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

VIDEOCONFERENCE AVAILABLE AT THE FOLLOWING LOCATION*

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

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

<table>
<thead>
<tr>
<th>Community, Economic and Human Development (CEHD) Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Valerie Amezcua</strong></td>
</tr>
<tr>
<td>City of Santa Ana - City Hall</td>
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<tr>
<td>Civic Center Plaza, Room 813</td>
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<tr>
<td>Santa Ana, CA 92701</td>
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<tr>
<td><strong>Wendy Bucknum</strong></td>
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<tr>
<td>City of Mission Viejo - City Hall</td>
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<tr>
<td>200 Civic Center</td>
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<tr>
<td>Serenata Conference Room</td>
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<tr>
<td>Mission Viejo, CA 92691</td>
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<tr>
<td><strong>Don Caskey</strong></td>
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<tr>
<td>City of Laguna Hills - City Hall</td>
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<tr>
<td>24035 El Toro Road</td>
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<tr>
<td>Laguna Hills, CA 92663</td>
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<tr>
<td><strong>Debra Dorst-Porada</strong></td>
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<tr>
<td>City of Ontario - City Hall</td>
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<tr>
<td>303 East B Street</td>
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<tr>
<td>Conference Room 2</td>
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<tr>
<td>Ontario, CA 91764</td>
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<tr>
<td><strong>Lucy Dunn</strong></td>
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<tr>
<td>City of Mission Viejo - City Hall</td>
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<td>200 Civic Center</td>
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<td>Serenata Conference Room</td>
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<td>Mission Viejo, CA 92691</td>
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<tr>
<td><strong>Rose Espinoza</strong></td>
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<tr>
<td>City of La Habra - City Hall</td>
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<tr>
<td>110 East La Habra Boulevard</td>
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<tr>
<td>La Habra, CA 90631</td>
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<tr>
<td><strong>Waymond Fermon</strong></td>
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<tr>
<td>82566 Craymill Drive</td>
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<tr>
<td>Indio, CA 92203</td>
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<tr>
<td><strong>Margaret E. Finlay</strong></td>
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<tr>
<td>2221 Rim Road</td>
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<tr>
<td>Duarte, CA 91008</td>
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<tr>
<td><strong>Camilo Garcia</strong></td>
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<tr>
<td>City of Calexico - City Hall</td>
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<tr>
<td>608 Herber Avenue, Council Chambers</td>
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<tr>
<td>Calexico, CA 92231</td>
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<tr>
<td><strong>Mark E. Henderson</strong></td>
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<tr>
<td>South Bay Council of Governments Environmental Services Center</td>
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<tr>
<td>2355 Crenshaw Boulevard, Ste. 125</td>
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<tr>
<td>Torrance, CA 90501</td>
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<tr>
<td><strong>Kathleen Kelly</strong></td>
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<tr>
<td>46-100 Burroweed Lane</td>
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<td>Palm Desert, CA 92260</td>
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<tr>
<td><strong>Tammy Kim</strong></td>
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<tr>
<td>City of Irvine - City Hall</td>
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<tr>
<td>1 Civic Center Plaza</td>
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<tr>
<td>Irvine CA, 92614</td>
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<tr>
<td><strong>Lauren Kleiman</strong></td>
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<td>City of Newport Beach - City Hall</td>
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<tr>
<td>100 Civic Center Drive, Bay 2E</td>
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<tr>
<td>Newport Beach CA, 92660</td>
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<tr>
<td><strong>Matt LaVere</strong></td>
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<tr>
<td>Ventura County Government Center</td>
</tr>
<tr>
<td>800 S Victoria Avenue, Fourth Floor</td>
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<tr>
<td>Ventura, CA 93009</td>
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<tr>
<td><strong>Anni Marshall</strong></td>
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<tr>
<td>City of Avalon - Fire Department</td>
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<tr>
<td>420 Avalon Canyon Road</td>
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<tr>
<td>Avalon, CA 90704</td>
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<tr>
<td><strong>Casey McKeon</strong></td>
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<tr>
<td>Heslin Holdings</td>
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<tr>
<td>23421 South Pointe Drive, Ste. 270</td>
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<tr>
<td>Laguna Hills, CA 92653</td>
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<tr>
<td><strong>John A. Mirisch</strong></td>
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<tr>
<td>City of Beverly Hills - City Hall</td>
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<tr>
<td>455 N. Rexford Drive, 4th Floor</td>
</tr>
<tr>
<td>Beverly Hills, CA 90210</td>
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<tr>
<td><strong>Joseph Morabito</strong></td>
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<tr>
<td>City of Wildomar - City Hall</td>
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<tr>
<td>23873 Clinton Keith Road, Suite 201</td>
</tr>
<tr>
<td>Wildomar, CA 92595</td>
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<tr>
<td>Name</td>
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<tr>
<td>George A. Nava</td>
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<tr>
<td>Marisela Nava</td>
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<td>Misty Perez</td>
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<tr>
<td>Freddy Puza</td>
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<td>Gabriel Reyes</td>
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<td>Sylvia A. Robles</td>
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<td>Celeste Rodriguez</td>
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<td>Nick Schultz</td>
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<td>Becky A. Shevlin</td>
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<td>Mary Solorio</td>
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<td>Mark Waronek</td>
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<tr>
<td>Acquanetta Warren</td>
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<tr>
<td>Tony Wu</td>
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</table>

