hon. John Dutre	*Montclair*	SBCTA/SBCCOG
Hon. James Gazeley	*Lomita*	District 39

Hon. Jason Gibbs	*Santa Clarita*	NCTC
Hon. Curt Hagman		San Bernardino County
Hon. Jan Harnik		RCTC
Hon. Laura Hernandez	*Port Hueneme*	District 45
Hon. Mike T. Judge		VCTC
Hon. Trish Kelley	*Mission Viejo*	OCCOG
Hon. Linda Krupa	*Hemet*	District 3
Hon. Richard Loa	*Palmdale*	NCTC
Hon. Clint Lorimore	*Eastvale*	District 4
Hon. Ken Mann	*Lancaster*	District 43
Hon. Steve Manos	*Lake Elsinore*	District 63
Hon. Larry McCallon	*Highland*	District 7
Hon. Marsha McLean	*Santa Clarita*	District 67
Hon. Carol Moore	*Laguna Woods*	OCCOG
Hon. Ara Najarian	*Glendale*	SFVCOG
Hon. Maria Nava-Froelich		ICTC
Hon. Frank Navarro	*Colton*	District 6
Hon. Ed Reece	*Claremont*	SGVCOG
Hon. Ali Saleh	*Bell*	District 27
Hon. Zak Schwank	*Temecula*	District 5
Hon. Marty Simonoff	*Brea*	District 22
Hon. Jeremy Smith	*Pres. Appt.*	Canyon Lake
Hon. Jose Luis Solache	*Lynwood*	District 26
Hon. Karen Spiegel		Riverside County
Hon. Steve Tye	*Diamond Bar*	District 37
Hon. Michael Vargas	*CoC*	Riverside County
Hon. Scott Voigts	*Lake Forest*	OCCOG
Hon. Don Wagner		Orange County
Hon. Wallace, Colleen	*Banning*	WRCOG
Hon. Alan Wapner		SBCTA/SBCOG
Mr. Paul Marquez	*Caltrans District 7*	Ex-Officio Member

TC Members Not Present:

Hon. Kathryn Barger		Los Angeles County
Hon. Brian Goodell		OCTA
Hon. Ray Hamada	*Bellflower*	District 24
Hon. Heather Hutt	*Los Angeles*	District 57
Hon. Fred Jung	*Fullerton*	OCCOG
Hon. Paul Krekorian	*Los Angeles*	District 49
Hon. L. Dennis Michael	*Rancho Cucamonga*	District 9

Hon. Jon Primuth	*South Pasadena*	AVCJPA
Hon. Gil Rebollar	*Brawley*	District 1
Hon. Crystal Ruiz	*San Jacinto*	WRCOG
Hon. Hilda Solis		Los Angeles County
Hon. Wes Speake	*Corona*	WRCOG
Hon. Cynthia Sternquist	*Temple City*	SGVCOG

Staff Present
Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Debbie Dillon, Chief Strategy Officer
Javiera Cartagena, Chief Government and Public Affairs Officer
Sarah Jepson, Chief Planning Officer
Cindy Giraldo, Chief Financial Officer
Julie Shroyer, Chief Information Officer
Mike Houston, Chief Counsel/Director of Legal Services
Ruben Duran, Board Counsel
Maggie Aguilar, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Jan Harnik called the meeting to order at 9:34 a.m. A quorum was confirmed. President Harnik asked the Honorable Jose Luis Solache, TC Policy Committee Member, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Harnik opened the Public Comment Period and outlined instructions for public comments.

Mike Houston, Chief Counsel, reported that there were no written public comments received by email before and after the deadline. Additionally, the Clerk confirmed that there were no public comment speakers.

Seeing no other public comment speakers, President Harnik closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

President Harnik reported that they would address the information item first before acting on the Consent Calendar.

CONSENT CALENDAR

The Consent Calendar was acted upon after Information Item 2.

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meetings – February 3, 2022

A MOTION was made (Hagman) to approve Consent Calendar Item 1. Motion was SECONDED (McCallon). The motion passed by the following roll call votes:

AYES: (CEHD) Andrade-Stadler, Boyer, Bucknum, Caskey, De Ruse, Dosrt-Porada, Eich, Espinoza, Fermon, Finlay, Henderson, Hupp, Kelly, Miranda, Morabito, M. Nava, Pe, Rhodes, Robles, Santa Ines, Shapiro, Shevlin, Tran, Warren, Wu, Yokoyama; (EEC) Allen, Brock, M. Clark, Crosswhite, Davis, Denison, Horne, Huff, J. Kalmick, Litster, Lopez, Meister, Ortiz, Stark, Takahashi, Welty; (TC) Becerra, Betts, A. Brown, Dorris, Dutrey, Gazeley, Gibbs, Hagman, Harnik, L. Hernandez, Judge, Kelley, Krupa, Loa, Lorimore, Mann, Manos, R. Marquez, McCallon, McLean, Moore, Nava-Froelich, Navarro, Nazarian, Reece, Saleh, Sandoval, Schwank, Simonoff, Solache, Spiegel, Sternquist, Tye, Vargas, Wagner, Wallace, and Wapner (79)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEM

2. Connect SoCal 2024 Update

There were no public comments on Item 2.

Kome Ajise, Executive Director, reported that SCAG's primary responsibility was to put forth a plan every four years which outlines the vision that they have for the work ahead and for the entire region. He explained that SCAG being the largest Metropolitan Planning Organization in the country has a responsibility to do this right as they serve 19 million people across the 6 counties that cover the SCAG region. He noted that they face challenges in transportation and needed to move people and goods safely and efficiently in ways that sustain their economy, environment, and quality of life that they strive for in Southern California. He also noted that they face challenges in housing the

region, with affordability currently out of reach for many in Southern California, which was pertinent to the discussion they would be having. He indicated that as they work to prepare a regional plan to serve the diverse needs and goals of each community, they want to make sure that it's represented in their Long-Range plan (also known as the Regional Transportation Plan/Sustainable Communities Strategy or Connect SoCal). He also reported that over the past year, they had been working with local jurisdictions, every single one of their cities and counties, as well as with transportation agencies to understand their planning work and bring together all of their input for the regional plan. He explained that the work of SCAG's Policy Committees and Regional Council was to steer this plan through policy conversations and decisions. Lastly, he asked the members to consider the following questions during their discussion: 1) where are we heading as a region; 2) which issues most need regional collaboration; and 3) how can we make policy decisions to direct our research and planning resources to have an impact.

Sarah Dominguez, Planning Supervisor, reported that over the past two, each Policy Committee and at times the Regional Council had received updates relating to Connect SoCal development. Her presentation included an update on how they are developing the plan, what needs to get done, what they have done to date, and the trends they have been tracking since the start of the COVID-19 pandemic. She also briefly discussed what was required for the RTP/SCS, what the federal requirements directed SCAG to do, the importance of meeting those requirements, and the development phase which follows four broad phases aligned by year. She explained that in developing the plan what they were trying to do is answer a set of questions about the region as follows: 1) Who are we planning for; 2) How has the region changed; 3) How might we create a better region by 2050; 4) Where will we grow; and 5) How will we move.

With respect to who they were planning for, she indicated that the preliminary growth projection called for slower growth, steady improvement, which reflected their anticipation of far less population growth than in their last plan, though they expected housing and employment growth to remain strong. She explained that this was a starting point for their conversations last year with the local jurisdictions through the Local Data Exchange process and based on optimism from their local jurisdictions and integrating new projects at the local level, the regional projection actually increased. With respect to how has the region changed, she explained that VMT had rebounded, streets had become less safe due to notably increased speeds since the pandemic, transit recovery was still needed, the goods movement had seen increase instability due to several factors, teleworking was here to stay for some, and housing production continued to increase. With respect to how might we create a better region in 2050, she explained that the draft vision was for a healthy, accessible, and connected region for a more resilient and equitable future. She further clarified that they had four goal areas specific to mobility, communities, the environment, and economy. With respect to where will we grow, she explained that last year they conducted a 10-month long Local Data Exchange process by which they met with most local jurisdictions to seek their input on land use and growth data. She indicated that the data shapes their required Regional

Forecasted Development Pattern (RFDP) which details where jobs and housing will be anticipated to be located in the future. She indicated that the RFDP helps them analyze the travel behavior of people in the region, when paired with transportation investments and policies, as well as understand where jurisdictions anticipate new jobs and housing but does not constrain local decision making. With respect to how will we move, she indicated that the COVID-19 pandemic changed travel behavior throughout the region, nonetheless, it provided an opportunity to leverage innovative, shared mobility options that best fit varying contexts across the SCAG region. She indicated one key input was the County Transportation Commission projects lists that were submitted. Lastly, she reported that the next steps for Connect SoCal 2024 was to conduct public outreach, continue policy discussions through mid-year, and then in the summer, staff would be doing their analysis, modeling, and writing in order to release a draft of the plan this Fall, followed by a public comment process and final adoption in April 2024.

SCAG staff responded to comments and questions expressed by the Councilmembers, including comments on traffic safety in relation to the weight of electrical vehicles versus gas vehicles, addressing the housing deficit from prior years, balancing the spending on transit if the goal is to keep people near to housing, how rates have affected housing, and consideration for traffic patterns. Members also suggested that staff update the Metrolink numbers with respect to transit ridership since ridership was up in North Los Angeles County.

Ms. Dominguez also provided an update on Connect SoCal 2024 Subcommittees. She reported that in September SCAG launched 3 subcommittees to dive deeper into key areas of Connect SoCal which were the Next Generation Infrastructure, Resilience and Conservation, and Racial Equity and Regional Planning, which concluded in January and February. She explained that during the meetings, the subcommittees benefited from the presentations and panel discussions from a broad range of speakers representing the public sector, private sector, community organizations and educational institutions. She noted that attached to the agenda packet were the draft White Papers from each subcommittee that included the foundations for each subcommittees work, the discussions, and key findings from their meetings as well as a full list of recommendations. She explained that the recommendations required on-going development and refinement, so they were not being recommended for approval. She indicated that going forward staff would be elevating these recommendations as they move forward Connect SoCal development items. Additionally, these recommendations will inform development of their Regional Planning Policies. She informed the JPC Members that the subcommittees were driven by one or more questions. For the Racial Equity and Regional Planning Subcommittee, the key questions were: 1) what are the opportunities to advance racial equity through the policies and strategies and Connect SoCal; and 2) how can connect SoCal guide how planning investments over the next 30 years address and rectify the effects of racially discriminatory policies in the SCAG region. She introduced Chair Mark Henderson, Gardena, to share the subcommittee's recommendations.

Hon. Henderson thanked staff for their diligence in working through this really important issue. In the interest of time, he briefly outlined their goals over the course of four months. He indicated that they had to: identify opportunities to advance racial equity through the policies and strategies in Connect SoCal to guide their planning and investments over the next 30 years, do their best to rectify racial discrimination and the impact over the next 30 years, and then as a body work on coaching strategies to make sure they can start addressing these issues. He noted that they had to take some time to understand past practice in the United States regarding housing and racial equity. He indicated that they also looked at data, had presentations from speakers, and learned about issues they are trying to tackle in their region. He explained that over the course of their meetings staff noted a lot of their comments and they worked to create a white paper that has their major themes and recommendations. He explained that racial equity broadly touched upon every facet of their lives, so their recommendations went a little beyond the specific topic, but they tried to look at the Connect SoCal planning process holistically. As a result, he indicated that they produced eight recommendations, but highlighted the following three: 1) Connect So Cal being a vehicle to promote racial equity; 2) calls for us to break down silos at the local, State and Federal levels; and 3) incorporate equity-centered economic activities in our Plan. With respect to Connect So Cal being a vehicle to promote racial equity, he indicated that this was a broad topic, but they had an opportunity to really think about how they approach racial equity in regard to land use, the environment, economic development, and mobility. He stated that this specific recommendation was about looking at the Connect SoCal process as a whole to identify opportunities for improving racial equity throughout. He indicated that one of his major points as the Chair of the Subcommittee was to make sure that they didn't place blame on anyone as to how they got here but rather as a group start looking at how they can start correcting some of these wrongs. With respect to calls for us to break down silos at the local, State and Federal levels, he indicated they had broad discussions and had come to an understanding that everybody was trying to address the same issue in various ways. However, he indicated that if they had a little more discussion and communication with other agencies on how they are approaching this issue it would be helpful. Lastly, with respect to incorporate equity-centered economic activities in our Plan, he indicated that they needed to incorporate some sort of economic activity so they can increase the economic engine.

