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In Reply Refer To:  
HCA-CA

August 15, 2022

Hon. Jan C. Harnik, Regional Council President  
Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

Attention: Mr. Kome Ajise, Executive Director

Re: Fiscal Year 2022 SCAG Certification Review

Dear Hon. President Harnik:

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify with corrective action the planning process for the Southern California Association of Governments (SCAG) Transportation Management Area (TMA). This certification is based on the findings from the Federal Certification Review process conducted over the timeframe of February 23<sup>rd</sup> to July 15<sup>th</sup>, 2022.

The overall conclusion of the Certification Review is that the planning process for SCAG with corrective action complies in the spirit and intent of Federal metropolitan transportation planning laws and regulations under 23 United States Code (USC) 134 and 49 USC 5303. The planning process at SCAG is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Mr. Kome Ajise and his staff for their time and assistance in planning and conducting the review. Enclosed is a report that documents the results of this review that includes a corrective action, and five recommendations for continuing quality improvements and enhancements to the planning process. The Certification Review Team also noted three commendations as noteworthy practices. This report has been transmitted concurrently to SCAG and the California Department of Transportation (Caltrans).

If you have any questions regarding the Certification Review process, the Certification action, and/or the enclosed report, contact Mr. Michael Morris of the FHWA California Division's Cal- South Office at (213) 894-4014, or by email at [Michael.Morris@dot.gov](mailto:Michael.Morris@dot.gov); or Mr. Mervin Acebo of the FTA's Region 9 Los Angeles Office at (213) 202-3957 or by email at [Mervin.Acebo@dot.gov](mailto:Mervin.Acebo@dot.gov).

Sincerely yours,

*Vincent Mammano*

Vince Mammano  
Division Administrator  
Federal Highway Administration

Sincerely yours,



Ray Tellis  
Regional Administrator  
Federal Transit Administration

*Enclosure: Certification Review Report*

cc: (email)

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U.S. Department  
of Transportation

# Southern California Association of Governments Planning Certification Review

Federal Highway  
Administration

Federal Transit  
Administration

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**SCAG**



GETTY IMAGES

**August 2022**  
**Summary Report**





# Table of Contents

1.0	EXECUTIVE SUMMARY .....	3
1.1	Previous Findings and Disposition.....	3
1.2	Summary of Current Findings .....	11
2.0	INTRODUCTION .....	14
2.1	Background.....	14
2.2	Purpose and Objective .....	15
3.0	SCOPE AND METHODOLOGY .....	16
3.1	Review Process.....	16
3.2	Documents Reviewed.....	17
4.0	PROGRAM REVIEW .....	20
4.1	Performance-Based Planning and Programming.....	20
4.2	Transportation Safety Planning.....	24
4.3	Integrating Freight in the Transportation Planning Process .....	26
4.4	Surface Transportation Block Grant and Congestion Mitigation and Air Quality.....	27
4.5	Air Quality.....	31
4.6	Public Participation .....	35
4.7	Planning and Environmental Linkages .....	40
4.8	Consultation and Coordination .....	42
5.0	CONCLUSION AND RECOMMENDATIONS.....	45
5.1	Commendations .....	45
5.2	Corrective Actions .....	45



5.3	Recommendations .....	45
5.3	Training/Technical Assistance .....	47
	APPENDIX A - PARTICIPANTS .....	49
	APPENDIX B – PUBLIC LISTENING SESSION NOTICE.....	51
	APPENDIX C - LIST OF ACRONYMS .....	54



## **1.0 EXECUTIVE SUMMARY**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) initiated the transportation planning process certification review with a desk audit for the Southern California Association of Governments (SCAG) urbanized area on January 21, 2022. A virtual site visit was conducted April 12-13, 2022. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

### **1.1 Previous Findings and Disposition**

The previous certification review for SCAG's urbanized area was conducted in 2018. The 2018 review findings and SCAG's disposition summary follows, beginning on the next page:

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Finding	Action	Corrective Action/ Recommendation	Disposition
<p>SCAG’s congestion management process (CMP) developed based on the eight-step approach and is integrated into the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP). The CMP process details goals and investment strategies and is comprehensive. Requirements satisfied</p>	<p>The review team appreciated the comprehensiveness of SCAG’s CMP. For recommendation, SCAG is encouraged to integrate adequacy of analysis documentation conducted by regional project sponsors. These details have the potential to give SCAG increased insight into how the CMP is functioning regionally and input on process effectiveness overall</p> <p>SCAG also is encouraged to integrate performance based planning and programming requirements into its CMP process to characterize existing and anticipated conditions on the regional transportation system; track progress toward meeting regional objectives; identify specific locations with congestion to address; assess congestion mitigation strategies, programs, and projects; and communicate system performance, often via visualization, to decision-makers, the public, and Metropolitan Planning Organization (MPO) member agencies</p>	<p>Recommendation</p>	<p>All FTIP submissions to SCAG that result in additional single occupancy vehicle (SOV) capacity of 1 mile in length or more using federal funds must include documentation that demonstrates whether Travel Demand Management (TDM) strategies were considered and incorporated into the project. Submittal of such projects for inclusion in the FTIP requires documentation indicating that the project was planned and will be constructed in accordance with the CMP as defined in 23 Code of Federal Regulations (CFR) 450.320(d) and (e). Acceptable documents include EIRs/EISs and AAs; refer to Section T pp. 22-23 of 2023 FTIP (<a href="https://scag.ca.gov/sites/main/files/file-attachments/proposed-f2023-ftip-guidelines.pdf">https://scag.ca.gov/sites/main/files/file-attachments/proposed-f2023-ftip-guidelines.pdf</a>)</p> <p>2020 Connect SoCal incorporates and integrates Performance-based Planning and Programming (PBPP) requirements into its CMP process; see Table 1 on pp. 7 and 8 of the Congestion Management Technical Report. SCAG also tracks congestion statistics such as hours of delay and bottlenecks including graphically as a resource for stakeholders (<a href="https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_congestion-management.pdf?1606001549">https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_congestion-management.pdf?1606001549</a>; pp. 9-10)</p>
<p>SCAG convenes the General Assembly to determine the course of action, budget, and policy for the upcoming year. SCAG’s Regional Council (Board) serves as the primary governing decision-making body of the agency and meets monthly. SCAG’s Executive Administration Committee deals with human resources, budgets, finance, operations, communications, and other matters. SCAG has three major policy committees and its MPA extends over the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. There are 191 cities that make up SCAG’s region which covers more than 38,000 square miles. Requirements satisfied</p>	<p>A small portion of the Santa Barbara urbanized area (UZA) extends into Ventura County and includes the community of Mussel Shoals. SCAG is unaware of an existing Memorandum of Agreement (MOA) with the Santa Barbara County Association of Governments (SBCAG) as to the planning responsibilities for this area. The review team encourages SCAG to partner with SBCAG to complete an agreement for an understanding of accountability, since Ventura County is within SCAG’s MPA</p>	<p>Recommendation</p>	<p>SCAG has met with SBCAG leadership, including a recent meeting with members of the SCAG Executive Team and the SCAG President. We continue to work with SBCAG on several issues including accountability for shared regional interests</p>