**Energy and Environment Committee (EEC)**

<table>
<thead>
<tr>
<th>Name</th>
<th>City/Address</th>
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<tbody>
<tr>
<td>Ana Beltran</td>
<td>America’s Best Value Inn Westmorland 351 W. Main Street Hotel Lobby Westmorland, CA 92281</td>
</tr>
<tr>
<td>Art Bishop</td>
<td>Town of Apply Valley - Town Hall 14955 Dale Evans Parkway Conference Room A Apple Valley, CA 92307</td>
</tr>
<tr>
<td>Rick Denison</td>
<td>Yucca Valley Town Hall 57090 Twentynine Palms Highway Yucca Valley, CA 92284</td>
</tr>
<tr>
<td>Shari L. Horne</td>
<td>City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</td>
</tr>
<tr>
<td>Britt Huff</td>
<td>City of Rolling Hills Estates - City Hall 4045 Palos Verdes Drive North Rolling Hills Estates, CA 90274</td>
</tr>
<tr>
<td>Dan Kalmick</td>
<td>City of Huntington Beach - City Hall 2000 Main St, 4th Floor Conference Room 2 Huntington Beach, CA 92648</td>
</tr>
</tbody>
</table>
JOINT MEETING OF THE
POLICY COMMITTEES (CEHD, EEC, AND TC)
SPECIAL MEETING AGENDA

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

* 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

    La Cañada Flintridge, RC District 36

15. Hon. Bob Engler
    Thousand Oaks, VCOG
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

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
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
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
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

    Signal Hill, GCCOG
TC - Transportation Committee
Members – September 2023

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

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34. Hon. Ray Marquez  
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35. Hon. Larry McCallon  
Highland, RC District 7/Air District Rep.

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37. Hon. L. Dennis Michael  
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60. **Hon. Scott Voigts**  
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61. **Sup. Donald Wagner**  
   Orange County

62. **Hon. Colleen Wallace**  
   Banning, WRCOG

63. **Hon. Alan Wapner**  
   SBCTA

64. **Hon. Thomas Wong**  
   Monterey Park, SGVCOG
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 (Sarah Jepson, Chief Planning Director) 100 Mins. PPG. 18

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
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.

**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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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 prepandemic 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. 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. 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. 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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older and 70 percent of those without internet are concentrated in low income households. 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.

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. 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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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). 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.

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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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)

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

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
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.

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 (GIRA), which are areas where climate hazard zones, environmental sensitivities, and administrative areas (such as military bases) where growth would generally not advance S9175 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

<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Per federal requirements, establish and monitor regional targets for pavement conditions, bridge conditions and transit/rail assets, in coordination with Caltrans.</td>
<td>Lead</td>
<td>Support: Local jurisdictions, transit/rail agencies, CTCs</td>
</tr>
<tr>
<td>Repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair</td>
<td>Support</td>
<td>Lead: Caltrans, local jurisdictions, transit/rail agencies, CTCs</td>
</tr>
<tr>
<td>Collaborate to work toward a regional asset management approach</td>
<td>Partner</td>
<td>Lead: Local jurisdictions, transit/rail agencies, CTCs</td>
</tr>
<tr>
<td>Evaluate projects submitted for inclusion in the FTIP and RTP/SCS according to contributions in achieving system-performance targets</td>
<td>Lead</td>
<td>Support: Caltrans, transit/rail agencies, CTCs</td>
</tr>
</tbody>
</table>