Hon. Henderson responded to comments and questions expressed by the Councilmembers, including comments on increasing black homeownership, addressing fair housing laws and issues of displacement during a housing crisis, providing education and training, and partnering with non-profits, community groups, and the private sector that are at the forefront of social justice work.

Ms. Dominguez introduced Chair Kathleen Kelly, Palm Desert, to share the Resilience and Conservation Subcommittee's recommendations.

Hon. Kelly reported that their committee built upon the work of the Regional Council's Resolution on Climate Change Action and that their overarching mission was to come up with recommendations to make sure that the best laid plans for infrastructure under Connect SoCal do not fall prey to climate hazards or stressors. She indicated that the four sessions were informed by presentations from staff and subject matter experts. She stated that because these stressors have been identified by stakeholders as paramount, they had considerable emphasis on the twin hazards of drought and flood. She expressed that they were heartened to hear about work currently underway to achieve progress in groundwater management and retention. She noted that the committee produced five recommendations which were to: 1) refine the definition of resilience to make sure they were amenable to effectively responding to change in conditions; 2) prioritize the most vulnerable populations and communities subject to climate hazards; 3) build strong partnerships; 4) apply ecosystem-based approaches; and 5) maximize mutual benefits.

Hon. Kelly responded to comments and questions expressed by the Councilmembers. Comments were focused on rethinking how turf programs are handled, improving urban green with native plants and the importance of tree canopies to ensure there is adequate greenspace, and including economic and health stressors in the plan.

Ms. Dominguez introduced Chair Keith Eich, La Cañada Flintridge, to share the Next Generation Infrastructure Subcommittee's recommendations.

Hon. Eich reported that at the Next Generation Infrastructure Subcommittee they considered how the pandemic changed their travel behavior and patterns. He indicated that they focused on the evolving role of their highways and explored how to ensure transit recovery. Additionally, he indicated that they looked at how they can better align how they pay for and fund transportation with goals for equity and resilience. He noted that feedback from members of the Subcommittee was grouped into four broad recommendations. He noted that the first recommendation was to maintain a people-centric transportation investment strategy. This ensures that deployment of new technologies support people's needs and addresses larger shared goals like advancing equitable access. He indicated that this also meant prioritizing our public rights-of-way for all roadway users, especially focusing on the needs of non-single occupant vehicle users. He indicated that the second recommendation was to continue to invest in system preservation and efficiency. He explained that the Fix-it-first remains a key strategy for Connect SoCal, especially recognizing greater needs associated with the transition to zero emission vehicles and ensuring system resilience. He noted that with this context, operational improvements and targeted strategic highway capacity expansion are warranted when coupled with complementary efforts to offset potential increases in vehicle miles traveled and especially single-occupant vehicle travel. He noted the third recommendation was to expand and enhance mobility choices. He explained that this meant understanding and meeting the needs of existing transit riders, which will also attract new riders. He indicated this could also increase choices beyond driving by enhancing and supporting services

across all modes of travel including transit, active transportation, micromobility, and automobiles. He clarified that this recommendation meant reconsidering the role of the automobile in our daily lives and how having more travel can increase reliable access. He stated that the fourth and final recommendation was to re-envision how we plan, fund, and manage the transportation system. Under this recommendation, he stated that they encouraged planning and managing the transportation system more like an investor, including asserting a role in the digital realm of transportation. He stated that they also encouraged appropriately pricing the transportation system to ensure that the system functions for all users (even during peak demand periods), generates reliable revenue, and establishes resources for addressing equity concerns. Lastly, he thanked Alex Fisch who previously chaired the meeting before him.

Hon. Eich responded to comments and questions expressed by the Councilmembers, including comments on VMT in relation to gas powered, hydrogen and electric vehicles and whether conversations have changed from considering for the environment with greenhouse gas pollution versus it just being a revenue source. Other comments were focused on the accessibility and safety of public transit, pressing the issue of equity with respect to providing accessibility to electric vehicles in lower income communities, and how they would be moving forward with the strategies in the white papers.

Ms. Dominguez reported that last June the Regional Council approved their Policy Development Framework for Connect SoCal, which documented their draft vision and goals and outlined the policy priorities for Connect SoCal. She indicated this [Framework] was carrying forward many of the priorities from Connect SoCal 2020 as well as some recent Regional Council actions and emerging issues. She noted that as they had heard in the discussions of this meeting, the need for direction was broader than their statutory requirements. She explained that what they wanted to do was to better reflect this need for additional areas of leadership and to document and carry forward some of the ideas that were discussed at the Subcommittees which was to prepare a set of regional planning policies. She clarified that the purpose of the Regional Planning Policies was to better document and organize the broad policies of Connect SoCal so that regional partners or stakeholders can more easily identify alignment with their regional plan- either to support their local planning efforts or in applying for grant resources. She reiterated that the Framework carries forward many of the same policy areas from Connect SoCal 2020, like system preservation and sustainable development but also reflects some of the broader topics around workforce development and supporting priority equity areas. Lastly, she noted that over the next couple of months, they will be drafting and circulating draft policies with their stakeholders and then plan to bring a draft back to each Policy Committee in June. She explained that they would have several opportunities for input and hopefully this would provide more transparency for the decision makers.

Executive Director Ajise thanked the members for their questions and comments and stated this was not the end of the conversation. He noted that one of the beauties of the JPC was the ability to be able to focus on one subject area like Connect SoCal. He indicated that they would see many of the elements from this discussion in their Policy Committees and ultimately before the Regional Council. He expressed that he loved the work of the subcommittees and thought it expanded the conversations they wanted to have on policy, consistent with the direction they had received from the Executive/Administration Committee (EAC) a couple of years ago to increase opportunities for policy discussion. Lastly, he stated that it was not enough to discuss policy and build a plan, but they also had to talk about an implementation plan because that was one of the things the state had been asking them to do.

Honorable Russell Betts thanked staff for putting this together and indicated they were really fortunate to have an excellent clear presentation.

President Harnik thanked the Chairs and Vice Chairs of all three subcommittees for their work.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

ADJOURNMENT

There being no further business, President Harnik adjourned the Joint Policy Committee meeting at 11:27 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE JOINT POLICY COMMITTEES]
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Southern California Association of Governments
September 7, 2023

To: Executive/Administration Committee (EAC)

Regional Council (RC)

From: Ma'Ayn Johnson, Planning Supervisor
(213) 236-1975, johnson@scag.ca.gov

Subject: REAP 2: RUSH Industry Forum Summary and PATH Guidelines Update

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EAC:
Recommend that the Executive/Administration Committee (EAC) approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, which align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

RECOMMENDED ACTION FOR JPC:
Receive and File

RECOMMENDED ACTION FOR RC:
Recommend that the Regional Council (RC) approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, which align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

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

EXECUTIVE SUMMARY:
This report requests that the Executive/Administration Committee and Regional Council approve the updated guidelines for the Programs to Accelerate Transformative Housing (PATH) program. The Community, Economic and Human Development Committee (CEHD) and Regional Council approved the PATH Program Guidelines on November 3, 2022, and subsequently, on March 2, 2023, approved the PATH Program Application Template, along with the authorization to release the call for applications under the PATH program.

Within the PATH Guidelines the program "Regional Utilities Supporting Housing (RUSH)" was outlined with the intention of refining its specifics based on recommendations from the RUSH Industry Forum, held on April 28, 2023. The updated PATH Guidelines reflect insights gained from the RUSH Advisory Services Panel and Industry Forum. The RUSH Pilot Program is the final of the three program areas under the PATH program to be released. The $35M competitive grant program is focused on utility infrastructure planning and capital improvements that will support jurisdictions meet the housing production goals defined in the 6th cycle RHNA and housing elements and that meet REAP 2 Program Goals and Objective.

BACKGROUND:

The PATH program will help realize the Housing Supportive Infrastructure Key Connection in the adopted 2020 Connect SoCal Plan by creating the foundational conditions for housing to be realized at scale across the Southern California region. The PATH Program Guidelines include evaluation criteria that encourages the distribution of projects across the SCAG region, which ensures the REAP 2.0 funds lead to regionwide significant beneficial impacts. All projects must meet all REAP 2.0 funding requirements.

The PATH Guidelines will be used across the three funding areas which include the NOFA For Lasting Affordability (NOFA), Regional Utilities Supporting Housing (RUSH) Pilot Program, and Housing Infill on Public and Private lands (HIPP) Pilot Program. Full descriptions for each of the funding areas and the PATH program are included in the PATH Program guidelines. The Call for Applications closed this summer for the HIPP Pilot Program and NOFA for Lasting Affordability. Applications are currently being reviewed by the evaluation selection committee, with Regional Council approval of awards anticipated for HIPP in October and for NOFA in November.

To inform the development of the RUSH pilot program SCAG led the formation of an Advisory Panel to identify current challenges, best practices, innovative examples, and recommendations that could better align utility investments with planned housing production. The panel gathered for three days in SCAG's offices and as a part of the data-gathering process, interviewed a variety of stakeholders including various utility providers and municipal officials from across the SCAG region. These conversations helped the panel understand some of the broader infrastructure challenges in the region, as well as the regulatory environment in which utility districts operate. At the conclusion of the Advisory Panel discussion, SCAG hosted the RUSH Industry Forum on April 28, 2023, where officials from all jurisdictions and other stakeholders were invited to listen to the recommendations and then meet in groups for further discussion of the ideas.

SCAG staff incorporated some of these recommendations into the revised RUSH Pilot Program and the PATH Guidelines. The PATH Program Guidelines (Attachment 1) has been revised to reflect refined applicant eligibility requirements and proposed eligible uses, which is summarized in this report and in the attached presentation (Attachment 2).

SUMMARY OF ADVISORY PANEL AND INDUSTRY FORUM:

Challenges - The Advisory Panel identified several utility infrastructure challenges that impede the acceleration of housing production within the SCAG region. Among these challenges are the delays that arise during the coordination of utilities beginning from long-range planning, the entitlement process and missed opportunities to "dig-once" alongside other major infrastructure projects. Another concern identified is the need to prioritize utility investments in communities burdened by historical discrimination and underinvestment. This seems misaligned with housing development planning, which actively pursues fair housing, and other planning and funding frameworks that prioritize racial equity and the needs of disadvantaged populations.

Other challenges arise from the impacts of resource demand, including the capacity of wet infrastructure (main lines, stormwater trunk lines) and necessary improvement costs that can impact the feasibility of housing projects. The demand for electrification is also rapidly increasing, challenging the readiness and stability of electric infrastructure. Lastly there is a lack of sufficient utility workforce in keeping up with the demand, especially true for electricity providers, who not only face a significant increase in service demand but are competing with high-paying technology firms for workers.

Recommendations - The panel explored a variety of different approaches to these utility infrastructure challenges. The common theme stemming from these recommendations is how SCAG can take on a regional leadership role in advancing regional utility coordination, including integrating mapping within SCAG databases to identify opportunities and challenges, convening and supporting discussions between local jurisdictions and utility providers, and leading a multi-agency collaboration to "dig-once" to encourage strategic improvement utilities by taking advantage of construction being planned by other agencies. The recommendations also encompass suggestions for SCAG to consider while prioritizing the RUSH Pilot Program, including funding projects that address mapping utility infrastructure constraints and capacity, capital funding for capacity issues at priority housing sites, and pilot projects with technologically innovative infrastructure solutions. It was also recommended that equity be a central focus for distributing RUSH Program funds as well as prioritizing projects with a multi-beneficial approach. The recommendations were aligned to the evaluation criteria in the existing PATH Guidelines and will be captured in the RUSH funding application.