<p>SCAG has existing agreements with transit operators, the county transportation commissions, the Southern California Regional Rail Authority/Metrolink, and the California Department of Transportation (Caltrans). Each of these agreements are in process of being updated to incorporate federal Fixing America's Surface Transportation (FAST) Act requirements. SCAG's region has many federal lands and other lands administered by the National Park Service and Bureau of Land Management. SCAG collaborated with the United States Department of Agriculture's Forest Service to host a workshop in April 2016 for facilitating transportation planning at the San Gabriel Mountains National Monument. SCAG's region has 17 Native American Tribal Governments and the MPO hosted two Native American Tribal Government consultation workshops during development of the RTP. Requirements satisfied, except for the requirement necessitating documentation of roles, responsibilities, and key decision points for consultations with FLMA</p>	<p>The review team encourages SCAG to complete its current process of documenting Native American Tribal Governments and FLMA consultation procedures before the next Overall Work Program (OWP) annual meeting.</p> <p>The review team also encourages SCAG to review the existing transit agreements between the transit operators, the county transportation commissions, the Southern California Regional Rail Authority/Metrolink, and the Caltrans. Reviewing these agreements can ensure that agreements are current, identify and streamline allocation processes, and update outdated information. The team encourages SCAG begin this process after the release of 2020 urbanized areas</p>	<p>Recommendation</p>	<p>SCAG has adopted a Tribal Consultation Policy to support ongoing RTP Tribal engagement and outreach efforts (<a href="https://scag.ca.gov/sites/main/files/file-attachments/consultationpolicy-tribalgovts-flmas.pdf?1602358147">https://scag.ca.gov/sites/main/files/file-attachments/consultationpolicy-tribalgovts-flmas.pdf?1602358147</a>)</p> <p>As the RTP is developed SCAG engages Tribal Governments through the Program Environmental Impact Report (PEIR) pursuant to State California Environmental Quality Act Guidelines and AB-52. SCAG consulted with 61 tribal government entities at both the state and federal level (see <a href="#">Appendix 3.5 Updated Cultural Resources Technical Report</a>)</p> <p>All SCAG tribal governments are included in SCAG workshop, technical working group, and public meeting correspondence</p>
<p>SCAG produces a self-certification every year and certifies that its transportation planning process is being carried out in accordance with all applicable requirements. Requirements satisfied</p>	<p>To strengthen the connection of self-certification with the OWP, the review team encourages SCAG to make efforts to heighten the awareness of self-certification requirements with the Regional Council and its various committees</p>	<p>Recommendation</p>	<p>Since 2018 SCAG includes an annual self-certification form with the Final OWP that is presented to the EAC and Regional Council for approval</p>