### Complete Streets

<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td>Partner</td>
<td>Lead: Local jurisdictions, transit/rail agencies, CTCs</td>
</tr>
<tr>
<td>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)</td>
<td>Partner</td>
<td>Lead: Local jurisdictions, transit/rail agencies, CTCs</td>
</tr>
<tr>
<td>Encourage data-driven approaches to inform Complete Streets policies</td>
<td>Lead</td>
<td>Support: Local jurisdictions, transit/rail agencies, CTCs</td>
</tr>
<tr>
<td>Develop a Complete Streets network and integrate Complete Streets into regional policies and plans, including consideration of their impacts on equity areas</td>
<td>Lead</td>
<td>Support: Local jurisdictions, transit/rail agencies, CTCs</td>
</tr>
<tr>
<td>Engage regional stakeholders in Complete Streets policy and plan development, implementation and evaluation</td>
<td>Lead</td>
<td>Support: Local jurisdictions, transit/rail agencies, CTCs</td>
</tr>
<tr>
<td>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</td>
<td>Lead</td>
<td>n/a</td>
</tr>
</tbody>
</table>

### Transit and Multimodal Integration

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Attachment: Draft Connect SoCal 2024: Plan Elements Summary (Connect SoCal 2024: Draft Plan Preview)
<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
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</tr>
</thead>
<tbody>
<tr>
<td>* 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</td>
<td>Support</td>
<td>Lead: Transit/rail agencies, local jurisdictions, CTCs</td>
</tr>
<tr>
<td>All Modes. Enable a more seamless mobility experience through the implementation of Mobility as a Service (MaaS)</td>
<td>Support</td>
<td>Lead: Transit/rail agencies, local jurisdictions Support: Private sector companies</td>
</tr>
<tr>
<td>This may include leveraging Cal-ITP’s support, initiate open-loop payment demonstrations, and test shared-product systems and post-payment solutions.</td>
<td></td>
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</tr>
<tr>
<td>* All Modes. Test, deploy and scale new and shared mobility services, including micromobility (e.g., bike share, e-scooters, etc.) and microtransit pilot projects</td>
<td>Support</td>
<td>Lead: Local jurisdictions, CTCs, transit/rail agencies, private sector companies</td>
</tr>
<tr>
<td>* 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</td>
<td>Partner and Support</td>
<td>Lead: Transit/rail agencies, CTCs Partner and Support: Local jurisdictions</td>
</tr>
<tr>
<td>Improve transit/rail frequency, reliability, and fare and scheduling integration across operators</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit/Rail. Improve transit/rail safety and security for riders, including promoting best practices through SCAG advisory committees and working groups</td>
<td>Support</td>
<td>Lead: Transit/rail agencies, CTCs, local jurisdictions</td>
</tr>
<tr>
<td>* Transit/Rail. Through land use planning, build residential development along high-frequency transit corridors and around transit/rail facilities and centers</td>
<td>Partner</td>
<td>Lead: Local jurisdictions Support: Transit/rail agencies, CTCs</td>
</tr>
<tr>
<td>* Active Transportation. Support community-led active transportation and safety plans, projects and programs (e.g., Safe Routes to Schools)</td>
<td>Partner</td>
<td>Lead: Local jurisdictions, transit/rail agencies, CTCs</td>
</tr>
<tr>
<td>Partner with local jurisdictions on demonstrations and quick-build projects through SCAG’s Go Human initiative</td>
<td></td>
<td></td>
</tr>
<tr>
<td>* 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.</td>
<td>Partner and Support</td>
<td>Lead: Local jurisdictions Partner and Support: CTCs</td>
</tr>
<tr>
<td>Streets and Freeways. Reconnect communities by removing, retrofitting or mitigating transportation facilities such as highways or railways that create barriers to community connectivity</td>
<td>Partner</td>
<td>Partner: local jurisdictions, CTCs, Caltrans</td>
</tr>
</tbody>
</table>

Transportation System Management
<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td>Lead</td>
<td>Support: Caltrans, CTCs, transit/rail agencies</td>
</tr>
<tr>
<td>Evaluate projects submitted for inclusion in RTP/SCS and FTIP for progress in achieving travel-time reliability in the SCAG region</td>
<td>Lead</td>
<td>Support: Caltrans, CTCs, transit/rail agencies</td>
</tr>
<tr>
<td>Work with local, state, and federal partners to advance safer roadways including reduced speeds to achieve zero deaths and reduce GHGs</td>
<td>Partner</td>
<td>Partner: Local jurisdictions, Caltrans, FHWA</td>
</tr>
</tbody>
</table>