In addition, the Advisory Panel recommended funding three capital pilot projects in urban, suburban, and rural areas. Staff updated the Guidelines to note that up to $30M will be allocated to capital projects, maximum award per application is up to $10M, and the goal is to fund at least three projects in the SCAG region.

PATH GUIDELINES UPDATE:
- *RUSH Eligibility (Section 2.1/2.3):*

Eligible Applicants are now identified as Cities, Counties, Tribal Governments, and Public Agencies with role in housing production within the SCAG Region. Direct eligibility for funding no longer extends to developers and utility districts.

- *RUSH Project Types (Section 2.3):*

Eligible project types were further elaborated in both infrastructure planning and capital project categories. Additionally, the guidelines were updated to place an emphasis on green infrastructure, resilience, and adaptation. In the original guidelines, eligible uses were broadly covered.

- *Funding Award Amounts (Section 2.3):*

Originally, the guidelines did not specify sub-allocation targets between infrastructure planning projects and capital projects. The guidelines have been updated to note that up to $30M will be allocated to capital projects, with a maximum award of up to $10M per applicant, and the goal to fund at least three (3) projects in the region. In addition, the Guidelines were revised to allocate a maximum of $5M to planning projects, with maximum awards between $800K- $1M, and the goal of funding at least six (6) projects in the region. The Guidelines emphasize SCAG's goal of funding projects that represent the geographic diversity across the region.

- *Section 4.2 Implementing Agency (Section 4.2):*

The guidelines were revised to clarify the role of the Implementing Agency during the procurement process for RUSH capital projects. For any capital project award, it was specified that the eligible applicant shall be responsible for the procurement process. Additionally, concerning planning projects or projects following a Technical Assistance (TA) model within any of the PATH programs, the procurement could be carried out by either SCAG or the eligible applicant. The original guidelines did not specify a procurement approach for capital projects and Technical Assistance procurement was more restrictive.

NEXT STEPS:

As previously noted, the CEHD and Regional Council previously approved the authorization to release the call for applications along with the PATH Program Application Template. However, it is now necessary to amend the previously approved PATH Program Guidelines to align with the refinement of the RUSH Pilot Program. The updated PATH Guidelines (Attachment 1) will enable SCAG staff to proceed with releasing the Call for Applications for RUSH in Fall of 2023.

FISCAL IMPACT:

Work associated with this item is included in the FY23-24 Overall Work Program, project 305-4925.01 -- REAP 2.0 - Programs to Accelerate Transformative Housing (PATH).

ATTACHMENT(S):

1. PATH Program Guidelines 6 (23-0907)
2. PowerPoint Presentation - REAP 2 RUSH Industry Forum Summary and PATH Guidelines Update

REAP 2021: Programs to Accelerate Transformative Housing (PATH) Program Guidelines

Version 6.0

1.0   Introduction

SCAG is committed to a future where we all have the option to live closer to our jobs, services, and daily destinations with transportation options so we can walk our kids to school, ride our bikes to work, take transit and have access to shared mobility services that reduce the need to drive. Infill housing, combined with transportation network improvements and strategies, results in improved multimodal access to community amenities, lowers average trip length and reduces vehicle miles traveled.

The Regional Early Action Planning Grants of 2021 (REAP 2.0) is managed by The California Housing and Community Development Department (HCD) in collaboration with the Strategic Growth Council (SGC), Governor's Office of Planning and Research (OPR), and State Air Resources Board (CARB) ("the State Partners"), and provides funds to regional governments to accelerate housing production and facilitate compliance with the 6th cycle of the Housing Element, including Regional Housing Needs Assessment. In addition, REAP 2.0 is specifically designed to provide MPOs and other Eligible Entities with tools and resources to help implement and advance plans, primarily by furthering the Sustainable Communities Strategies (SCS) adopted as part of Regional Transportation Plans to pursue greenhouse gas emission reduction targets through land use and transportation strategies.

1.1   Regional Early Action Planning (REAP) 2.0 Grant Program

REAP 2.0 (REAP 2021) was established through AB 140 (July 2021) as part of the mid-year budget revise for the State's FY 21-22 budget, to fund transformative and innovative projects that implement a region's Sustainable Communities Strategy (SCS) and help achieve the objectives of more housing and transportation options that reduce reliance on cars. REAP 2.0 builds on actions completed through the 2019 REAP grant program but expands the focus by integrating housing and climate goals, and by allowing for broader planning and implementation investments, including infrastructure investments supporting housing development.

1.1.1   REAP 2.0 State Program Goal

The goal of the State REAP 2.0 grant program is to invest in Housing planning and Infill Housing-supportive infrastructure across the entire state in a manner to reduce VMT, increase Housing affordability, and advance equity consistent with all the following:

- Advancing the State Planning Priorities, as described in Section 65041.1 of the Government Code;
- Affirmatively Furthering Fair Housing pursuant to Section 8899.50 of the Government Code;
- Facilitating Housing Element compliance and progress for the sixth cycle Regional Housing Needs Assessment pursuant to Section 65302 of the Government Code prepared in accordance with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7 of the Government Code; and
- Advancing and implementing the region's SCS, as described in paragraph (2) of subdivision (b) of Section 65080 of the Government Code, or Alternative Planning Strategy, as described in paragraph (2) of subdivision (b) of Section 65080 of the Government Code, as applicable to achieve climate goals.

1.1.2   REAP 2.0 State Program Objectives

The REAP 2.0 Program Objectives defined in the State's Final REAP 2.0 Program Guidelines are:

1. Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability;
2. Affirmatively Further Fair Housing; and
3. Reduce Vehicle Miles Traveled

More information on REAP 2.0 is available online: https://scag.ca.gov/reap2021.

1.2   REAP 2.0 SCAG Framework Core Objectives

On June 1, 2022, the SCAG Executive/Administration Committee recommended approval of SCAG's REAP 2021 Program Development Framework, which outlines the core objectives, guiding principles, programmatic areas, major milestones, and schedule for allocating funds available to SCAG through the REAP 2.0 state grant program. Within the Framework, the Programs to Accelerate Transformational Housing (PATH), originally called Housing Supportive Infrastructure (HSIP), provides funding for projects with an immediate and transformative impact on accelerating infill development that facilitates housing supply, choice, and affordability, affirmatively furthers fair housing, and reduces vehicle miles traveled.

The PATH Program is designed to realize the Housing Supportive Infrastructure *Key Connection* in SCAG's 2020 adopted Connect SoCal by creating the foundational conditions that allow Housing to be realized: such as financing, investments in infrastructure, and land use planning. The Framework identifies two other programmatic areas: the County Transportation Commission (CTC) Partnership Program and the Early Action Initiatives. As appropriate, each program will have its own guidelines. As envisioned all three programmatic funding areas work together to achieve the state REAP 2.0 program goals and SCAG's REAP 2.0 core program objectives.

SCAG Program Framework Core Objectives
- Support transformative planning and implementation activities that realize the objectives of Connect SoCal, region's adopted Regional Transportation Plan/Sustainable Communities Strategy.
- Leverage and augment the Connect SoCal Implementation Strategy to support activities that can be implemented quickly and in line with community-driven, pandemic recovery priorities[1]
- Build regional capacity to deliver housing that realizes 6th cycle RHNA goals [2]
- Represent best practices in vehicle miles traveled (VMT) reduction
- Demonstrate consistency with the Racial Equity Early Action Plan
- Promote infill development in Connect SoCal identified Priority Growth Areas[3]

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[1] The draft REAP 2.0 Program Guidelines included addressing the communities most impacted by the pandemic as a core objective and had required for programs to be developed to specifically address the communities most impacted by the pandemic, which prompted the inclusion of this language in SCAG's adopted Framework. The final REAP 2.0 Program Guidelines however do not reference the pandemic as a core objective and requirement. SCAG's programs will still ensure that the communities most impacted by the pandemic are a focus of and served by REAP 2.0 programs in the targeting of Disadvantaged Communities and Communities of Concern, which are further defined in this document and correlate with communities that have been most impacted by the pandemic.

[2] 6th cycle RHNA (Regional Housing Needs Assessment) means the existing and projected need for Housing for each region, as determined by the Department of Housing and Community Development pursuant to Section 65584.01 of the Government Code."

[3] This does not include Spheres Of Influence.

2.0   PATH Program

This document defines the overall program objectives, structure, funding, eligible uses, evaluation criteria, and general contracting requirements. The Programs to Accelerate Transformative Housing ("PATH") Program is the new name for the Housing Supportive Infrastructure Program described in SCAG's adopted Regional Early Action Planning (REAP) 2.0 grant Framework.

The state REAP 2.0 program funds investments for:

> "**Transformative Planning and Implementation Activities**", which are defined to mean Housing, planning, infrastructure investments supporting Infill development that facilitates Housing supply, choice and affordability, and other actions that enable meeting Housing goals that also result in Per Capita vehicle miles traveled reductions, including accelerating Infill development, supporting residents through realizing Multimodal Communities, shifting travel behavior through reducing driving, and increasing transit ridership. Transformative Planning and Implementation Activities are meant to address these goals together and to lead to changes in land use patterns and behaviors. Transformative Planning and Implementation Activities shall be in furtherance of the state REAP 2.0 program goal.

The PATH program was developed based on the final REAP 2.0 Program Guidelines, dated July 26, 2022, and through broad and inclusive outreach across the Southern California region with the intention that insight, thoughts, needs and other feedback from stakeholders within the housing and affordable housing sectors and representing the diversity of voices in the region is incorporated.[4]

The program is consistent with, and defers to, the state REAP 2.0 Program Guidelines for establishing terms, conditions, forms, procedures, and other mechanisms necessary to effectuate the program. The REAP 2.0 final program guidelines were released by HCD on July 26, 2022.

The PATH program will be adjusted as necessary based on feedback from the SCAG Policy Committees and Regional Council and further stakeholder engagement. After submission of the final REAP 2.0 application to the State, the program may be adjusted to reflect feedback from the State Partners. In the REAP 2.0 Guidelines, the state reserves the right, at their sole discretion, to suspend, amend, or modify the provisions of the REAP 2.0 Guidelines at any time, including, without limitation, the amount of funds available hereunder. If such an action occurs, the Department will notify all interested parties. As such, SCAG reserves the right, at its sole discretion, to suspend or amend the provisions of this Program in collaboration with the State, including but not limited to grant award amounts. The final Program will be updated to reflect any feedback received once SCAG's full REAP 2.0 funding application is approved by the State.

2.1   Program Structure

The REAP 2.0 program will fund proposals that provide a *"significant beneficial impact that leads to a substantial change in land use patterns, equity, and travel behaviors"* in infill areas as defined by the state and presented on Page 16 of these guidelines and the funding applications[5]. All project activities including all subapplicant projects must meet the infill definition as defined on page 39 of the State REAP 2.0 program

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[4] A summary of outreach and how feedback was integrated will be available on the REAP 2.0 Program webpage.
[5] For the purposes of infill and aligning investment with the Sustainable Community Strategy (SCS) Spheres Of Influence (SOI) are excluded from the list of Planned Growth Areas (PGAs) listed in the Connect SoCal Plan.

guidelines. Significant beneficial impact is further defined in Section 3.2.1. of these guidelines. Please note that REAP 2.0 funding must go beyond basic efforts to complete updates or amendments identified in Housing Elements or required for compliance with State housing laws and other statutory obligations; it is not for small projects or programs.

PATH Program Structure

NOFA – For Lasting Affordability	• Funding for Innovative Housing Finance • Trust Funds, Catalyst Funds
Pilot: Regional Utilities Supporting Housing (RUSH)	• Non-Transportation Utilities Infrastructure Improvements
Pilot: Housing Infill on Public and Private Lands (HIPP)	• Scaling Up Development of Available Land • Corridor-Wide or Area-Wide Infill Housing Initiatives

The PATH program includes a Notice Of Funding Available (NOFA) and two Pilot Programs. Each will use a competitive application process that will be further defined in future, more detailed funding applications that will draw on the evaluation criteria described in Section 3.0. A local match is required for all three, which can be in the form of local supporting policies, partnerships, or a funding match. The application for the NOFA and each pilot program will provide the application process and scoring rubric. All applications must consider and support disadvantaged and historically underserved communities. Depending on interest in the programs, funding requests could be awarded in full or in part.