<p>SCAG's website shares information, resources, and best practices for the linkage of planning and National Environmental Policy Act (NEPA) in major transportation corridor studies and area plans. SCAG addresses Planning and Environmental Linkages (PEL) by incorporating problem statements, purpose and need, corridor definitions, descriptions of transportation modes, and alternatives identification into corridor studies that are drafted in the region. SCAG focuses on early coordination, public involvement, and purpose and need statement guidance, in which each are considered throughout development and implementation of the RTP. Requirements satisfied</p>	<p>For relevance to the FAST Act, the review team recommends SCAG update its website to include updated guidance and resources on linking planning and NEPA, and to reflect refinements to PEL requirements. SCAG is encouraged to review FHWA's Environmental Review Toolkit as a resource for information: <a href="https://www.environment.fhwa.dot.gov/env_initiatives/pel.aspx">https://www.environment.fhwa.dot.gov/env_initiatives/pel.aspx</a>. The Center for Environmental Excellence by the American Association of State Highway and Transportation Officials (AASHTO) is also a good source that contains PEL related information</p> <p>SCAG additionally is encouraged to pursue opportunities for FHWA technical assistance (e.g., peer exchange, workshop facilitation, individualized training, etc.) to help its staff and partner agencies enhance PEL implementations. As another resource, a PEL project manager can be contacted to discuss next steps and opportunities: <a href="https://www.environment.fhwa.dot.gov/env_initiatives/pel/request_pel_info.aspx">https://www.environment.fhwa.dot.gov/env_initiatives/pel/request_pel_info.aspx</a></p>	<p>Recommendation</p>	<p>SCAG has reviewed FHWA's Environmental Review Toolkit and information from AASHTO's Center for Environmental Excellence and uses it as a reference/source of best practices related to PEL. SCAG intends to update its website to include updated guidance and resources and reflect PEL refinements</p>
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<p>2014 Public Participation Plan (PPP) update being processed, which explains how SCAG operates, establishes core values for public participation, and sets forth goals and strategies for increasing public information and engagement in the planning process. A standalone interactive webpage was developed that includes various visuals and breakout pages that were created for RTP major topics that utilize various visual cues, <a href="http://scagrtpsc.net/pages/default.aspx">http://scagrtpsc.net/pages/default.aspx</a>. Title VI Assurances given to (United States Department of Transportation (USDOT), and to Caltrans for assisting State compliance. A process to investigate Title VI complaints is in place. SCAG's nondiscrimination policy is included in each of the agency's contracts and bid advertisements. For Americans with Disabilities Act (ADA) compliance, SCAG includes related information in the RTP. For Environmental Justice (EJ), SCAG developed a policy to ensure it is as an integral part of the transportation planning process. In address of Limited English Proficiency (LEP), SCAG developed a language assistance plan for LEP populations. Requirements satisfied</p>	<p>As a challenge to further SCAG's public involvement, the MPO is encouraged to increase its transparency and general presence in service as a transportation planning advocate to the public. Example results could include that most of SCAG's residents know how to engage in the planning process that shapes their area, or many residents know other entity facts, i.e., like the organization being the largest MPO in the country</p>	<p>Recommendation</p>	<p>SCAG continued efforts to conduct extensive outreach and involve residents of the region. One of the primary ways this is done is through the completion, adoption, and execution of SCAG's PPP (<a href="https://scag.ca.gov/post/scag-2022-public-participation-plan">https://scag.ca.gov/post/scag-2022-public-participation-plan</a>). The updated 2022 PPP (approved on April 7, 2022) broadens SCAG's accessibility to the public by increasing the number of virtual events, the ability to have the public participate in SCAG projects and program virtually, and by continuing to bridge the digital divide</p>
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<p>To support the transportation planning process SCAG developed and maintains an activity-based model (ABM), trip-based model (TBM), sub-regional modeling development tool, heavy-duty truck model, and the air quality emission factors (EMFAC) model. SCAG uses these models to forecast surface transportation system conditions, and to support air quality analyses.          Requirements satisfied</p>	<p>As TRB Special Report 288 states, “There is no single approach to travel forecasting or a set of procedures that is ‘correct’ for all applications or all MPOs”; therefore, the review team encourages SCAG to continue using the latest reasonable assumptions, a realistic model structure, solid data for model development support, and validation with a proper balance between model complexity, data availability, agency resources (funding, computing, and staffing) and analysis needs. SCAG can benefit by coordinating the models and all other data collection activities and by using a suite of tools that satisfy transportation planning and operational essentials</p> <p>The review team is satisfied with SCAG’s intent to keep both the trip-based model and ABM. As such, SCAG is encouraged to simultaneously update its TBM and ABM for ensured future comparative analysis research compatibility</p> <p>The review team was also satisfied with the understanding that SCAG staff demonstrated in terms of the importance of the travel demand model in regional transportation planning. We encourage SCAG to consistently assess how their travel models can help plan for future regional priorities</p>	<p>Recommendation</p>	<p>SCAG continued to improve the quality and reasonableness of the model structure, assumptions, data quality, and validation process. To receive comments from experts in the modeling area, SCAG conducted a peer review in May 2019. Based on comments received SCAG developed a consultant project (issued 2021) to enhance/update ABM estimation, assumptions, and validation processes. To maintain the TBM SCAG updated it to be compatible with a newer version of TransCAD software. In addition, SCAG developed consistent socioeconomic input data for both the ABM and TBM. With consistent model inputs developed, SCAG can move to the next step on comparative analysis. SCAG has been delivered analyses with ABM during the past 2 years for its Plans. SCAG continues to explore how the model can help future regional priorities. Except for enhancement by SCAG staff and consultants, SCAG has been collaborating with research institutes and other agencies on new analytical methodologies and new modes. For example: CAV modeling – UCLA; System Dynamics – pilot project with WSP; DMDU – RAND; Mode Swing – Volpe; and DTA/Matsim – UC Davis. Finally, below is the main comment from SCAG’s Peer Review: “Overall, the SCAG ABM meets current state of the practice compared to peer MPOs (large metro areas in U.S.), given complexity of the region and has some special features that go beyond standard practice”</p>
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<p>SCAG's RTP discusses transportation network strategies that intends for an integrated and multimodal approach addressed by an array of management and operations systems, and the financial plan gives details of reasonably available costs and revenues of system-level estimates to operate. SCAG's Regional Intelligent Transportation System Architecture is viewable at: <a href="http://www.scag.ca.gov/program/Pages/IntelligentTransportation.aspx">http://www.scag.ca.gov/program/Pages/IntelligentTransportation.aspx</a>, which was last updated in 2011 to address specific elements such as goods movement, active transportation, positive train control, and express-lanes. The architecture, however, is currently in process of being updated and expected to be completed in the summer of 2018. Requirements satisfied</p>	<p>The MPO is encouraged to collaborate with the CTCs to develop greater consistency in how managed lanes operate to establish uniform criteria for motorists' understanding and usability of managed lane facilities across county lines. SCAG also has a new role under the FAST Act to "consult" with agencies implementing express lanes regarding the setting of tolls. The FHWA will collaborate with SCAG to clarify the specific activities required</p>	<p>Recommendation</p>	<p>There are currently five operating Express Lane facilities in the SCAG region and 13 in development. These include six express lane corridors that will cross county lines. As more projects are implemented, the need for a regionally integrated vision grows. The first ConOps was developed in 2016 that leveraged the success of the I-110 and I-10 Express Lane conversions in 2012 and 2013, screening highway corridors in Los Angeles, Orange, Riverside and San Bernardino Counties to identify a regional network of express lanes. Priority corridors in all four counties were included in SCAG's 2016 RTP/Sustainable Communities Strategy (SCS) and subsequently in its 2020 RTP/SCS. SCAG is currently finalizing its Regional Express Lane ConOps document.</p> <p>The update revisits the recommendations included in the 2016 Regional ConOps and extends its focus to a broader discussion of policy issues that have percolated to the surface over the past five years, particularly those that would benefit from a more coordinated regional response. This approach is especially important as the regional system continues to expand in the next few years and could potentially result in future policy variations as more express lane corridors cross county lines.</p> <p>A goal of SCAG's Regional Express lanes ConOps is to facilitate collaborative decision-making in identifying policy, design, operational and business requirements. Some of the policy issues that are being addressed by the stakeholders during the ConOps update process include: Regional Consistency; Network Coordination; Occupancy Rates; License Plate Tolling Policies; Signage; Degradation; and, SB 743 Assessment and Mitigation. SCAG continues to facilitate discussions with its regional partners to finalize the most recent ConOps update (to be released April 2022)</p>
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<p>Caltrans released a Strategic Highway Safety Plan (SHSP) update in 2015 with new goals, actions, and challenge areas to further improve transportation-related safety. SCAG’s RTP prioritizes safety and mobility for regional residents and incorporates a comprehensive Transportation Safety and Security Appendix that provides details on SCAG challenge areas consistent with those included in the 2015 SHSP. SCAG supports local transportation safety improvements including the City of Los Angeles’ “Vision Zero” policy that promotes smart behaviors and roadway design that anticipates mistakes where collisions are survivable with injury-free results. Good planning helps minimize catastrophic event impacts and SCAG is committed to working with local governments to ensure the region is prepared. SCAG’s RTP also incorporates an action plan and policies detailing eight measures that the agency will undertake in regional transportation security planning. Requirements satisfied</p>	<p>SCAG is encouraged to engage in the SHSP process as much as practicable since approximately 40 percent of California’s motor vehicle fatalities occur in SCAG’s region. SCAG should review the SHSP Implementation Plan and partner with California safety stakeholders in important challenge areas and participate on the steering committee. The SHSP’s homepage is available at: <a href="http://www.dot.ca.gov/trafficops/shsp/">http://www.dot.ca.gov/trafficops/shsp/</a></p>	<p>Recommendation</p>	<p>SCAG’s Executive Director now serves on the SHSP Executive Leadership team. SCAG staff serves on the SHSP Steering Committee as the MPO representative. Starting in 2019, SCAG staff began serving as the co-lead for the SHSP Bicycle Challenge Area Team. As a co-lead, SCAG staff led a subgroup to develop <a href="#">recommendations</a> for statewide guidance on high injury networks (a recommendation of the CA Zero Traffic Fatalities Task Force). The report is now being considered by Caltrans. SCAG staff currently serves on the SHSP Equity-Related Data Working Group</p>
<p>SCAG’s goods movement system relies on a complex infrastructure that supports multiple modes of transportation. SCAG supports a world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region’s economic vitality, attainment of clean air standards, and community quality of life. SCAG conducted an industrial warehousing study in April 2018 to receive input on emerging supply trends. SCAG’s RTP recognizes the role of the region in serving as the largest international trade gateway in the United States with trade moving through the San Pedro Bay Ports, and an international land border crossing in Imperial County. Requirements satisfied</p>	<p>SCAG is encouraged to better promote freight and goods movement activities occurring in Southern California’s region through increasing the availability of freight and goods movement information available on the agency’s website, e.g., make available a link that discusses the Global Freight Council</p>	<p>Recommendation</p>	<p>SCAG utilizes its Global Land Use and Economic Council to engage the business community and to advise the Regional Council (RC) and staff on economic implications of the agency’s planning activities, particularly connections between land use and TDM for population, employment, and housing growth in the RTP/SCS. SCAG has used this forum to promote its freight planning activities to the business community. In addition, SCAG has updated its goods movement website (<a href="https://scag.ca.gov/freightworks">https://scag.ca.gov/freightworks</a>) to be more streamlined, easier to use with a simple interface, and more accessible to the public. This includes highlighting ongoing goods movement activities, research, brochures/fact sheets, maps, and videos. Finally, SCAG has held freight forums, continued to engage key freight stakeholders and companies through numerous studies, and is currently working on its Last Mile Freight Program to coordinate with both public and private sector stakeholders to deploy broad innovative technologies currently being demonstrated by leading last mile delivery companies, particularly in e-commerce use-cases. More information about specific involvement of the private sector is available: <a href="https://scag.ca.gov/LMFP">https://scag.ca.gov/LMFP</a></p>