### Transportation Demand Management

<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Incentivize and promote the development of more Transportation Management Agencies/Organizations (TMAs/TMOs)</td>
<td>Support</td>
<td>Lead: CTCs</td>
</tr>
<tr>
<td>* 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</td>
<td>Lead</td>
<td>Support: Local jurisdictions, CTCs, air district, TMAs/TMOs</td>
</tr>
<tr>
<td>* Develop and promote the use of a regional TDM data clearinghouse. Leverage data and TDM Toolbox best practices to identify cost-effective strategies</td>
<td>Partner</td>
<td>Lead: Local jurisdictions, CTCs, TMAs/TMOs</td>
</tr>
<tr>
<td>* Collaborate to develop regional and localized marketing campaigns that promote TDM modes such as transit, carpool, walking and biking to school</td>
<td>Support</td>
<td>Lead: Local jurisdictions, transit/rail agencies</td>
</tr>
</tbody>
</table>

### Technology Integration

<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td>Lead</td>
<td>Support: SCAG Policy committees, Caltrans, CTCs, local jurisdictions</td>
</tr>
<tr>
<td>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</td>
<td>Lead</td>
<td>Support: Local jurisdictions, CBOs, CTCs, SCAG policy committees</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Safety</th>
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</thead>
<tbody>
<tr>
<td>Strategy</td>
</tr>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>
| 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 |

<table>
<thead>
<tr>
<th>Funding the System/User Pricing</th>
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<tbody>
<tr>
<td>Strategy</td>
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</tbody>
</table>

Attachment: Draft Connect SoCal 2024: Plan Elements Summary (Connect SoCal 2024: Draft Plan Preview)
*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

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<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support local jurisdictions and implementing agencies' strategies to promote plans and projects within PDAs by providing awards, grants and technical assistance</td>
<td>Support</td>
<td>Partner: Local jurisdictions, private developers, SGC, partner agencies</td>
</tr>
<tr>
<td>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</td>
<td>Partner</td>
<td>Partner: Local jurisdictions</td>
</tr>
</tbody>
</table>

### Housing the Region

<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide technical assistance for jurisdictions to complete and implement their housing elements and support local governments and Tribal Entities to advance housing production</td>
<td>Partner</td>
<td>Partner: Local jurisdictions</td>
</tr>
</tbody>
</table>
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

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<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>* 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</td>
<td>Lead</td>
<td>Partner: Local jurisdictions, private developers</td>
</tr>
<tr>
<td>* Identify and pursue funding programs and partnerships for local jurisdictions across the region to realize 15-minute communities</td>
<td>Partner</td>
<td>Partner: COGs, SGC, local jurisdictions</td>
</tr>
</tbody>
</table>

### Equitable Engagement and Decision-Making

<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td>Lead</td>
<td>Support: Local jurisdictions, CTCs</td>
</tr>
<tr>
<td>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</td>
<td>Lead</td>
<td>Support: Local jurisdictions, CTCs</td>
</tr>
<tr>
<td>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)</td>
<td>Partner</td>
<td>Support: Local jurisdictions, CTCs</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Lead</th>
<th>Support: Local jurisdictions, CTCs</th>
</tr>
</thead>
</table>

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

<table>
<thead>
<tr>
<th>Partner</th>
<th>Partner: State and federal agencies</th>
</tr>
</thead>
</table>

### Environment

#### Sustainable Development

<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td>Lead</td>
<td>Partner: Local jurisdictions</td>
</tr>
<tr>
<td>Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure</td>
<td>Lead</td>
<td>n/a</td>
</tr>
</tbody>
</table>

#### Air Quality

<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health</td>
<td>Partner</td>
<td>Partner: Partner: Air districts, CARB, U.S. EPA, CTCs, local jurisdictions</td>
</tr>
<tr>
<td>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</td>
<td>Support</td>
<td>Lead: Local jurisdictions, CBOs, regional partners</td>
</tr>
</tbody>
</table>

#### Clean Transportation
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 |
| 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