Funding by Program Area, Uses, and Eligibility

Total Funding: $88,835,000

	NOFA For Lasting Affordability	RUSH Pilot Program[6]	HIPP Pilot Program
Funding:	$45,000,000	$35,000,000	$8,835,000
Release Date: *(Targeted)*	Spring 2023	Fall 2023	Spring 2023
Award Date: *(Anticipated)*	Summer 2023	Winter 2024	Summer 2023
Focus:	Supports innovative[7] finance and strategies to increase supply, choice, and lasting	Focuses on investments in utility infrastructure planning and capital improvements	Focuses on:

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[6] To initiate the RUSH pilot program, in early 2023 SCAG will host an industry forum to identify sustainable district level utility investments that align with implementing the 6th cycle housing elements and REAP 2 program objectives. The outcome of the event and final report will inform development of the pilot program.

[7] Innovative is defined as featuring new methods or introducing new ideas.

	NOFA For Lasting Affordability	RUSH Pilot Program[6]	HIPP Pilot Program
	affordability, and achieve a mix of housing types and price ranges including for households at or below area median income. Other uses include land banking, funding for predevelopment costs, bridge and gap financing, and funding to establish new permanent funding sources and loan products	supporting jurisdictions meet 6th cycle housing elements and REAP 2 program objectives. Utilities refer to electric, water, stormwater, or sewer, but excludes gas or other fossil fuels. Broadband may be included if tied to one of the other utilities identified but cannot be the main factor. Eligible projects will include increasing capacity for a sizable number of housing units and affordable units	1) Scaling up development on publicly and privately owned lands with affordable or mixed income housing and ancillary neighborhood businesses and supporting infrastructure. 2) Supporting entities with regulatory land use control implement corridor-wide and area-wide infill housing initiatives based in justice, equity, diversity, and inclusion.
Eligibility:	Entities that manage an established or planned Housing trust[8] or land trust, or catalyst fund for, or have a mission-driven focus on, increasing Affordable Housing supply and lasting affordability.	SCAG cities/counties, Tribal Governments, or Public Agencies with role in housing production.	Entities that are in control of underutilized, surplus, or excess land available for affordable housing, and entities with regulatory land use control.
Applicants: *(Includes but is not limited to)*	Includes a public housing authority, joint-power authority, city, county, or nonprofit organization that secures lasting affordability.	SCAG cities/counties, Tribal Governments, and Public Agencies with role in housing production in infill areas..	Includes a public agency, a transit agency or district; a city; a county; tribal entity; public housing authority; academic institution; water or other utility districts/providers, or land trust or other land holder or regulator.

The NOFA and pilot programs are summarized in the following section, which includes lists of eligible uses. The eligible uses described are not exhaustive, however, any use proposed must have a significant geographic or region-wide benefit or scope, meet all the criteria in Section 3.0 below, and be centered in

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[8] The PATH program defines a trust as "a distinct fund established by a government agency or nonprofit organization that receives ongoing dedicated sources of public or private funding to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes."

supporting Transformative Policy and Implementation Actions that achieve the state's REAP 2.0 Program Goal, meet the SCAG REAP 2.0 Program Framework Objectives, and all requirements of the PATH program.

2.2   Notice of Funds Available: Funding for Lasting Affordability

Depending on interest in the program, funding requests could be awarded in full or in part. Eligible applicants are broadly construed to include, but not be limited to entities that manage an established or planned Housing trust[9] or land trust, or catalyst fund for, or have a mission-driven focus on, increasing Affordable Housing supply and lasting affordability. Applicants may include a public housing authority, joint-power authority, city, county, or nonprofit organization that secures lasting affordability.

Summary

The NOFA supports programmatic level investments in housing trust funds, community land trusts, catalyst funds and nonprofit organizations that secure lasting affordability in compliance with the program and the state REAP 2.0 guidelines. This includes funding to support transformative, innovative finance strategies that can be leveraged to increase supply, choice, and lasting affordability, and achieve a mix of housing types and rental and sales price ranges that provide a portion of housing for households at or below the area median income in infill areas.

Eligible activities are at a programmatic level, meaning that funding can be used to create or expand existing finance tools and loan products. Consultant support is available to develop business models, studies, and analysis to establish new or expand existing actions or capacities within housing trust funds, community land trusts, catalyst funds, revolving funds, and other public/private/philanthropic partnerships or nonprofit organizations that secure lasting affordability in compliance with the PATH program guidelines and the state REAP 2.0 guidelines; to achieve and maintain affordable housing at a regional scale. Through establishing a new or expanding an existing loan product or financing tool, the funding awarded can be used for any of the following actions:

o   **Consulting assistance and funding** to establish or increase existing impact of a housing trust fund, community land trust, catalyst fund, revolving fund, and other form of public/private/philanthropic partnership, or to support a nonprofit organization securing lasting affordability in compliance with the Programs to Accelerate Transformative Housing (PATH) program guidelines and the state Regional Early Action Planning Grants of 2021 (REAP 2.0) guidelines to provide and maintain affordable housing at a regional scale.

o   **Actions and projects** can include developing or increasing organizational capacity for a trust or fund including to develop a new or expand an existing loan product or funding tool that will be used for any of the following activities (please note that specific information required in Section 3, project description, and Section 4, evaluation criteria, for funding requests related to a loan product or financing tool):

- **New strategies, and/or business models and structures** for existing or emerging housing or land trusts that will lead to expanded affordable housing in infill areas (both through new

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[9] A distinct fund established by a government agency or nonprofit organization that receives ongoing dedicated sources of public or private funding to support the preservation and production of affordable housing and increase opportunities for families and individuals to access decent affordable homes.

construction and acquisition and conversion of existing buildings to affordable housing) helping to achieve the 6th cycle RHNA.

- **Innovative Finance Products** to explore untested lending products, including loan products, leverage to secure additional funding, and activities in advance of having all necessary steps completed to construct a housing project in line with the program objectives.

- **Predevelopment, Bridge and Gap Funding** to support finance models and products for developing and maintaining affordable housing. Activities can include acquisition of existing residential buildings for preservation and conversion to affordable housing, predevelopment expenses, bridge financing (between predevelopment and permanent financing), and gap funding for affordable housing developments that have assembled primary funding sources but still have a remaining funding need. Projects must meet the REAP 2.0 program requirement for being transformative and must be able to start within 5 years of award.

- **Consulting Assistance** to develop transformative finance strategies that can be leveraged to increase supply, choice, and lasting affordability, and achieve a mix of housing types and rental and sales price ranges that provide a portion of housing for households at or below the area median income in infill areas.

- **Permanent Funding Sources Supporting a Trust or Fund** identify and establish local and regional permanent funding sources for affordable housing, including general obligation and other bond initiatives, tax increment financing programs, in-lieu fee and residential or commercial/affordable housing linkage fee programs, revolving loan funds and other finance strategies creating permanent funding.

SCAG will develop a bench of consultants to support awarded applicants develop business models and complete studies and analysis for new funding streams, as needed. Pending state approval of the funding schedule, an awarded applicant may request a direct suballocation of funds as a grant to use in a proposed new affordable housing loan product or financing tool to accomplish the activities listed above. For a direct grant the submitted application must provide as much detail about the loan product or financing tool as possible including anticipated underwriting, affordability terms and restrictions, target populations, and anticipated impact related to increasing housing supply, choice and affordability. If a direct suballocation is awarded, the awardee is expected to fulfill all required administration and reporting requirements.

2.3 Pilot Program: Regional Utilities Supporting Housing (RUSH)

Eligible applicants must be a(n):

- SCAG Counties or Cities,
- Tribal Government (within the SCAG Region), or
- Public Agencies with role in housing production (within the SCAG Region)

Summary

The RUSH Pilot Program is focused on investments in utility infrastructure planning and capital improvements that will support a jurisdiction meet the housing production goals defined in the 6th cycle RHNA and housing elements and that meet REAP 2 Program Objectives. Projects should include building

capacity for a sizable number of housing units and work towards addressing housing affordability. For the purposes of the RUSH program, capital projects must be able to demonstrate they can feasibly and reasonably complete construction and project close out with SCAG by December 31, 2025.

New infill housing often comes with costs tied to upgrading or replacing existing utilities infrastructure to support new demand, which can add millions of dollars in cost to residential projects and extend the housing production timeline. With the 6th cycle of the housing element process nearing completion in the SCAG region, SCAG's 191 cities and 6 counties have identified site inventories that provide a roadmap to Housing production in the region. However, broader district level planning for utilities is not currently aligned with the site inventories identified in housing elements. For this program, utilities refer to electric, water, stormwater, or sewer, but excludes gas or other fossil fuels. Broadband may be included if it is tied to one of the other utilities identified but cannot be the driving factor in a proposed project.

In Spring 2023, SCAG hosted an Industry Forum centered on exploring sustainable and district level investments in utilities that align with implementing RHNA housing production goals and the site inventories in draft, adopted or compliant 6th Cycle housing elements. The outcome of that event and final report informed the development of the RUSH Pilot Program.

RUSH aims to fund transformative and significant utility infrastructure plans and projects, including green infrastructure that increases water supply (such as permeable pavements and urban greening that increase stormwater capture). Increasing sustainable energy production investments and water infrastructure and conservation practices is essential to fulfill the 1.3 million units of housing required in the 6th cycle Regional Housing Needs Allocation (RHNA).

SCAG strongly encourages applications to embed resilience and adaptation in project proposals. This can be done through addressing climate hazards (for example, extreme heat mitigation) and including nature-based solutions (such as green infrastructure) that can support system utility capacity and reduce overall housing production cost.

<u>All projects MUST include a clear nexus to housing production in infill areas.</u> Eligible project types include:

- Infrastructure Planning – Creating plans and programs, including green infrastructure plans, to **support increased utility capacity in areas designated for residential development** in Housing Elements. These programs should increase utility capacity, lower the cost of residential development at scale, and include green elements. Potential projects could include, but are not limited to the following:
    - o Developing an analysis to update developer utility fees to avoid concentration of infrastructure upgrade costs and creating a capital improvement plan or updating an existing one.
    - o Creating a Capital Improvement Plan
    - o Creating a Green Infrastructure Plan
    - o Digital Utility Data Inventory Tools
    - o Developing Cost Estimating Tools for Utility Improvements and Connections
    - o **Pilot Innovations**

- **Capital Projects** – Projects that address current and future utility restrictions in housing development through upgrading infrastructure for sewer, water, stormwater, and dry utilities systems. These projects would enable continued infill housing production despite restricted utilities that would otherwise prevent current or future development. Potential projects could include, but are not limited to the following:

    o Innovative Green Infrastructure: Expanding system capacity, such as greywater recycling, stormwater capture, direct water recycling projects for residential development, and other sustainable or resilience-based approaches that expand system capacity.
    o Innovative Wet or dry utility system upgrades and points of connection to support transformative and scalable affordable housing.
    o

A total of $35M has been allocated to the RUSH Program for the capital and infrastructure planning categories. Up to $30M will be allocated to *Capital Projects,* with a maximum award of up to $10M per application, and with the goal of funding at least three (3) projects in the SCAG region. Up to $5M will be allocated to the *Infrastructure Planning Projects*, with maximum awards between $800K- $1M, and with the goal of funding at least six (6) projects in the SCAG region. Efforts will be made to ensure that proposals selected reflect the geographic diversity of the Southern California region within infill areas.   Depending on interest in the program, funding requests could be awarded in full or in part.

2.4   Pilot Program: Housing Infill on Public and Private Lands (HIPP)

Eligible applicants are broadly construed to include, but not be limited to entities that are in control of underutilized, surplus, or excess lands available for inventory and assessment for development of affordable housing, and entities with regulatory land use control. Applicants may include a public agency, a transit agency or district; a city; a county; Tribal Entity; public housing authority; academic institution; water or other utility districts/providers, or land trust or other land holder or regulator.