<p>Investments identified in SCAG’s RTP, when fully implemented, are expected to achieve several performance outcomes that reflect air quality, economic activity and job creation, sustainability, and EJ benefits. SCAG indicated a commitment to build on successes through refining and enhancing performance measures (PM) to meet regional priorities. Primary performance goals of SCAG’s RTP are focused on outcomes that strengthen the land-use/transportation connection and the region’s physical health. The set of PMs being used to evaluate SCAG’s RTP are viewable at: <a href="http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_PerformanceMeasures.pdf">http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_PerformanceMeasures.pdf</a>. SCAG’s Board adopted transportation safety PM targets in 2018 that supported Caltrans’ adopted statewide targets. SCAG is processing integration of discussion on PM targets, as required by several upcoming deadlines, into the FTIP for the various targets chosen. Requirements met</p>	<p>SCAG is recommended to integrate Federal PBPP requirements as one of its highest priorities. By the next RTP and FTIP update cycle, the MPO is encouraged to reflect an evolving and complete integration of Federal requirements into development of the RTP and FTIP, in terms of helping to inform investment priorities and decision-making processes</p> <p>SCAG is encouraged to continue its coordination with Caltrans on performance targets as this would help the State realize achievement of their safety targets. Information on calendar year 2018 statewide safety performance targets can be viewed at: <a href="http://www.dot.ca.gov/trafficops/shsp/docs/Safety-Performance-Management-Targets-for-2018.docx">http://www.dot.ca.gov/trafficops/shsp/docs/Safety-Performance-Management-Targets-for-2018.docx</a></p> <p>The review team recommends that SCAG develop freight-related PMs for its MPA and link integrated discussions into the MPOs OWP, FTIP, and RTP</p>	<p>Recommendation</p>	<p>Each project in the County Transportation Improvement Program submitted to SCAG must be consistent with and reflect investment priorities established in the most recently adopted RTP, in accordance with the FAST Act. Each FTIP project must show consistency with the project’s design concept, and timely implementation as reflected in the adopted RTP/SCS. The FTIP shall also include projects and programs consistent with the SHSP and other transit safety and security planning and review processes, plans and programs, as appropriate. Regarding freight performance, Connect SoCal includes the PM3 on Percent of Interstate System Mileage Providing Reliable Truck Travel Time. Since SCAG has been actively involved in the development of the statewide targets for all three of the MAP-21 performance management packages, SCAG opted to support the statewide targets for the initial performance monitoring period. SCAG further has historically incorporated freight PMs in its RTP, specifically truck delay by facility type. See pages 18 and 48 at: <a href="https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_performance-measures.pdf?1606001734">https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_performance-measures.pdf?1606001734</a>). Also, since 2013, SCAG has developed a truck bottleneck relief strategy using Caltrans and other data, as well as qualitative methodologies, to identify bottlenecks and associated improvement strategies (pp. 48-56 at <a href="https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_goods-movement.pdf?1606001690">https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_goods-movement.pdf?1606001690</a>). Feedback from the California Trucking Association has been particularly encouraging over the years, highlighting the importance of assessing truck bottlenecks as a part of SCAG’s approach to freight PMs</p>
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## 1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process in the greater Los Angeles urbanized area meets Federal planning requirements except for a single corrective action.

As a result of this review, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) certify the transportation planning process conducted by the California Department of Transportation (Caltrans), the public transportation operators, and SCAG subject to addressing one Corrective Action. There are also recommendations in this report that warrant close attention and follow-up, as well as areas SCAG is performing exceptionally well.







<p>Air Quality  42 USC 7401  40 CFR Part 93  23 CFR 450.324(m)</p>	<p>Meets requirements</p>	<p>-</p>	<p>-</p>
<p>Public Participation  23 USC 134(i)(6)  23 CFR 450.316  23 CFR 450.324(f)(10)(g)(f)(k)  23 CFR 450.326(b)  40 CFR 93.105(e)  Title VI of the Civil Rights Act of 1964  49 CFR Part 21  Section 504 of the Rehabilitation Act of 1973  49 CFR Part 27  Age Discrimination Act of 1975  42 USC 6101  ADA of 1990  28 CFR Part 35  Executive Order (E.O.) 12898  E.O. 13166</p>	<p>Meets requirements</p>	<p><b>Commendation:</b>  The review team values SCAG’s commitment to equity in its completion of an Equity Resource Guide, which promotes and amplifies best practices for equitable and inclusive planning and encourages collaboration and implementation of these practices and approaches</p> <p><b>Commendation:</b>  With greater than 22 public listening sessions of associated options for feedback, the review team is impressed with the number of public involvement prospects and outreach associated with the Electric Vehicle Charging Station Study. SCAG is partnering with 18 intraregional cities on the study to help jurisdictions promote development and deployment of electric vehicle charging infrastructure to accelerate transportation electrification</p> <p><b>Recommendation:</b>  SCAG’s 2022 PPP update meets public participation requirements of 23 CFR 450. In the next PPP update cycle the review team recommends SCAG consider inclusion of language on FTA formula programs such as 5337 and 5339</p>	<p>-</p> <p>February 2026</p>
<p>Planning and Environmental Linkages  23 USC 134(i)(2)(D)  23 CFR 450.324(f)(10)  23 USC 168  Appendix A 23 CFR Part 450</p>	<p>Implements project development activities that may be consistent with PEL</p>	<p>-</p>	<p>-</p>
<p>Consultation and Coordination  23 USC 134(g) &amp; (i)  23 CFR 450.316,  23 CFR 450.324(g)</p>	<p>Meets requirements inclusive of those for Tribal Governments</p>	<p><b>Recommendation:</b>  SCAG has a documented policy for consultation with other governments and agencies that meets consultation and coordination requirements. The federal team recommends SCAG review and update the consultation policy to ensure Tribal Governments consultation needs are met. SCAG also is encouraged to implement a process, developed jointly with its Tribal partners, that further engages them in the transportation planning process</p> <p><b>Recommendation:</b>  SCAG meets FLMA consultation and coordination requirements, as documented in the consultation with other governments and agencies policy. To improve coordination with FLMA, the review team recommends SCAG:</p> <ol style="list-style-type: none"> <li>1. Update its current FLMA contact list</li> <li>2. Work with the Central Federal Lands Highway Division (CFLHD), supported by the FHWA California Division Planning and Air Quality Team, and Caltrans Division of Transportation Planning to develop FLMA coordination guidance for increased SCAG/FLMA partnership opportunities on projects of mutual interest</li> </ol>	<p>February 2026</p> <p>Spring 2023</p>

Details of the certification findings for each of the above items are contained in this report.



## 2.0 INTRODUCTION

### 2.1 Background

Pursuant to 23 United States Code (USC) 134(k) and 49 USC 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMA) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a certification review Report that summarizes the review and offers findings. The review focuses on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the Southern California Association of Governments (SCAG), California Department of Transportation (Caltrans), and public transportation operator(s) in conduct of the metropolitan transportation planning process. Joint FHWA/FTA certification review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs; and as consequence, the scope and depth of the certification review reports will vary significantly.

The certification review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Overall Work Program (OWP) approval, the Regional Transportation Plan (RTP), Federal Statewide Transportation Improvement Program (FSTIP) and Federal Transportation Improvement Program (FTIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact to provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the certification review report may not fully document those many intermediate and ongoing checkpoints, the “findings” of certification review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance determined as highest risk. Federal reviewers prepare certification reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, regardless explicit relation to formal “findings” of the review.

To encourage public understanding and input, FHWA/FTA will continue to improve the clarity



of the certification review reports.

## 2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 USC 134, 40 USC 5303, and 23 Code of Federal Regulations (CFR) 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

SCAG is the designated Metropolitan Planning Organization (MPO) for the greater Los Angeles urbanized area (UZA) that serves Imperial County, Los Angeles County, Orange County, Riverside County, San Bernardino County, and Ventura County. Caltrans is the responsible State agency. Several public transit operators provide service throughout the SCAG region. Current membership of SCAG consists of elected officials and citizens from the political jurisdictions in the six counties mentioned in this paragraph that also includes 191 cities. The study area encompasses all of Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial Counties with the City of Los Angeles as the largest population center.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to share assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.