<table>
<thead>
<tr>
<th>Natural and Agricultural Lands Preservation</th>
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</thead>
<tbody>
<tr>
<td><strong>Strategy</strong></td>
</tr>
<tr>
<td>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</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Climate Resilience</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategy</strong></td>
</tr>
<tr>
<td>Support use of systems-based risk-management methods and tools to help implementation agencies identify and reduce resilience risks for vulnerable communities</td>
</tr>
<tr>
<td>Develop partnerships and programs to support local and regional climate adaptation, mitigation and resilience initiatives.</td>
</tr>
<tr>
<td>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</td>
</tr>
<tr>
<td>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</td>
</tr>
<tr>
<td>Research existing and potential options to fund the climate resilience efforts of implementation agencies</td>
</tr>
<tr>
<td>Support integration of climate vulnerability assessments into infrastructure planning and delivery for implementing agencies</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Economy</th>
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**Goods Movement**

<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td>Lead</td>
<td>Support: CTCs, local jurisdictions, CBOs, Caltrans</td>
</tr>
<tr>
<td>Manage the implementation and transition to near-zero and zero-emission technologies for medium- and heavy-duty vehicles and supporting infrastructure</td>
<td>Partner</td>
<td>Support: Mobile Source Air Pollution Reduction Review Committee (MSRC), private sector companies, local jurisdictions</td>
</tr>
<tr>
<td>Facilitate the development of integrated rail partnerships between passenger/commuter rail, private rail operators and public agencies to advance investment opportunities</td>
<td>Lead</td>
<td>Support: Ports, Class I Railroads, CTCs</td>
</tr>
<tr>
<td>Engage communities throughout the SCAG region on environmental justice concerns, economic needs and workforce development priorities</td>
<td>Lead</td>
<td>Support: Local jurisdictions, CBOs</td>
</tr>
<tr>
<td>Perform a complete update to the SCAG Comprehensive Regional Goods Movement Plan and Implementation Strategy, including assessment of innovative strategies and concepts</td>
<td>Lead</td>
<td>Support: Consultant</td>
</tr>
<tr>
<td>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</td>
<td>Lead</td>
<td>Support: U.S. DOT, Federal Railroad Administration, Maritime Administration</td>
</tr>
</tbody>
</table>

**Broadband**

<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement “Dig-Once Dig-Smart” policies to install broadband, EV charging stations and Smart Cities related infrastructure whenever highway/roadway improvements occur</td>
<td>Support</td>
<td>Lead: Local jurisdictions, CTCs/Caltrans</td>
</tr>
</tbody>
</table>
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 consortia, state agencies

### Universal Basic Mobility

<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
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</thead>
<tbody>
<tr>
<td>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</td>
<td>Partner</td>
<td>Lead: Affordable housing developers, local jurisdictions, CTCs, transit/rail agencies, mobility providers</td>
</tr>
<tr>
<td>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</td>
<td>Lead</td>
<td>Support: Caltrans, CTCs, transit/rail agencies</td>
</tr>
<tr>
<td>Pursue and encourage outreach opportunities with low-income populations, particularly drivers</td>
<td>Lead</td>
<td>Support: Caltrans, CTCs, local jurisdictions</td>
</tr>
</tbody>
</table>

### Workforce Development

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

### Tourism

<table>
<thead>
<tr>
<th>Strategy</th>
<th>SCAG Role</th>
<th>Other Responsible Parties</th>
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<tbody>
<tr>
<td>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.</td>
<td>Support</td>
<td>Lead: Travel and tourism agencies, FHWA, FTA, FLMAs, Caltrans, CTCs, transit/rail agencies, local jurisdictions</td>
</tr>
</tbody>
</table>
Joint Policy Committee Meeting
September 7, 2023

Presentation Overview

- What Is Connect SoCal 2024?
- What Is In the Plan?
- How is this Plan responding to Trends and Challenges?
- Discussion
The Region in 2050

$750B OF INVESTMENTS

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

COST $1

BENEFIT $1.50

POPULATION
20,883,000
+11%

HOUSEHOLDS
7,798,000
+26%

EMPLOYMENT
10,248,000
+14%

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

CHALLENGES REMAIN
State of Good Repair

What is Connect SoCal 2024?

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

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
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.