Summary

The HIPP pilot program is focused on 1) scaling up development of surplus and/or excess publicly owned lands, or other underutilized privately owned land that can be redeveloped with affordable or mixed income housing and ancillary neighborhood serving businesses and supporting infrastructure, and 2) supporting eligible applicants with regulatory land use control to develop and implement policies and initiatives within a corridor-wide or area-wide target area, focused on infill housing and based in justice, equity, diversity, and inclusion.

SCAG will develop a bench of consultants and initiate studies supporting the participating entities identify, assess, and move available lands in infill areas into development with an affordable housing component, and scale housing capacity in infill areas and corridors. Studies completed could include site feasibility and readiness assessments for development potential and environmental screening, competitiveness for state funding, capacity to attract partnerships and philanthropic investment, and other factors that could contribute to successful affordable housing and mixed-use projects.

Scaling Up Development of Available Land. The pilot program will provide consultant support and technical assistance including support through the pre-development phase including but not limited to site identification; feasibility and environmental assessments; project scoping and sponsor/developer selection; community engagement; master planning; and engineering. SCAG will develop a bench of consultants and conduct studies supporting participating entities identify, assess, and move available lands into development with an affordable housing component. Studies completed could include site feasibility and readiness assessments for development potential and environmental screening, competitiveness for state funding, capacity to attract partnerships and philanthropic investment, and other factors that could contribute to the successful development of available land. The site feasibility and readiness assessments will be based first on alignment with existing transit and utilities infrastructure, and secondarily on future planned investments. Projects targeted for these funds should provide opportunities to explore large scale development/redevelopment of a site or scattered sites as well as innovative models to streamline delivery of affordable and mixed income housing. Innovative models may include concepts such as new financing mechanisms, standard designs or even design/build competitions. This component of the HIPP pilot program is focused on a specific site or scattered sites for development, and where the applicant can demonstrate that it is possible for construction to being within 5 years of award.

Depending on interest in the Pilot Program, SCAG may allocate some funding for the development of templates for affordable housing transactions (such as standard Request For Proposals (RFP) and resultant legal documents) and feasibility studies paired with resources to begin development activity and/or to consider multiple multi-year development scenarios and alternative financing strategies for development of publicly and privately owned lands.

Corridor-Wide or Area-Wide Infill Housing Policies and Initiatives. Moving beyond site specific development, the HIPP pilot program provides flexibility for eligible applicants with regulatory land use control to develop and implement policies and initiatives within a corridor-wide or area-wide infill area, with a focus on housing and affordable housing based in justice, equity, diversity, and inclusion. Proposed projects or policies should be consistent with the programs included in the local 6th Cycle Housing Element. Supported activities can include funding for technical assistance, staffing and consultants, community engagement, peer learning cohorts, data, and mapping. Eligible activities must lead to an adoptable/implementable deliverable that meets REAP 2.0 Program Goals:

- *General Plan Amendments, Specific Plans, Development Guidelines and Standards, and Rezoning for Housing Element Implementation and Compliance* – Corridor-wide or area-wide general plan amendments and code changes and zoning-based housing and affordable housing incentives focused on large scale overlay districts or other incentive programs, local density bonuses, reduced parking minimums and/or parking maximums, and as-a-right development approval.

- *Environmental Clearance and Permit-Streamlining Facilitating Affordable Housing* – Jurisdictional and agency-wide reductions in process and timing for residential/residential-mixed use approvals resulting in quantifiable cost and/or time savings. Preparation of required environmental review documents for corridor-wide or area-wide plans that facilitate housing development with an affordable component that could foreseeably begin construction in five years, including but not limited to CEQA and NEPA, Coastal Commission approval, Department of Toxic Substances Control review or other clearances.

- *Increasing Affordable Supply and Preventing Displacement* **–** Corridor-wide and area-wide policy or projects increasing the supply, availability, and access to housing at below market rate rental and

ownership prices. Projects focused on preventing jurisdiction-wide, corridor-wide, or area-wide displacement and loss of existing affordability. Funding can support the creation of inclusionary housing rental and homeownership programs, transfer of development rights and other approaches achieving a mix of housing types, and rental and sales price ranges that set aside housing at or below the area median income. Eligible uses also include enabling programs and strategies for preventing loss of existing affordable housing in the speculative real estate market, extending expiring affordability covenants, establishing community or tenant opportunity to purchase programs, and other programs achieving a quantifiable benefit for preserving existing affordability and preventing displacement.

- *Other Strategies Accelerating Housing and Affordability* – Large-scale transformative jurisdictional, corridor-wide, or area-wide projects not otherwise described above can be proposed but must meet all program requirements and have a strong nexus to housing supply, choice and affordability, or preventing displacement. Such projects will be evaluated on a case-by-case basis.

To support the pilot program, SCAG will conduct studies on alternative building designs and materials, and processes for reducing construction and operating costs. This will include studies addressing direct and indirect greenhouse gas reduction and climate adaptation goals for preserving existing and constructing new multi-family rental and ownership housing. The study of sustainable urban greening and cooling solutions for multi-family housing is anticipated to be launched in early 2024. The study will identify potential locations for urban greening investments supporting housing development, accelerating housing production, promoting stormwater capture, and leading to energy savings. SCAG will also complete a study to identify potential cost savings from urban cooling strategies in the context of the Energy Code's performance approach for assessing electricity needs and budgets for rental and ownership multi-family residential buildings. The outcomes of the studies will be shared with HIPP funding recipients and can be used to inform the location and design of the buildings that will ultimately be developed on infill lands following the assessment in the HIPP pilot program. An engagement campaign to promote pro-housing and housing supportive policies across Southern California will also be developed. The campaign will use SCAG's *Go Human* program as a model to engage local leaders and organizations in advancing housing production and affordability.

2.5   Ineligible Uses

Applications for ineligible activities or projects that do not meet the funding criteria of these guidelines will not be accepted. Ineligible uses are uses inconsistent with the REAP 2.0 goals in Section 1.1, SCAG REAP 2.0 Program Framework Core Objectives in Section 1.2, and/or the program objectives in Section 3.1, and include but are not limited to:

a. Uses that solely update or amendment local general plans, codes, ordinances, or programs for compliance with changes in statutory requirements,
b. Roadway or highway capacity increases,
c. Advocacy work (direct lobbying for specific bills or local propositions),
d. Bonus payments of any kind,
e. Ceremonial expenses,
f. Commission fees,
g. Real estate brokerage fees or expenses,

h. Services, materials, or equipment obtained under any other state program,

i. Stewardship of legal defense funds,

j. General meetings that do not specifically discuss or advance implementation of awarded REAP 2.0 funds,

k. Using funds for mitigation activities already mandated by local or state governing bodies or agencies,

l. Ongoing expenses (e.g., routine maintenance or operations of transportation infrastructure associated with transit service expansion),

m. Costs associated with automobile or motorcycle parking (excluding EV charging infrastructure). Proposed Uses with a surface parking component are not eligible,

n. Costs associated with infrastructure related to fossil fuels, including connections to natural gas infrastructure,

o. Costs associated with ongoing provisions of internet service,

p. In lieu fees for local inclusionary Housing programs,

q. Updates to the RTP,

r. Organizational membership fees,

s. Street construction or repair to benefit vehicular traffic, and

t. Other items unrelated to the REAP 2.0 Program or application.

2.6   Funding Awards

SCAG will issue the PATH program funding through a Notice of Funding Availability (NOFA) and two pilot programs. Depending on interest and qualified applications, funding can be shifted between the NOFA and the two pilot programs. Additional funding could be issued through the PATH program depending on the amounts encumbered through other SCAG administered REAP 2.0 programs, as each program is developed and implemented.

Applicants shall be notified in writing whether the application was conditionally awarded funding or if the application was not awarded within 60 days of the application deadline. Funding awards must be approved by the SCAG Regional Council and encumbered, meaning the MOU executed, by June 30, 2024.

The Notice Of Funds Available (NOFA) will initially receive $45,000,000 in funding to support housing trusts and catalyst funds and affordable housing actions as described in Section 2.2.

The RUSH pilot program will initially receive $35,000,000 in funding to support non-transportation utilities infrastructure planning and improvements as described in Section 2.3.

The HIPP pilot program will initially receive $8,835,000 in funding to develop the partnerships, acquire data, and complete the studies and feasibility analysis, with some funding deployed by SCAG for templates or studies required to support selected projects and programs as described in Section 2.4.

In addition to the funding amounts provided in the chart, $23 million in REAP 2.0 funding is allocated to the region's subregional councils of government through the Subregional Partnership Program 2.0, which is designed to fund programs, policies and projects implementing 6th Cycle housing elements and affordable housing strategies.

2.7   Program Timeline

The Program will begin following adoption by the Regional Council, approval from the State of SCAG's REAP 2.0 final funding application, and concurrence from the State on the Program. All funds awarded must be encumbered, meaning the MOU between SCAG and the awarded applicant (sub-recipient) is

executed, by January 30, 2024, and fully expended by December 31, 2025, unless extended in advance in writing by and SCAG. A final closeout report will be due to SCAG by December 31, 2025.

Program Timeline	
Applications Released for NOFA and pilot programs	Spring - Summer 2023
Awarded Funding Encumbered	January 31, 2024
All Funding Fully Expended	December 31, 2025
Final Report and Close Out	December 31, 2025

2.8   Application Schedules

The application schedule for the NOFA and both pilot programs will allow applicants to develop a funding application with consultation from SCAG staff in advance of the date to apply for funding.

Notice of Funds Available (NOFA) – Funding for Last Affordability[10]	
Application Release:	June 7, 2023
Application Due Date: (Applications will not be considered after the application due date)	July 31, 2023 Closes at 5:00PM (Pacific Time)
Evaluation Period:	August – September 2023
Conditional Notice of Awards issued:	September 2023
Regional Council Approval of Awards:	October 2023
Initiate Funding Agreements:	Winter 2023

Regional Utilities Supporting Housing (RUSH) Pilot Program	
Industry Forum Event:	April 2023
Application Release:	Fall 2023
Application Due Date:	Winter 2024
Conditional Notice of Awards issued:	Winter 2024
Initiate Funding Agreements:	Early 2024

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[10] Dates are anticipated and dependent on State approval of SCAG's REAP2.0 guidelines and Regional Council approval of the applications.

Housing Infill on Public and Private Lands (HIPP) Pilot Program	
Application Released:	May 10, 2023
Application Due Date: (Applications will not be considered after the application due date)	July 10, 2023 Closes at 5:00PM (Pacific Time)
Evaluation Period:	July – August 2023
Conditional Notice of Awards issued:	August 2023
Regional Council Approval of Awards:	October 2023
Initiate Funding Agreements:	Winter 2023

2.9   Applicant Consultation Period

To meet the state REAP 2.0 requirement to award funding within 60 days of receiving a complete application, while also ensuring applicants have adequate time to consider and develop project proposals, SCAG will offer an application consultation period. During the consultation period applicants can submit draft applications to SCAG staff on a rolling basis for input and feedback on projects being proposed and the completeness of the application.

The consultation period will begin following approval from the State of SCAG's REAP 2.0 funding application and by the SCAG Regional Council of the individual program applications, which is anticipated to be January 2023. During the consultation period, SCAG will release the application materials and host an information session. The session will be recorded and made available on SCAG's REAP 2.0 program webpage. The information session is an opportunity to learn more about the program, ask questions, and receive feedback.

SCAG staff will also hold weekly office hours and will be available for one-on-one consultations with applicants. An applicant does not need to have a project to participate in office hours or meet for a one-on-one consultation. SCAG staff will make every effort to accommodate applicants. There is no limit to the number of meetings an applicant may request. SCAG staff will continue to host office hours and be available for consultations through the Friday prior to the close of the application period.

SCAG will develop and post answers online to all questions received. Attending the information session or office hours or scheduling a consultation is not required but strongly encouraged.