## 3.0 SCOPE AND METHODOLOGY

### 3.1 Review Process

The previous certification review was conducted in 2018. A summary of the status of findings from the last review is provided in Section 1.1. This report details the 2022 certification review. Participants in the review included representatives of FHWA, FTA, Caltrans, and SCAG staff. A full list of participants is included in Appendix A. The review consisted of a formal virtual site visit conducted April 12 – 13, 2022 that included virtual interviews of selected local elected, transit operator, and Native American Tribal Governments Officials. While the review team chose interviewees, it shared an invite making itself available to receive input on any topic with all of SCAG’s regional local elected, transit operator, and Native American Tribal Governments Officials. Virtual interviews held included:

- Local Elected, Transit Operators, Native American Tribal Governments Officials
  - *City of Buena Park*, Hon. Art Brown, Regional Council Member
  - *City of Perris*, Hon. Marisela Nava, Regional Council Member
  - *Omnitrans*, Anna Jaiswal, Development Planning Manager
  - *Metrolink*, Roderick Diaz, Director of Planning and Development
  - *City of Redondo Beach*, Joyce Rooney, Transit Operations and Transportation Facilities Manager
  - *Pechanga Band of Luiseño Indians*, Hon. Andrew Masiel, Regional Council Member

A virtual public listening session was conducted April 12, 2022, and an extended public input opportunity was available through May 11, 2022 (Appendix B). The review team received six public comments this cycle. Two were of questions about the certification review process, in which the review team clarified answers. Two others discussed appreciation of SCAG’s work while the balance of comments covered specific issues community members had with projects in the region.

A desk audit of current documents and correspondence was completed prior to the virtual site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings.

The certification review covers the transportation planning process conducted cooperatively by SCAG, Caltrans, and public transportation operators. Background information, existing status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for virtual site review:

- Performance-Based Planning and Programming



- Transportation Safety Planning
- Integrating Freight in the Transportation Planning Process
- Surface Transportation Block Grant and Congestion Mitigation & Air Quality
- Air Quality
- Public Participation
- Planning and Environmental Linkages
- Consultation and Coordination

### **3.2 Documents Reviewed**

The following SCAG documents were evaluated as part of this planning process review:

- Draft 2021 FTIP Section VII Performance Measures (PM)
- 2022 PM Schedule
- 2020 Connect SoCal PMs, Transportation Safety Regional Existing Conditions, Active Transportation (AT), Emerging Technology, Highways and Arterials, Transportation Safety and Security, Natural and Farm-Lands Conservation, Goods Movement, Environmental Justice, Public Participation & Consultation, and Transportation Conformity Analysis Technical Reports
- FTIP MAP-21 PM Target Reporting
- MAP-21 PM2/3 Performance Monitoring activity and Existing Conditions Report outline
- 2020 Connect SoCal MAP-21 System Performance Report
- PM3 Performance Targets and Statistics
- 2020 Congestion Mitigation and Air Quality (CMAQ) Performance Plan
- Safety Data and Analysis Technical Assistance Program Memorandum
- 2021 FTIP Programmed Transit Asset Management-Related Investments and Technical Appendix Volume II
- SCAG Regional Transportation Chief Executive Officers Committee Surface Transportation Block Grant (STBG)/CMAQ Fund Allocation Memorandum
- 2021/2022 PM1 Target Reporting
- 2020 Connect SoCal Goods Movement Environmental Conditions, Technology Advancement Strategies, and Amendment #1
- Accelerated Electrification Presentation and Workplan
- Goods Movement Clean Freight Brochure
- Draft Regional Electrification/Clean Transportation Challenges and Needs
- Electric Vehicle (EV) Charging and Infrastructure Studies
- Center City Corridors Vision Plan



- Multimodal Regional Corridor Plan for Arrow Highway
- Beverly Hills Pedestrian & Bicycle Awareness Campaign
- Burbank Mixed Use Overlay Standards and Guidelines
- Carson Neighborhood Mobility Plan
- Corona Climate Action Plan Final
- Duarte Town Center Plan
- El Monte - Ramona Blvd Complete Streets Feasibility Study
- El Monte Baldwin Park Program Report
- Fontana Urban Greening Master Plan
- Garden Grove Safe Routes to School (SRTS) Phase I Master Plan
- Gold Coast Transit District – Building Supportive Communities Plan
- Heart of Norwalk Vision Plan
- Heat Island Reduction Long Beach and Pasadena
- Hermosa Beach, A Safer Prospect
- Imperial County Transportation Commission (ICTC) and South Pasadena Climate Action Plans
- Irvine First Last Mile Plan
- Los Angeles (LA) County Vision Zero Action Plan, Presentation, and Community Outreach
- LA Department of Transportation Vehicle Miles Traveled (VMT) Mitigation Final Report
- LA County Climate Action Plan Public Review Draft
- Montclair and Thousand Oaks AT Plans
- City of Moreno Valley Nason Street Corridor Phase II Study Area Plan
- City of Beaumont Parking Management Master Plan
- Placentia Open Spaces and Urban Greening Master Plan
- Redlands Passenger Rail Accessibility Plan
- Redlands Sustainable Mobility Plan
- San Bernardino County Transportation Authority (SBCTA) SRTS Program Final Report
- Santa Ana Ped and Bike Education Campaign
- SBCTA Dynamic Data Stories
- SBCTA Greenhouse Gas Reduction Plan Update
- SCAG North Long Beach UPLAN
- SCAG-Orange County Transportation Authority (OCTA) Partnerships with Police Project Final Report
- SCAG-Torrance Wayfinding and Signage Plan
- South El Monte Open Streets Evaluation
- City of Temecula California Equality Quality Act Transportation VMT Analysis Guidelines
- Ventura SRTS Plan



- Vernon Transit Study
- 2020 Connect SoCal Chapter 3: A Path to Greater Access, Mobility, & Sustainability
- 2020 Connect SoCal Sustainable Communities Strategy (SCS), Climate Adaptation Planning Guide, Green-print Fact Sheet and Newsletters 1, 2, and 3, SCS Appendix, Program Environmental Impact Report (PEIR), PEIR Addendum 1 and 2, and Public Participation Plan Appendices 2, 3a-d, and 4
- Inland Empire Comprehensive Multimodal Corridor Plan
- US 101 Communities Connected Study Report
- SCAG-ICTC, SCAG-LA Metropolitan Transportation Authority, SCAG-OCTA, SCAG-Riverside County Transportation Commission, SCAG-SBCTA, SCAG-Southern California Regional Rail Authority, and SCAG-Ventura County Transportation Commission Planning Memorandum of Understandings
- 2020 Connect SoCal Goods Movement Forum Agenda
- LA/Inland Empire Trade Corridor Freight Investment Strategy
- Goods Movement Clean Freight Brochure and Regional Council President Briefing
- 2018 Industrial Warehousing Report
- Integrated Passenger & Freight Rail Forecast Technical Advisory Committee Agendas
- Last Mile Freight Study and Fact Sheet
- 2018-2021 Single Audit Reports
- Mobility Innovations & Pricing – An Initiative to Elevate Equity in Planning Draft
- 2018 and Draft 2020 Public Participation Plans
- Racial Equity Early Action Plan
- Systemic Racism Resolution
- Equity & Social Justice Overview, Framework, and Staff Report
- Zero Emissions 2028 Roadmap 2.0
- LA Mayor Olympic Legacy Highlight
- pLAn – Transforming LA
- Tribal Governments and Federal Land Management Agencies (FLMA) Consultation Policy
- Draft PEIR Notice of Preparation (NOP) and Comments on NOP Appendix 1





## 4.0 PROGRAM REVIEW

### 4.1 Performance-Based Planning and Programming

#### 4.1.1 Regulatory Basis

The regulations implementing the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act (including the requirements for Performance-Based Planning and Programming (PBPP)) were published May 27, 2016; effective on June 27, 2016. The planning rule had a phase-in date of May 27, 2018 (or two years after the publication date). [23CFR 450.340]

##### Establishing Performance Targets

23 CFR 450.306(d)(2) states that each MPO shall establish performance targets that address the PMs established under 23 CFR 450, where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the MPO. In addition, selection of performance targets by an MPO shall be coordinated with the relevant State and public transportation operators to ensure consistency, to the maximum extent practicable, with the targets those entities establish under 23 CFR 490 and 49 U.S.C 5326(c) and 5329(d), respectively.