---

**How do we prepare Connect SoCal?**

**FOUNDATIONS AND FRAMEWORKS**

2021

**DATA COLLECTION AND POLICY DEVELOPMENT**

2022

**OUTREACH AND ANALYSIS**

2023

**DRAFT PLAN AND ADOPTION**

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
**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

**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)

REAP
- $237M to accelerate progress of housing and climate goals
Policy Priorities for Connect SoCal 2024

SCAG Resolutions
- 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 Policy
- Clean Technology Policy

Plan Policy Priorities

<table>
<thead>
<tr>
<th>EQUITY</th>
<th>RESILIENCE</th>
<th>ECONOMY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Racial &amp; Social Justice</td>
<td>Climate Change Water</td>
<td>Inclusive Economic Recovery Bridging the Digital Divide</td>
</tr>
</tbody>
</table>

What is in the Plan?
### Draft Connect SoCal Preview

<table>
<thead>
<tr>
<th>Chapter 1: Executive Summary</th>
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<tbody>
<tr>
<td>Overview of the Plan.</td>
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<tr>
<th>Chapter 2: Our Region Today</th>
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<tbody>
<tr>
<td>Summary of existing conditions, trends and challenges facing the region.</td>
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</table>

<table>
<thead>
<tr>
<th>Chapter 3: Our Plan</th>
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<tbody>
<tr>
<td>Summary of Plan elements including transportation investments and the forecasted development pattern, Regional Planning Policies, and Implementation Strategies.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Chapter 4: Financial Summary</th>
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<tbody>
<tr>
<td>Sources and uses of funding that will support implementing the Plan.</td>
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<thead>
<tr>
<th>Chapter 5: Measuring Our Progress</th>
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<tbody>
<tr>
<td>Analysis of Plan performance in 2050 including equity and GHG emission reductions.</td>
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<thead>
<tr>
<th>Chapter 6: Supplemental</th>
</tr>
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<tbody>
<tr>
<td>Additional references documents including Glossary and Requirements.</td>
</tr>
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</table>

### 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

### 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.**
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

...to where we want to go?

Local Plans

Regional Trends and Research
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

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

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
Shaping the Plan Elements

**Vision and Goals**
*Including Requirements and Targets*

Connect SoCal 2024 Plan Elements

Local Plans

Regional Trends and Research

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
Draft Connect SoCal 2024 Investments

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

- New Revenue: $162 (22%)
- Core Local: $356 (47%)
- Core State: $189 (25%)
- Core Federal: $43 (6%) (Note: Numbers may not sum to total due to rounding)

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

- O&M State Highways: $75 (10%)
- Capital Projects & Programs: $280 (37%)
- O&M Transit: $244 (32%)
- O&M Passenger Rail: $43 (6%)
- O&M Local Streets & Roads: $88 (12%)
- Debt Service: $20 (3%) (Note: Numbers may not sum to total due to rounding)

**Costs**
Total

<table>
<thead>
<tr>
<th>Costs</th>
<th>Total</th>
</tr>
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<tbody>
<tr>
<td>Capital Projects and Other Programs</td>
<td>$280</td>
</tr>
<tr>
<td>Arterials</td>
<td>$25</td>
</tr>
<tr>
<td>Goods Movement (including Grade Separations)</td>
<td>$65</td>
</tr>
<tr>
<td>High-Occupancy Vehicle/Express Lanes</td>
<td>$11</td>
</tr>
<tr>
<td>Mixed-Flow and Interchange Improvements</td>
<td>$12</td>
</tr>
<tr>
<td>Transportation System Management (including ITS)</td>
<td>$12</td>
</tr>
<tr>
<td>Transit</td>
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<td><strong>Operations and Maintenance</strong></td>
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<td>State Highways</td>
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<td>Regionally Significant Local Streets and Roads**</td>
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<td>Debt Service</td>
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<td><strong>Cost Total</strong></td>
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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
### Draft Connect SoCal 2024
#### Regional Strategic Investments

<table>
<thead>
<tr>
<th>Category</th>
<th>Investments</th>
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<tr>
<td><strong>Mobility</strong></td>
<td>- System Preservation and Resilience: State Highway, Local Streets &amp; Roads</td>
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<tr>
<td></td>
<td>- Transportation System Management</td>
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<tr>
<td></td>
<td>- Transit and Multimodal Integration: Regional Enhancements and Improvements</td>
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<td>- Complete Streets: Planning for All Users</td>
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<td><strong>Total:</strong> $105 Billion</td>
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<td><strong>Communities</strong></td>
<td>- Housing the Region</td>
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<td><strong>Total:</strong> $3 Billion</td>
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<td>- Natural and Agricultural Lands Preservation</td>
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<td><strong>Total:</strong> $2 Billion</td>
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<td><strong>Economy</strong></td>
<td>- Goods Movement</td>
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<td>- Universal Basic Mobility (Mobility Equity Fund)</td>
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<td></td>
<td>- Tourism: Access to Recreational Trails and Scenic Byways</td>
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<td><strong>Total:</strong> $21 Billion</td>
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Planned investments in nominal dollars