2.10   Application Submittal Date

REAP 2.0 funding requires that SCAG issue award letters within 60 days of receiving a complete application. To facilitate this timeline while allowing for flexibility and ongoing consultation, SCAG will consider applications received on the day that follows the close of the application consultation period. Applications can be submitted at any time during the consultation period to be considered received on the application date.

Anticipated Application Periods and Dates

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	Application Period	Application Due Date
• NOFA	June – July 2023	July 2023
• HIPP Pilot Program	May - July 2023	July 2023
• RUSH Pilot Program	Fall 2023	Winter 2024

2.11   Application Requirements

Each application will include specific information and requirements, but in general the following lists the requirements to apply will include:

- Applicant must be an Eligible Applicant (see Sections 2.3, 2.4, 2.5)
- Proposed use(s) must be an eligible use(s) and meet all requirements in Section 3.0
- Application for funding must be filled out completely and submitted using the template application to be provided
- The following supporting documents must accompany the application:
  1. Scope(s) of work including budgets and schedules for all proposed funding uses
  2. Outcomes and proposed metrics (examples will be provided)
  3. Authorization to apply
  4. Letter of support

2.13   For Additional Information and Questions

For additional information or answers to questions please email the contact person listed below. Support from SCAG is available to complete the funding application.

HIPP/NOFA Contact:	Jacob Noonan REAP 2.0 Housing Program Manager housing@scag.ca.gov
RUSH Contact:	Ma'Ayn Johnson Department Manager housing@scag.ca.gov

3.0   PATH Program Objectives and Evaluation Criteria

The PATH program has the following program objectives.

3.1   PATH Program Objectives

Funding applications will be evaluated on how the activities proposed meet all program objectives:

1. Transformative Planning and Implementation Activities (refer to definition in Section 1.2) leading to a Significant Beneficial Impact (defined below) to:
   - Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability;
   - Affirmatively Further Fair Housing;

- Reduce Vehicle Miles Traveled;

2. Include Equitable Targeted Outreach;

3. Leverage Partnerships, Policy Match, and Cost Effectiveness, and

4. Prioritize Disadvantaged Communities

5. Contributes to Regionally Transformative Change

3.2   PATH Program Evaluation Criteria Summary

The PATH program provides a summary overview of the evaluation criteria. The forthcoming standalone funding applications will include detailed evaluation guidance, including the quantitative data and qualitative narrative factors that will be used to assess submitted projects. Efforts will be made to ensure that proposals selected reflect the geographic diversity of the Southern California region and within rural, suburban, and urban infill areas.

"**Infill**", for the purposes of the REAP 2.0 Program, means areas where the following applies: (1) the area consists of unused or underutilized lands (2) within existing development patterns (3) that is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:

a. An urban center, urban corridor, or area with transit-supportive densities, **or**

b. An established community that meets all the following criteria:
   I. The area consists or previously consisted of qualified urban uses
   ii. The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included, and
   iii. No parcel within or adjoining the area is classified as agricultural or natural and working lands.

To be considered eligible, an application must include responses for how the uses proposed meet all the following criteria and REAP 2.0 program requirements.

3.2.1   Lead to a Transformative Significant Beneficial Impact

The application must include a summary of how the proposed use advances all REAP 2.0 and SCAG's program goals and objectives, meets the definition of a Transformative Planning and Implementation Activity (refer to Section 2.0), and provides a **Significant Beneficial Impact**, meaning demonstrates the potential to meet the REAP 2.0, Connect SoCal, and PATH program objectives by establishing and supporting the infrastructure for accelerating Housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT by transforming current corridor-wide or area-wide Housing policies, site planning, financial models, predevelopment and development processes, and ownership patterns in a significant and quantifiable manner. SCAG is interested in innovative models that can be replicated across the region and the state.

Metrics should be included when demonstrating Significant Beneficial Impact. Applicants may consider rates of change (e.g., percent increase over a baseline), the magnitude of impact relative to variables or targets, the proportion of need achieved, and the impact relative to past trends, policies, and practices.

Variables or targets may include but are not limited to benefitting households by income group; meeting and exceeding the housing production goals of the Regional Housing Needs Assessment; the number of Housing units anticipated and achieved (new construction, preservation/ conservation, and rehabilitation); density; infrastructure; infrastructure capacity and accessibility; community amenities; investments; Vehicle Miles Traveled reduction goals; regional and local equity policies; and GHG reduction goals.

The application should describe how each project proposed provides a significant beneficial impact that leads to a substantial change in land use patterns, equity, and travel behaviors. This is to be done by describing how the project will address the following criteria and including appropriate metrics. (See Appendix 4 of the state REAP 2.0 program guidelines for examples)

3.2.1 (a)   *Accelerate Infill Development that Facilitates Housing Supply, Choice, and Affordability*

A response must score a one or greater to be eligible for funding. The application must describe how each proposed project will accelerate Infill[11] development near jobs and other key destinations to support increasing Housing choices and affordability that effectively reduce VMT and greenhouse gas emissions. One way this can be done is to focus development in Priority Growth Areas, as discussed in Chapter 3 beginning on Page 66 of the 2020 Connect SoCal. The 2020 Priority Growth Areas are also visually displayed on the Priority Growth Area Map.

The application should also describe how the proposed project will prioritize development that increases Housing choice and affordability at Infill sites and describe the Housing affordability components in the project that serve Low- and Moderate-income Households. *For Affordable Housing development programs – which may involve allowable predevelopment costs (e.g., studies, land acquisition, entitlements), and bridge and gap large expenditures and capital investments – to be an eligible use a program must accelerate the supply of long-term Affordable Housing for Lower and Moderate- income Households and commit to development within a reasonable time frame (e.g., within 5 years of the expenditure deadline).*

The following should be discussed in the application:

  i.   The proposal's impact on Housing supply, choice, and affordability
  ii.   The proposal is located or implemented within an Infill area.

      a. Located in a Priority Growth Area and meeting the definition of infill or
      b. Located in an area meeting the definition of infill

  iii. The proposal can be measured by, but is not limited to:

      a. Number of Housing units (total, type, affordable, and per acre) projected within the 8-year 6th cycle RHNA period and potential to create lasting affordability (perpetual affordability),
      b. Capital investments to support Housing development,
      c. Mix of Housing unit types or sizes,
      d. Increasing land use intensities,
      e. Count of sites developable for future Housing, and/or
      f. Number of new Housing units supported or provided by the Proposed Use or policy

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[11] For the purposes of infill and aligning investment with the Sustainable Community Strategy (SCS) Spheres Of Influence (SOI) are excluded from the list of Planned Growth Areas (PGAs) listed in the Connect SoCal Plan.

3.2.1 (b)   Affirmatively Further Fair Housing (AFFH)

A response must score a one or greater to be eligible for funding. The application must describe how each proposed project combats discrimination, overcomes patterns of segregation, and fosters equitable and inclusive communities. Each proposed project must include meaningful actions, that taken together, address significant disparities in Housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, and transforming racially and ethnically concentrated areas of poverty into areas of opportunity. Each proposed project must support regional and local efforts that work towards ensuring all people have full and equal access to opportunities enabling them to lead healthy lives.

Actions to Affirmatively Further Fair Housing may include, but are not limited to:

- Establishing and enhancing strategies that create Housing mobility by improving access and/or removing barriers to Housing, or improving regional utilities supporting Housing in areas of opportunity;

- Encouraging development of new Affordable Housing in high resource areas by promoting Housing, regional utilities supporting Housing, and affordability in areas of high and higher opportunity and outside of areas of concentrated poverty;

- Improving place-based strategies to encourage community revitalization. This includes preservation of existing Affordable Housing that involves approaches focused on conserving and improving assets in areas of lower-opportunity and concentrated poverty, such as: targeting investments in neighborhood revitalization, preserving, or rehabilitating existing Affordable Housing, improving infrastructure, schools, employment, parks, transportation, and other community amenities; and

- Protecting existing residents from displacement and preserving Housing choices and affordability in areas of low- and moderate-opportunity and areas of concentrated poverty.

The application must describe how the applicant considered AFFH principles and equity in the proposed project. Any proposed project that may have a negative impact on AFFH objectives must have appropriate mitigation efforts. Applicants shall take no action that is materially inconsistent with AFFH. Applicants shall target funding to benefit Disadvantaged and Historically Underserved Communities (see definition section in the state REAP 2.0 program guidelines). A city or county's 6th cycle Housing Element can be a good resource for identifying State-approved AFFH policies and programs.

The following must be discussed in the application:

    i. The project will be located or implemented within:

        a. Higher Resource communities or Areas (See state REAP 2.0 guidelines, Attachment 2: Definitions), or

        b. Disadvantaged and Historically Underserved Communities

    ii. The project can be measured by, but is not limited to:

        a. Number of proposed Affordable Housing units,

        b. Number of existing housing units continued to be made available and affordable,

        c. Zoning, Streamlined Housing Production (including permit streamlining), fees, incentives, and other approaches to increase housing choices and affordability,

        d. Increase accessible number of units above state law,

e. For Higher Resource Communities or Areas:

    I. Increase in rate of Housing Choice Voucher usage in high opportunity census tracts,

    II. New lower- and moderate-income targeted Housing created through new development or through acquisition and preservation of existing Housing.

f. For Disadvantaged and Historically Underserved Communities:

    I. New or enhanced public services and community assets such as parks, social service programs, active transportation, infrastructure, and other community amenities,

    II. Increased access to public services, and

    III. Housing-supportive infrastructure service in areas of concentrated poverty or similar areas

g. Other metrics found in the California Housing and Community Development Department (HCD) AFFH Guidance Memo, available online: (https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf)

h. As well as other HCD AFFH data and mapping resources available online (https://affh-data-resources-cahcd.hub.arcgis.com/)

3.2.1 (c)   *Reduce Vehicle Miles Traveled*

The REAP 2.0 Program provides for investments to support Housing planning and production in Infill areas that reduce VMT towards helping the state meet multiple goals. The application must include a description of how the proposed project promotes development and aligns Housing production in Infill locations consistent with the state's climate targets and goals discussed in the California Climate Change Scoping Plan. Proposed projects shall focus on the VMT-reducing elements of Connect SoCal, as applicable, to achieve and maintain the region's greenhouse gas emission reduction targets by supporting or implementing Housing and Affordable Housing action-oriented plans, policies, and investment strategies broadly described as: "land use planning, policies, and investment strategies that encourage Infill development that facilitates Housing supply, choice, and affordability and is serviced by existing and planned expansions of a multimodal transportation system."

Applicants are encouraged to pursue new Housing development that is or can be integrated with or connected to transportation shifting travel away from driving though pedestrian, bicycle, transit, and other alternative transportation programs.

Applicants should discuss the following in the application (See the state REAP 2.0 program guidelines, Attachment 4, Applying Units of Measurement for supplemental materials that describe land use and transportation planning, policies, and investment strategies):

a. The proposal is located or implemented within Infill areas.

    a. Located in a Priority Growth Area and meeting the definition of infill or

    b. Located in an area meeting the definition of infill

i. The proposal is expected to lead to shifting travel behavior and to direct or indirect VMT reductions:

    a. Is or will be accessible to destinations and daily services by transit, walking, or bicycling, or

    b. Is in proximity to existing or planned transportation improvements.

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ii. The proposal, dependent upon what funding source(s) are utilized, can be measured by, but is not limited to:

   a. Estimate for VMT reduced Per Capita,

   b. Number of distinct land uses within and around the site,

   c. Number of internal and surrounding connections to the active transportation and transit networks,

   d. Mix of Housing unit types or sizes, and limited number of off-street parking

3.2.2 Include Equitable Targeted Outreach

The application should describe in the application any prior outreach completed and include a commitment to continuing outreach and engagement, especially with Disadvantaged and Historically Underserved community members while the project is underway and through the funding expenditure date, which is July 30, 2026. Outreach methods must consider language access and other potential barriers to providing input. Outreach may include coordination with other Eligible Applicants (including Tribal Entities) within the same subregion or in other subregions. Eligible Applicants may wish to consider the potential for joint activities and coordination on outreach activities.