23 CFR 450.306(d)(3) states that each MPO shall "establish the performance targets under paragraph (d)(2) not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets".

##### Integration of Other Performance-Based Plans

23 CFR 450.306(d)(4) states that "an MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, PMs, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C chapter 53 by providers of public transportation, required as part of a performance-based program...". The regulation lists a series of plans that are among those the MPO must integrate into its planning process (23 CFR 450.306(d)(4)(i)-(viii).

- The State asset management plan for the National Highway System (NHS) and the Transit Asset Management (TAM) Plan
- Applicable portions of the Highway Safety Improvement Program, including the Strategic Highway Safety Plan
- The Public Transportation Agency Safety Plan
- Other safety and security planning and review processes, plans and programs as appropriate
- The CMAQ performance plan
- Appropriate (metropolitan) portions of the State Freight Plan
- The congestion management process



- Other State transportation plans and transportation processes required as part of a performance-based program.

#### Development of Transportation Plan

23 CFR 450.324(f)(3) requires that the RTP shall contain at a minimum a description of the PMs and performance targets used in assessing the performance of the transportation system in accordance with subsection 450.306(d).

23 CFR 450.324(f)(4) requires that the RTP shall contain at a minimum a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in subsection 450.306(d), including progress achieved in meeting the performance targets and, for MPOs that elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

23 CFR 450.324(h)(i) indicates that “an MPO may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the RTP”.

Under 23 CFR 450.324(h)(i)(1), an MPO that chooses to develop multiple scenarios under this paragraph is encouraged to consider potential regional investment strategies for the planning horizon; assumed distribution of population and employment; a scenario that, to the maximum extent practicable, maintains baseline conditions for the PMs identified in subsection 450.306(d) and measures established under 23 CFR 490; a scenario that improves the baseline conditions for as many of the PMs identified in subsection 450.306(d) as possible; revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and estimated costs and potential revenues available to support each scenario.

23 CFR 450.324(h)(2) indicates that in addition to the performance areas identified in 23 U.S.C 150(c) and in 49 U.S.C 5326(c) and 5329(d), and the PMs established under 23 CFR 490, MPOs may evaluate scenarios developed under this paragraph using locally-developed measures”.

#### Development of FTIP

Pursuant to 23 CFR 450.326(c), the FTIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306(d). Per 23 CFR 450.326(d), the FTIP shall include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the performance targets identified in the RTP, linking investment priorities to those performance targets.



### 4.1.2 Existing Status

SCAG coordinated closely with Caltrans to establish specific performance targets for the State of California and for its region in the various transportation performance areas that included PM1/2/3 as established under MAP-21 and continued by the FAST Act. Since SCAG actively engaged in development of statewide targets for all three PMs, and within Caltrans PM working groups, it opted to support for most measures the statewide targets for the initial performance monitoring period that began January 1, 2018. PM targets selected are contained in SCAG's RTP System Performance Report. The most recent annual transportation safety targets for 2022 are viewable at: <https://scag.ca.gov/transportation-safety>. For TAM targets SCAG reviewed and considered its transit operators' TAM plans (including identified goals, objectives, measures, and targets) toward incorporating them into the PBPP process.

PBPP at SCAG follows a bottom-up method where data and project selections flow from regional County Transportation Commissions (CTC) through SCAG staff up to the Regional Council (RC). An example of this approach is illustrated by the FTIP database tool SCAG developed for CTCs to integrate project specific PM1/2/3 details that generates an analysis report. It is unclear how the analysis report is used in determination of PBPP investment priorities. As discussed in section 4.4.2 of this report, SCAG's administration of the STBG and CMAQ programs is currently inconsistent with the applicable Regulatory Basis and in result also compromises its PBPP approach. SCAG does not control a consistent regional PBPP project prioritization and selection process because the CTCs conduct inconsistent individual calls for projects to account for performance management.

SCAG's regional performance monitoring provides a critical foundation for the development and continuous refinement of its planning priorities. The MPO's performance monitoring progress includes:

#### Fiscal Year 2021 Accomplishments

- PM 2/3 regional four-year targets re-assessment completed on schedule (August/September 2020)
- Continued initial PM 2/3 regional targets (October 2020)
- PM 1 regional targets updated on schedule (February 2021)
- CMAQ Program Performance Plan completed on schedule and submitted to Caltrans (October 2020)
- Identified TAM investments in the amount of \$2.5 billion in the 2021 FTIP
- Established initial transit safety targets (June 2021)

#### Fiscal Year 2022 Activities

- Continued assessment of PM 2/3 regional performance in anticipation of four-year MAP-21 performance cycle reporting (due October 2022)



- Coordination with Caltrans on next cycle statewide PM 2/3 performance targets (due October 2022)
- Adopted annual PM 1 regional traffic safety targets (February 2022)
- Begin development of 2022 CMAQ Performance Plan (due October 2022)
- Worked with the California Federal Programming Group PM Task Force to develop a performance-based planning targets reporting standard, which included targets for TAM and Public Transportation Agency Safety Plans (PTASP), for the 2023 FSTIP (due October 2022)
- Begin analysis of PTASP for incorporation of public transportation safety targets in the next RTP update
- Initial PTASP and TAM targets integrated in the draft 2023 FTIP that is scheduled for public review in July 2022

#### **4.1.3 Findings**

SCAG's PBPP meets the requirements contained in 23 CFR 450 and 23 CFR 490.

##### **Recommendation:**

SCAG meets PBPP requirements with respect to establishing performance targets, integrating other performance-based plans into its planning process, and developing a RTP and FTIP that discusses necessary elements. The review team, however, recommends SCAG improve its PBPP process to include a regional, performance-based, uniform approach to prioritize and select projects. Available data and tools can be used to support such an approach and SCAG's control of this process would increase its ability to direct resources for meeting TPM goals and targets. PBPP progress should be made in coordination with changes related to administration of STBG and CMAQ while also applied to SCAG's overall administration of the Federal-aid transportation program. The review team also advocates SCAG apply more appropriate monitoring information to determine process effectiveness toward performance targets realization.

##### **Recommendation:**

SCAG is meeting the requirement for TAM target setting because TAM targets were established in the RTP and FTIP. To further refine its TAM target setting methodology, the review team recommends SCAG work through its Technical Advisory Committees (TAC) (for example the Regional Transit Technical Advisory Committee) to incorporate updated TAM targets in the next RTP and FTIP.

The FTA extended PTASP compliance deadline through a Notice of Enforcement Discretion on December 11, 2020, effectively extending the PTASP compliance deadline to July 20, 2021. Per 49 USC (h)(2)(C), the MPO shall establish the performance targets no later than 180 days after the date on which the relevant provider of public transportation establishes the performance



targets. Thus, the review team additionally recommends that SCAG work with transit operators and TACs to develop safety targets as described in statute. As SCAG is in the process of updating its FTIP and RTP, the MPO shall incorporate these performance targets to assist in the agency's planning and programming process.