---

How is this Plan responding to **Trends** and **Challenges**?
Accelerated Household Growth

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

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<tr>
<th>2019</th>
<th>2050</th>
<th>% Change</th>
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<td>Population</td>
<td>18,827,000</td>
<td>20,882,000</td>
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<td>Household</td>
<td>6,193,000</td>
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<tr>
<td>Employment</td>
<td>8,976,000</td>
<td>10,248,000</td>
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</table>

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

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

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
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**

The Region Faces Many Climate Hazards

- **2010-2019**
  - Heat related impacts in CA:
    - *53,000* emergency room visits
    - *7,000* hospitalizations
    - *600* deaths

- **2020**
  - Wildfires in CA:
    - *6,000* fires
    - *Millions* of acres burned
    - Largest wildfire season in modern history

- **Today**
  - ~**1,000,000 homes** in wildfire areas
  - ~**200,000 homes** in flood hazard areas
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

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
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

Complete Streets Policies and Strategies

New for 2024

Safety Policies and Strategies

Regional Strategic Investment Complete Streets: Planning for All Users

Goods Movement, return to normal?

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

Total Port TEUs ~18% below 2019

PORT OF HUENEME – IMPORT/EXPORT TEUs

Loaded Inbound Port TEUs
Loaded Outbound Port TEUs
Total Port TEUs
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

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
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

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

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

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

Regional Average PCI Projections

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
Connect SoCal GHG Reduction Strategies

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%**

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
Discussion

Next Steps

- Joint Policy Committee Meeting
  Draft Plan Preview
- Regional Council
  Draft Plan Release
- Draft Plan Public Review & Comment Period
- Elected Official Briefings & Public Hearings
- Draft PEIR Public Review & Comment Period
- Regional Council
  Draft PEIR Release
- Public Comment Period
  Close

2023

SEP

OCT

NOV

DEC

JAN

2024

Attachment: PowerPoint Presentation - Draft Connect SoCal 2024: Draft Plan Preview
Questions?
Comments?

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

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)
- Hon. David Shapiro (Vice Chair)
- Hon. Ashleigh Aitken
- Hon. Adele Andrade-Stadler
- Hon. Gary Boyer
- Hon. Wendy Bucknum
- Hon. Don Caskey
- Hon. Steve De Ruse
- Hon. Debra Dorst-Porada
- Ms. Lucy Dunn
- Hon. Keith Eich
- Hon. Rose Espinoza
- Hon. Margaret E. Finlay
- Hon. Waymond Ferman
- Hon. Mark Henderson
- Hon. Cecilia Hupp
- Hon. Kathleen Kelly
- Hon. Tammy Kim
- Sup. Matt LaVere
- Hon. Jed Leano
- Hon. Patricia Lock Dawson

**CEHD Members Present:**
- Cerritos
- Calabasas
- District 23
- District 44
- Anaheim
- Alhambra
- District 19
- District 34
- Glendora
- Mission Viejo
- District 13
- OCCOG
- Laguna Hills
- OCCOG
- La Mirada
- Ontario, Pres. Appt.
- Member at Large

**Ex-Officio:**
- La Cañada Flintridge
- District 36
- La Habra
- OCGO
- Duarte
- District 35
- Indio
- CVAG
- Gardena
- District 28
- Brea
- OCGO
- Palm Desert
- District 2
- Irvine
- CoC
- Ventura County
- SGVCOG
- Claremont
- District 14
- Riverside
- District 68
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<td>Hon. Randall Putz</td>
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**TC Members Present:**

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<td>Hon. Konstantine Anthony</td>
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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  
Colton  
District 6

Hon. Frank Navarro  
Claremont  
SGVCOG

Hon. Ed Reece  
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  
Banning  
WRCOG

Hon. Wallace, Colleen  

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
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:


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 years, 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]