3.2.3 Leverage Partnerships, Policy Match, Building Local Capacity, Ability to Complete the Project, and Cost Effectiveness

The applicant should describe in the application how the proposed project will leverage other resources to maximize impact from REAP 2.0 funding investments. The criterion is designed to be flexible, to provide multiple ways to create leverage through partnerships and momentum. Leverage can be achieved through many forms, and not all communities have the ability to put forward a financial match. Therefore, the local match can include any or all the following:

- Local Policy Commitment – Applications should describe how any prior local policies and programs align with or facilitate the funding uses proposed and leading to accelerating in-fill development that facilitates housing supply, choice, and affordability, affirmatively furthering fair housing, and reducing VMT. The response should include when the policy or program was adopted and what the outcomes have been to date. Any changes implemented since the original adoption with the reasons and results should be included.

- Partnerships (partner match) – Evidence of supporting partnerships in the focus area.

- Local or Other Funding (local agency match) – No minimum is required, but one way to demonstrate leverage is through a local investment. If a funding policy match is proposed the funding source, terms, and the year/cycle in which the funds were awarded must be included.

- Proposals that build local and regional capacity through partnerships with local and small business enterprises and otherwise expansion of capacity to execute and successfully complete projects will be given a priority.

- The application and supporting documents should clearly demonstrate the ability of the applicant to successfully complete the project, and how the applicant has incorporated cost effective means in the project scope and budget to best utilize the REAP 2.0 grant funds to achieve the desired outcomes.

3.2.4   Prioritize Disadvantaged Communities

In alignment with the REAP 2.0 funding guidelines, areas that have been traditionally disadvantaged, underserved, underrepresented, and under resourced will receive a priority in the evaluation for funding. In accordance with the REAP 2.0 Guidelines, the following areas have been included as they are inclusive of communities that are disadvantaged and have been historically underserved. These disadvantaged communities include:

- SB535 Disadvantaged Communities (CalEnviroScreen 4.0)
- SCAG Communities of Concern (Communities of Concern designated for SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) Environmental Justice (EJ) Technical Report))
- TCAC/HCD Opportunity Areas (High segregation and poverty, low resource, and moderate resource communities; affordable housing production in high resource and highest resource communities will also be prioritized).
- AB 1550 Communities (Gomez, Chapter 369, Statutes of 2016); areas of high Housing cost burdens; areas with high vulnerability of displacement; areas related to Tribal Entities; and other areas experiencing disproportionate impacts of California's **Housing and climate crisis.)**

The specific inclusion and prioritization of disadvantaged communities will allow SCAG to demonstrate how the Programs to Achieve Transformational Housing (PATH) will have a significant geographic or region-wide benefit for Disadvantaged and Historically Underserved Communities.

3.2.5   Contributes to Regional Transformative Change

The evaluation for funding will consider how a proposal achieves regional goals for housing infrastructure and regional diversity. This will focus on innovation to advance and expand the foundational conditions necessary to scale Housing supply, choice, and affordability to meet the 6th Cycle RHNA, realize the Housing Supportive Infrastructure *Key Connection* in SCAG's 2020 adopted Connect SoCal, and on meeting the community needs for Housing across the Southern California region. Proposals within similar built environments will be evaluated against one another to ensure projects selected reflect the geographic diversity of the SCAG region.

Applicants should discuss the following in the application:

i.   Transformative Approaches to Scale Housing Supply. How the proposal incorporates transformative approaches for advancing and expanding the foundational conditions necessary to scale Housing supply, choice, and affordability locally, and in relation to the Southern California region.

ii. Regional Impact and Applicability. Describe the geographic impact of the project, how it implements SCS strategies for reducing Greenhouse Gas (GhG) and Vehicle Miles Traveled (VMT) including focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting sustainability policies, and promoting a green region. Also describe how it can be applied in similarly built contexts across the SCAG region. In your response, describe how the project's impact on reducing GhG and VMT extends beyond the immediate project area to beneficially impact the region. [500-word limit]

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4.0   Program Administration

Funding will be made available for projects and activities after SCAG receives funding for its full REAP application from HCD, which will most likely occur in Quarter 1 of 2023.

4.1   Commitment Letter and Terms of Agreement

An Applicant that has received a conditional award letter must submit a Letter of Commitment and Terms of Agreement Form that has been signed by its decision-making body or authorized signatory prior to execution of the Standard Agreement or MOU. The letter will serve as the commitment to follow the state reporting requirements, manage the received funds within the established timeline, comply with the State and SCAG accounting principles and requirements, and SCAG's Subrecipient Monitoring Policies and Procedures. SCAG will provide the form template with the conditional notice of award as well as SCAG's required policies.

4.2   Implementing Entities

HIPP, NOFA, and RUSH PLANNING PILOT

Awarded applicants are expected to serve as the implementing agency of the projects and activities applied for. Based on the proposal funded this may include all the following: procuring consultants, maintaining records, submitting timely reports, invoices, and close out documents, among all other duties. Implementing agencies must be entities eligible to enter into intergovernmental agreements and must demonstrate capacity to implement government grant administration tasks in a timely manner, including applications, contract execution and monitoring, funds management and transfer, and accounting and reporting, including any competitive sub-contracting if applicable. The implementing agency cannot have any unresolved audit findings from prior government contracts and cannot be party to pending land use, housing, or environmental litigation which could impact the proposed activities.

The implementing agency will be responsible for developing the scope of work for the project or activity leading the procurement process for obtaining consultants and/or resources. The implementing agency will manage and administer the project, which includes tasks such as monitoring activity progress, reviewing tasks and deliverables, and reviewing and processing invoices.

For planning efforts, SCAG may take on procuring the consultant on behalf of the implementing agency. In this instance, SCAG will work with the implementing agency to complete necessary procurement and contracting. SCAG staff will manage the contract and pay for all costs incurred. However, the implementing agency is responsible for the overall project. SCAG may bundle similar projects together in a common contract.

RUSH CAPITAL PILOT PROGRAM

The subrecipient (city, county, or Tribal Government) will be solely responsible for procurement of grant-funded capital work.

Implementing agencies may be the subrecipient or another entity identified by the subrecipient (for example, a public utility). In the instances where the subrecipient is not the implementing agency for the capital improvements, the subrecipient will still be responsible to procuring consultants, maintaining records, submitting timely reports, invoices, and close out documents, among all other duties, to SCAG.

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Attachment: PATH Program Guidelines 6 (23-0907) (REAP 2: RUSH Industry Forum Summary and PATH Guidelines Update)

The subrecipient must be entities eligible to enter into intergovernmental agreements and must demonstrate capacity to implement government grant administration tasks in a timely manner, including applications, contract execution and monitoring, funds management and transfer, and accounting and reporting, including any competitive sub-contracting if applicable. The subrecipient cannot have any unresolved audit findings from prior government contracts and cannot be party to pending land use, housing, or environmental litigation which could impact the proposed activities.

The subrecipient will be responsible for developing the scope of work for the project or activity leading the procurement process for obtaining consultants and/or resources. The subrecipient will manage and administer the project, which includes tasks such as monitoring activity progress, reviewing tasks and deliverables, and reviewing and processing invoices.

4.3   Administrative fee

Up to five percent (5%) of the funding allocation may be charged as administrative activities. Tasks such as reviewing and processing project invoices, processing contract amendments, and preparing reports and metrics of project progress and completion are considered administrative activities. Activities such as developing scopes of work and requests for proposals (RFP), reviewing tasks and deliverables, and outreach with jurisdictions related to the project are considered programmatic and can be charged as a program activity. For projects and activities administered by SCAG, SCAG reserves the right to use the 5% administrative fee for costs related to project administration.

4.4   Encumbrance and Expenditure Periods

All funding awards must be encumbered, meaning the MOU between SCAG and the awarded applicant (sub-recipient) is executed, by January 30, 2024, unless extended in advance in writing by SCAG. To meet the state program deadline and receive reimbursement, all invoices must be submitted to SCAG no later than December 31, 2025, unless extended in advance in writing by SCAG. SCAG cannot guarantee invoices received after this date will be reimbursed.

4.5   Reimbursement

All awarded applicants must submit invoices to SCAG monthly and submit a status report quarterly to receive reimbursement. Invoices must follow the requirements set forth in the contract and SCAG's regular invoicing procedures and must comply with applicable state and/or federal requirements. SCAG may consider advance payments or alternative arrangements to reimbursement and payment methods based on demonstrated need. These arrangements will be included in the agreements between SCAG and the awarded applicant. After the agreement is signed, the awarded applicant may submit invoices to SCAG for reimbursement for eligible activities as specified in the signed agreement. Expenditure reimbursement requires prior authorization of the eligible projects and activities, and SCAG may be subject to repayment of REAP funds to HCD if it is found in breach of its agreement with HCD, which can occur if REAP funds are used for ineligible activities. If SCAG must repay REAP 2.0 funds to the state, SCAG will require reimbursement from the awarded applicant.

SCAG will only reimburse for costs as specified in the signed agreement(s) with the Eligible Applicant or consultant selected to perform the work. No costs will be reimbursed prior to the agreement is executed.

4.6   Reporting Requirements

Consistent with SCAG's Overall Work Program reporting procedures and Subrecipient Monitoring Policies and Procedures, the awarded Applicant will be required to provide progress reports and itemized invoices to track progress. Progress will be measured according to the tasks, deliverables, costs, and timeline. Additionally, the REAP 2.0 program requires applicants to file an annual report measuring project outcomes and desired impacts through June 30, 2026. Metrics for the annual report will be developed in the application's evaluation criteria. (See Appendix 4 of the state REAP 2.0 program guidelines for examples)

Subrecipient shall submit a Quarterly Report using the Sub-Recipient Report Template which would be provided in the executed MOU. The Sub-Recipient shall submit an Annual Report by February 10 of each year using the Annual Report Template which would be provided in the executed MOU. When the project is finalized, the Sub-Recipient shall submit a Close-Out Report no later than 90 days after the Completion Date, or April 1, 2026, whichever comes first. HCD has not provided the requirements for the Close-Out Report due to HCD by all grantees at the conclusion of the grant performance period but will be provided when it becomes available.

4.7   Compliance with REAP Guidelines and Applicable State and Federal Laws

This program is subject to the REAP 2.0 Guidelines and all applicable State and Federal laws. If the proposed project involves construction or acquisition, the sub-recipient will be required to comply with additional requirements, including but not limited to prevailing wage, fair housing, ethics laws, non-discrimination and accessibility laws. Any property acquisition funded with public funds will be subject to additional requirements under applicable law including, but not limited to, enforceable nondiscriminatory covenants recorded in the property's chain of title. If awarded funds, the sub-recipient will be required to enter into an MOU (and, if necessary, based on specific proposals, other regulatory agreements) with SCAG that requires the sub-recipient to comply with these guidelines and all applicable laws and to ensure, to SCAG's satisfaction, that any sub-recipients, consultants, or contractors comply. Further, the sub-recipient will be required to indemnify SCAG for their failure to comply with any of the requirements and provide evidence of adequate continuing financial resources to satisfy these indemnity obligations.