#### **Schedule for Process Improvement:**

SCAG is recommended to ensure all PBPP requirements continue to be incorporated into its plans and programs by the adoption of the 2024 RTP update.

#### **Proposed FHWA/FTA Technical Assistance:**

In July 2019, the United States Department of Transportation (USDOT) sponsored the TPM and PBPP Western Workshop in Denver, CO with purpose to allow for peer-to-peer and information sharing on related MAP-21 and FAST Act requirements. USDOT hopes to sponsor a similar workshop in California in the future. It is recommended that SCAG staff attend the workshop tentatively scheduled for late 2022 or early 2023. Additionally, the FTA has a PTASP Technical Assistance center available to for SCAG's benefit in its PTASP target setting efforts.

## **4.2 Transportation Safety Planning**

### **4.2.1 Regulatory Basis**

23 USC 134(h)(1)(B) requires MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(a)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 USC 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSP). 23 CFR 450.306 (d) requires the metropolitan transportation planning process should be consistent with the SHSP, and other transit safety and security planning.

### **4.2.2 Existing Status**

SCAG evaluates safety and uses results to identify and prioritize transportation system improvements. The agency's Regional Planning Working Groups (RPWG) function as a forum for staff to engage stakeholders in the development and implementation of plans and policies to advance regional mobility, economics, and sustainability. A focus area of the RPWG includes Safe and Active Streets.



SCAG’s Toolbox Tuesdays provide a range of practical skills and knowledge for local planners including training in the use of computer-based tools and education in practical approaches to timely planning issues. This training program centers on different topics with transportation safety planning being one of them. A sample Toolbox Tuesday flyer follows:



SCAG is engaged with the FHWA through the Pedestrian and Bicyclist Focused Approach to Safety (FAS), which is a systematic way to increase motivation and change behavior. SCAG formally is committed toward zero deaths by adopted RC resolution; however, macro-level forecasts show a projected escalation in fatalities between now and 2025. The MPO’s RTP has a safety component and every three years a safety-existing-

conditions report is published that focuses on the who, what, when, where, and why of regional crash data; available at:

<https://maps.scag.ca.gov/portal/apps/storymaps/stories/87205d65e73d4bde9845403dc0bee619>.

SCAG also provides local agencies technical assistance to help with development of Vision Zero plans where 12 related trainings and peer exchanges were held in 2021. Since 2014 the Go Human has been continued. An overview of the campaign is at: <https://scag.ca.gov/go-human>.

Moreover, SCAG is a key member in the development of California’s SHSP designated as a strategy leader for several Critical Emphasis Area strategies related to pedestrian and bicyclist safety. California SHSP challenge area leaders go above and beyond to organize and engage team members. They identify, develop, and implement safety actions while updating the tracking tool to provide timely communication about implementation actions.

#### 4.2.3 Findings

SCAG’s transportation safety planning complies with the requirements contained in 23 CFR 450.



### **Commendation:**

Since 2017 SCAG has held numerous Toolbox Tuesday sessions. The review team appreciates the continuance of this platform as an excellent opportunity for interested stakeholders to learn and discuss transportation planning related themes.

### **Proposed FHWA/FTA Technical Assistance:**

FHWA uses the FAS to prioritize assistance to various states or regions toward reducing fatalities and serious injuries. In the 2021 update of FAS, SCAG was recognized as the focus region for pedestrian and bicyclist safety. FHWA's Resource Center has several technical assistance and training opportunities available to assist SCAG that include designing, planning for pedestrian/bike safety, Complete Streets, and Safe System Approach. If SCAG is interested in FHWA Resource Center's technical assistance notify the FHWA California Division.

## **4.3 Integrating Freight in the Transportation Planning Process**

### **4.3.1 Regulatory Basis**

The MAP-21 established in 23 USC 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

In addition, 23 USC 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

### **4.3.2 Existing Status**

SCAG's regional goods movement system is a multimodal, coordinated network that includes deep-water marine ports, international border crossings, Class I rail lines, interstate highways, state routes and local connector roads, air cargo facilities, intermodal facilities, and distribution and warehousing clusters. While SCAG is a member of the California Freight Advisory Council, which meets quarterly to engage in development of the California Freight Mobility Plan and to advise the State on freight-related priorities, issues, projects, and funding needs, the movement of freight in Southern California provides goods to sustain global industries and consumers daily. A brochure summarizing SCAG's major goods movement initiatives is available at: <https://scag.ca.gov/sites/main/files/file-attachments/goodsmovementfs2012.pdf>.

Grant funds totaling \$6.75 million for promoting clean transportation and reductions in harmful emissions during last-mile freight and delivery operations was awarded to six projects in SCAG's region. The six are in addition to 26 clean-energy projects that were awarded a total of \$10 million in 2021 under the Last Mile Freight Program (LMFP), <https://scag.ca.gov/LMFP>, funded



through California's Mobile Source Air Pollution Reduction Review Committee. The program is designed to encourage investment in zero- and near-zero emission trucks and other technologies that support regional clean-air goals.

SCAG continues to engage its freight stakeholders. For example, in 2019 the MPO hosted a goods movement forum. The forum was an opportunity for industry and public sector partners to share perspectives on existing and future freight trends and challenges as well as the chance to offer input on RTP development.

### **4.3.3 Findings**

SCAG's integration of freight into the transportation planning process meets the applicable requirements of 23 CFR 450.

#### **Proposed FHWA/FTA Technical Assistance:**

FHWA's Office of Freight Management and Operations works to improve goods movement on the U.S. transportation system and cross borders. It administers programs and activities including National Freight Program implementation, freight data and analysis, research, and vehicle size and weight. For current freight news and related upcoming events, the review team encourages SCAG to reference <http://www.ops.fhwa.dot.gov/freight/index.cfm>.

## **4.4 Surface Transportation Block Grant and Congestion Mitigation and Air Quality**

### **4.4.1 Regulatory Basis**

On December 4, 2015, the FAST Act became law (Pub. L. 114-94). The FAST Act amended the Surface Transportation Program (STP) contained in 23 USC 133 and changed its name to the STBG. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. (FAST Act § 1109(a)).

The FAST Act and previous transportation authorizations use the term sub-allocation to refer to funds apportioned to a State by a formula for use in specific areas within the State. The sub-allocated funds are divided into three categories and must be used in the areas described:

- Urbanized areas with population over 200,000
- Urban areas with population of 5,001 to 200,000, and
- Areas with a population of 5,000 or less

The metropolitan planning and statewide and nonmetropolitan planning requirements of 23 USC 134-135 layout the basic provisions related to STBG project selection. For urbanized areas with population over 200,000, projects are selected from the approved FTIP by the MPO in





consultation with the State and any affected public transportation operator. Projects on the NHS are selected from the approved FTIP by the State in cooperation with the affected MPO.

Procedures or agreements that distribute sub-allocated STBG funds to individual jurisdictions or modes within the Metropolitan Planning Area (MPA) by pre-determined percentages or formulas are inconsistent with the legislative provisions requiring the MPO to cooperate with the State and the public transportation operator to develop a prioritized and financially constrained FTIP. MPO sub-allocation procedures shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process. [see 23 CFR 450.326(m)]

The CMAQ Improvement Program was created under the ISTEA of 1991. It was reauthorized under the Transportation Equity Act for the 21st Century, the SAFETEA-LU, the MAP-21, and most recently, the FAST Act.