//
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

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

## 1.0 INTRODUCTION

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## 3.0 PATH PROGRAM OBJECTIVES AND EVALUATION CRITERIA

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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
- Build regional capacity to deliver housing that realizes 6th cycle RHNA goals
- 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

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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 applications5. 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**

<table>
<thead>
<tr>
<th></th>
<th>NOFA For Lasting Affordability</th>
<th>RUSH Pilot Program⁶</th>
<th>HIPP Pilot Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding:</td>
<td>$45,000,000</td>
<td>$35,000,000</td>
<td>$8,835,000</td>
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<td>Release Date:</td>
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<td>Fall 2023</td>
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<td>Award Date:</td>
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<td>Winter 2024</td>
<td>Summer 2023</td>
</tr>
<tr>
<td>Focus:</td>
<td>Supports innovative⁷ finance and strategies to increase supply, choice, and lasting</td>
<td>Focuses on investments in utility infrastructure planning and capital improvements</td>
<td>Focuses on:</td>
</tr>
</tbody>
</table>

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.
<table>
<thead>
<tr>
<th>NOFA For Lasting Affordability</th>
<th>RUSH Pilot Program&lt;sup&gt;6&lt;/sup&gt;</th>
<th>HIPP Pilot Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>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</td>
<td>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</td>
<td>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.</td>
</tr>
</tbody>
</table>

Eligibility: Entities that manage an established or planned Housing trust<sup>8</sup> 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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<sup>8</sup>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.”
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 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:

- **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.

- **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.

All projects MUST include a clear nexus to housing production in infill areas. 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:
  - 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.
  - Creating a Capital Improvement Plan
  - Creating a Green Infrastructure Plan
  - Digital Utility Data Inventory Tools
  - Developing Cost Estimating Tools for Utility Improvements and Connections
  - 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.

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.

<table>
<thead>
<tr>
<th>Program Timeline</th>
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<tbody>
<tr>
<td>Applications Released for NOFA and pilot programs</td>
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<tr>
<td>Awarded Funding Encumbered</td>
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<tr>
<td>All Funding Fully Expended</td>
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<tr>
<td>Final Report and Close Out</td>
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</table>

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.

<table>
<thead>
<tr>
<th>Notice of Funds Available (NOFA) – Funding for Last Affordability&lt;sup&gt;10&lt;/sup&gt;</th>
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<td>Initiate Funding Agreements:</td>
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<tr>
<th>Regional Utilities Supporting Housing (RUSH) Pilot Program</th>
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<td>Industry Forum Event:</td>
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<td>Application Release:</td>
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<td>Application Due Date:</td>
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<tr>
<td>Conditional Notice of Awards issued:</td>
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<td>Initiate Funding Agreements:</td>
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<sup>10</sup> Dates are anticipated and dependent on State approval of SCAG’s REAP2.0 guidelines and Regional Council approval of the applications.
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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<tr>
<th>Housing Infill on Public and Private Lands (HIPP) Pilot Program</th>
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<tr>
<td>Application Released:</td>
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<td>May 10, 2023</td>
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<td>Application Due Date:</td>
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<td>July 10, 2023 Closes at 5:00PM (Pacific Time)</td>
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<td>Evaluation Period:</td>
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<td>July – August 2023</td>
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<td>Conditional Notice of Awards issued:</td>
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<td>August 2023</td>
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<td>Regional Council Approval of Awards:</td>
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<td>October 2023</td>
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<td>Initiate Funding Agreements:</td>
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<td>Winter 2023</td>
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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 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

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.
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]
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.
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.
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

Total: $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
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

- **November 2022**: PATH Program Guidelines approved by CEHD and RC
- **April 2023**: RUSH Advisory Services Panel and RUSH Industry Forum
- **September 2023**: RC considers updated PATH Program Guidelines
- **Fall/Winter 2023**: Application Period for RUSH Pilot Program
- **Winter 2024**: Funds Encumbered
- **March 2023**: PATH Program Application Template approved by CEHD and RC along with authorization to release calls (HIPP, NOFA, RUSH)
- **Spring/Summer 2023**: Application Period for HIPP and NOFA
- **Fall 2023**: RC considers Funding Awards for HIPP and NOFA
- **Winter 2024**: RC considers Funding Awards for RUSH
- **December 31, 2025**: Projects completed
THANK YOU

For more information, visit:
https://scag.ca.gov/reap2021

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