REAP 2: RUSH Industry Forum Summary and PATH Guidelines Update

September 2023

Ma'Ayn Johnson, Department Manager, SCAG
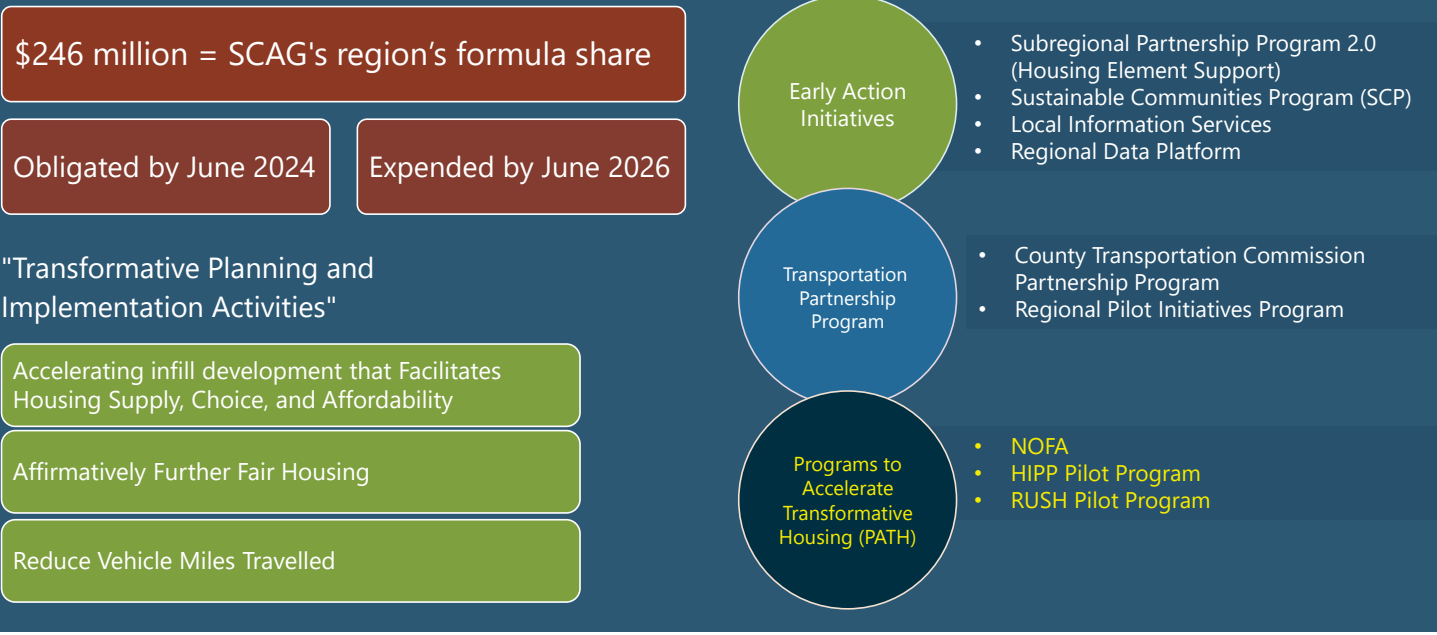Jessica Reyes Juarez, Associate Regional Planner, SCAG

WWW.SCAG.CA.GOV

SCAG

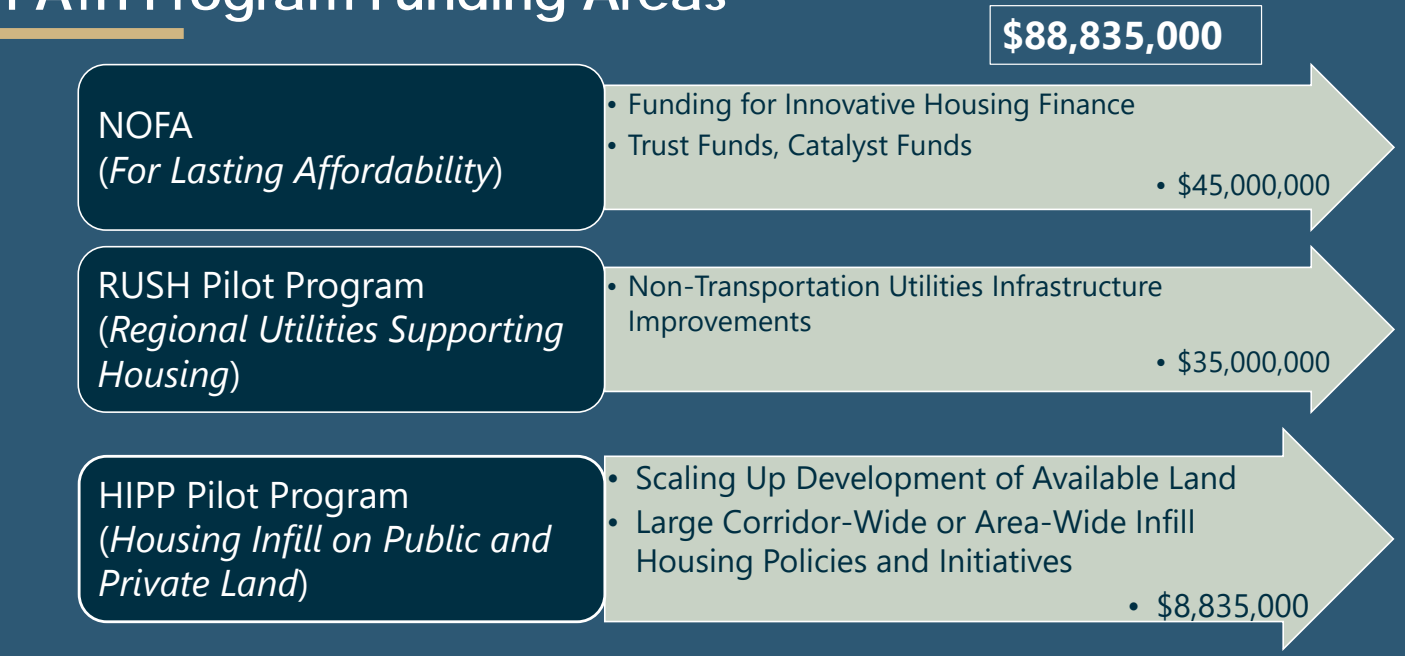September 7, 2023, Regional Council – Updated PATH Program Guidelines

Recommendation

Recommend that the Regional Council:

Approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, that align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

SCAG REAP 2.0 Program Framework - Overview

$246 million = SCAG's region's formula share

Obligated by June 2024

Expended by June 2026

"Transformative Planning and Implementation Activities"

Accelerating infill development that Facilitates Housing Supply, Choice, and Affordability

Affirmatively Further Fair Housing

Reduce Vehicle Miles Travelled

Early Action Initiatives
- Subregional Partnership Program 2.0 (Housing Element Support)
- Sustainable Communities Program (SCP)
- Local Information Services
- Regional Data Platform

Transportation Partnership Program
- County Transportation Commission Partnership Program
- Regional Pilot Initiatives Program

Programs to Accelerate Transformative Housing (PATH)
- NOFA
- HIPP Pilot Program
- RUSH Pilot Program

PATH Program Funding Areas

$88,835,000

NOFA
(*For Lasting Affordability*)
- Funding for Innovative Housing Finance
- Trust Funds, Catalyst Funds
  - $45,000,000

RUSH Pilot Program
(*Regional Utilities Supporting Housing*)
- Non-Transportation Utilities Infrastructure Improvements
  - $35,000,000

HIPP Pilot Program
(*Housing Infill on Public and Private Land*)
- Scaling Up Development of Available Land
- Large Corridor-Wide or Area-Wide Infill Housing Policies and Initiatives
  - $8,835,000

RUSH Advisory Panel/Industry Forum

The Advisory Panel identified the following considerations for the RUSH Program:

Challenges (Utility/Housing):

- Entitlement delays
- Long-range planning for utilities
- Missed opportunities to "dig-once"
- Lack of utility mapping
- No accounting for underserved/ discriminated populations
- Wet infrastructure capacity
- Lack of workforce
- Increased demand for electrification

Recommendations:

- Integrating mapping in SCAG Database
- Bring everyone to the table – convening
- Multi-agency approach to "dig-once"
- Project recommendations and considerations for RUSH Pilot projects

PATH Guidelines Update

✓RUSH Eligibility:

- Update: Cities, Counties, Tribal Governments, and Public Agencies with role in housing production within the SCAG Region
- *Original:* Public agency; water or other utility district/provider; Tribal Government; or a developer of a large area of land.

✓RUSH Project Types

- Update: Eligible projects types further defined, added emphasis on resilience and adaptation.

✓RUSH Funding:

- Update: RUSH allocates $30M for Capital/$5M for Infrastructure Planning.
- *Original*: No specified sub-allocation for project categories.
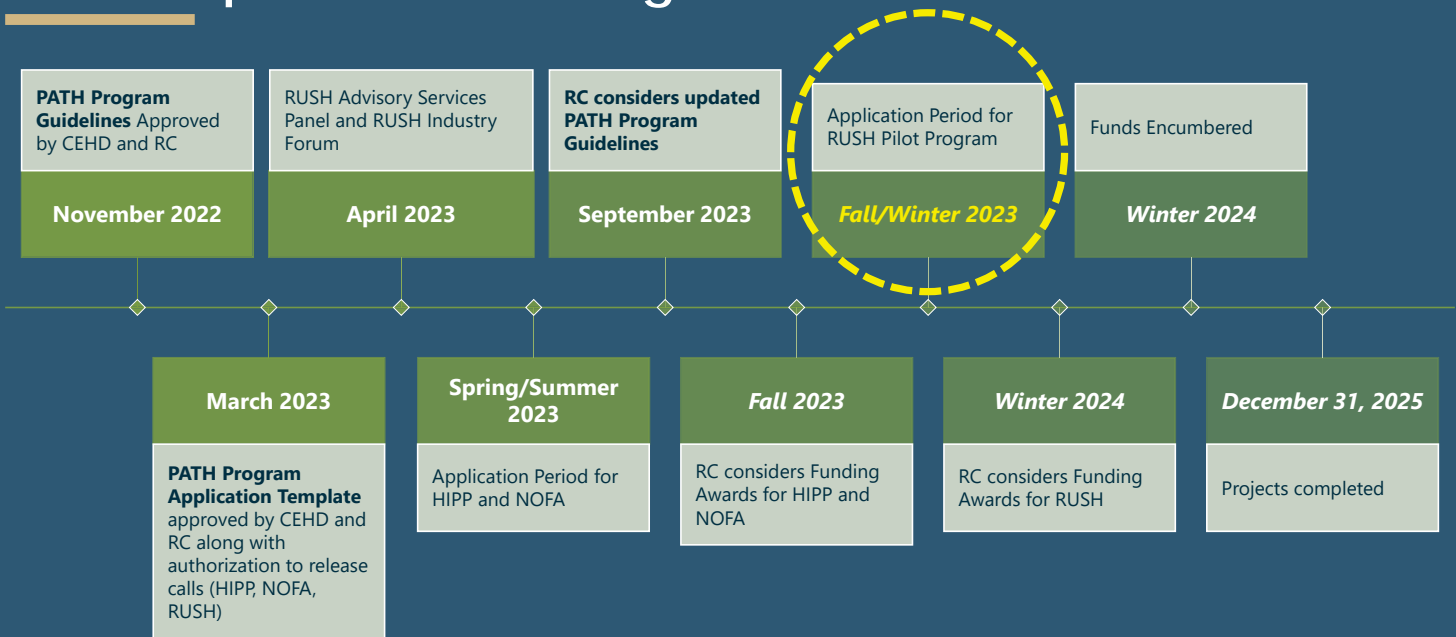
✓Implementing Agencies:

- Update: For RUSH Capital projects, procurement must be led by applicant. Clarified procurement for TA projects in PATH.
- *Original*: Did not specify procurement for Capital and TA procurement was more restrictive.

Recommendation

Recommend that the Regional Council:

Approve updates to the REAP 2.0 Partnerships to Accelerate Transformative Housing (PATH) Program Guidelines, that align with the recommendations specific to the RUSH Pilot Program as described in the staff report.

Next Steps: RUSH Pilot Program

PATH Program Guidelines Approved by CEHD and RC	RUSH Advisory Services Panel and RUSH Industry Forum	RC considers updated PATH Program Guidelines	Application Period for RUSH Pilot Program	Funds Encumbered
November 2022	**April 2023**	**September 2023**	*Fall/Winter 2023*	*Winter 2024*

March 2023	**Spring/Summer 2023**	*Fall 2023*	*Winter 2024*	*December 31, 2025*
PATH Program Application Template approved by CEHD and RC along with authorization to release calls (HIPP, NOFA, RUSH)	Application Period for HIPP and NOFA	RC considers Funding Awards for HIPP and NOFA	RC considers Funding Awards for RUSH	Projects completed

THANK YOU

For more information, visit:

https://scag.ca.gov/reap2021

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