Title 23 USC 149 provides the regulatory basis for the CMAQ program. Programming and expenditure of CMAQ funds for projects shall be consistent with 23 USC 134 and 135 (23 USC 149(e)) requirements. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone (O<sub>3</sub>), carbon monoxide (CO), and particulate matter – both (PM<sub>10</sub> and PM<sub>2.5</sub>).

Each CMAQ project must meet three basic criteria:

1. It must be a transportation project
2. It must generate an emissions reduction
3. It must be in or benefit a nonattainment or maintenance area

In addition, all Federal-aid projects, CMAQ is no exception, must be included in the MPO's current RTP and FTIP or the current FSTIP in areas without an MPO. The project must also meet the conformity provisions in section 176(c) of the Clean Air Act (CAA) and the transportation conformity regulations in nonattainment and maintenance areas. Lastly, all CMAQ-funded projects must complete National Environmental Policy Act (42 USC 4321 et seq.) (NEPA) requirements and satisfy the basic eligibility requirements under USC 23 and 49.

To ensure that projects deemed most effective in reducing motor vehicle emissions and congestion are programmed for early implementation the MPOs, State Department of Transportations (DOT), and transit agencies should develop CMAQ project selection processes in accordance with the metropolitan or statewide planning process under 23 USC 134 and 135. The selection process should involve State and local transportation and air quality agencies. This selection process allows states and local agencies to present a case for selecting eligible projects that will best use CMAQ funding to meet the requirements and advance the goals of the CAA.



States and MPOs should fulfill this responsibility so that nonattainment and maintenance areas can make good-faith efforts to attain and maintain the NAAQS by the prescribed deadlines. State DOTs and MPOs should consult with State and local air quality agencies to develop an appropriate project list of CMAQ programming priorities that will have the most significant impact on air quality. In developing this list, MPOs and States should evaluate the cost-effectiveness of the projects and give priority consideration to those that will create the greatest emissions reductions for the least cost, especially in those areas designated nonattainment or maintenance for PM2.5.

#### **4.4.2 Existing Status**

SCAG's process for administering the STBG and CMAQ program is currently inconsistent with the Regulatory Basis as outlined above. An assessment of the process, including evidence of this conclusion, is provided below as part of the Findings.

#### **4.4.3 Findings**

The provided analysis is based on the information obtained during the SCAG certification review (desk audit and in-person interviews), information received via interviews in September 2021, review of the MPO's procedures and policies, and other interactions with SCAG and its member agencies.

- Section VIII Draft Project Selection Procedures states, “the CTCs are responsible for developing the County Transportation Improvement Programs and submitting it to SCAG. Projects are nominated by local jurisdictions and selected by the CTCs. The CTCs develop criteria consistent with the adopted RTP/SCS to determine which projects best enhance the transportation network and address the region's goals of improving mobility and promoting sustainability”. SCAG’s adopted Programming Principles for Federal STBG and CMAQ Funded Projects state, “Programming of STBG and CMAQ funds shall be the primary responsibility of the respective CTCs, consistent with federal and state law, the RTP/SCS, and in conformance with applicable State Implementation Plans (SIP)”
- The SCAG 2021 FTIP Guidelines notes in section P. 1. Project Selection: “The CTCs with local jurisdictions are solely responsible for selecting projects” and “projects are nominated by local jurisdictions and selected by the CTCs”. Additionally, the section notes that “The CTCs develop criteria that determine which projects best enhance the transportation network and addresses the region’s goals of improving mobility and promoting sustainability”
- Per section P. 2. Project Programming: “Updating SCAG’s FTIP begins with the FTIP Guidelines. This document provides guidance to the CTCs on submitting projects to SCAG for inclusion in the FTIP. The Guidelines also contain SCAG’s policy and synopsis of Federal and State mandates that dictate the procedures that a MPO must follow when



developing a FTIP. It is the Counties' responsibility to ensure that projects in the County Transportation Improvement Program follow federal and state regulations and SCAG requirements"

- Section R. 1. states that "Programming of STBG and CMAQ funds shall be the primary responsibility of the respective CTCs". Furthermore, Section R. 4. states, "Local STBG projects will be prioritized in each County by the CTCs"
- Lastly, the Guidelines note the following: "According to 23 CFR 450.326 (m), "Procedures or agreements that distribute sub-allocated STP funds to individual jurisdictions or modes within the MPA by predetermined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained FTIP". Though inconsistent with the other references, this information adheres to the Federal-aid requirements
- Based on the above references, SCAG's process is like the other California MPOs whose STBG and CMAQ Administrative processes and procedures were reviewed. During those reviews, the MPOs were issued a Corrective Action. SCAG's approach to administering the STBG and CMAQ programs is consistent with the 2021 FSTIP Federal Planning Finding, and Corrective Action issued to Caltrans on April 15, 2021. Therefore, a Corrective Action is warranted

It is important to note that, although SCAG's process is inconsistent with the Federal-aid program requirements, the MPO is following California Streets and Highways Codes 182.6 and 182.7 that states:

- 182.6(c)(1): Where CTCs have been created by the CTCs Act (Division 12 (commencing with Section 130000) of the Public Utilities Code), all regional surface transportation program funds shall be further apportioned by the MPO to the CTC based on relative population
- 182.7(c)(1): Notwithstanding subdivision (b), where CTCs have been created by the CTCs Act (Division 12 (commencing with Section 130000) of the Public Utilities Code), all CMAQ improvement program funds shall be further apportioned by the MPO to the CTC on the basis of relative population within the federally designated air quality nonattainment and maintenance areas after first apportioning to the nonattainment and maintenance areas in the manner and in accordance with the formula set forth in subdivision (b)

### **Corrective Action:**

Due to the Findings, SCAG is being issued a Corrective Action. SCAG shall review Caltrans' CMAQ and STBG administrative policies, update its policies and procedures if warranted, and



develop a process that ensures its administration of the CMAQ and STBG programs comply with Federal program guidelines and regulations.

### **Schedule for Process Improvement:**

In alignment with Caltrans' FSTIP Corrective Action Plan (dated April 15, 2022), SCAG is directed to make the identified updates by June 30, 2023.

### **Proposed FHWA/FTA Technical Assistance:**

As part of the Corrective Action issued to Caltrans in April 2021, the FHWA California Division Planning and Air Quality Team is currently providing technical assistance to the Caltrans Office of Federal Programming and Data Management. The technical assistance includes developing statewide STBG and CMAQ program guidance. As part of this assistance, the Planning and Air Quality Team is helping all affected MPOs at the request of Caltrans. If SCAG would like the Planning and Air Quality Team's assistance it should be requested through the Caltrans Office of Federal Programming and Data Management. Caltrans will review the request and, if warranted, forward the request to the Planning and Air Quality Team.

## **4.5 Air Quality**

### **4.5.1 Regulatory Basis**

Section 176 (c)(1) of the Clean Air Act Amendments of 1990 (CAAA) states: *"No metropolitan planning organization designated under section 134 of title 23, United States Code, shall give its approval to any project, program, or plan which does not conform to an implementation plan approved or promulgated under section 110."* The ISTEA of 1991 subsequently included provisions responsive to the mandates of the CAAA. Implementing regulations have maintained this strong connection.

Provisions governing air-quality-related transportation planning are incorporated in several metropolitan planning regulations rather than being the primary focus of one or several regulations. For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air-quality-planning requirements, requirements for setting MPA boundaries, interagency coordination, RTP content and updates, requirements for the congestion management process (CMP), public meeting requirements, and conformity findings on RTPs and FTIPs. Sections of the metropolitan planning regulations governing air quality are summarized below:

- An agreement is required between the MPO and the designated agency responsible for air quality planning describing their respective roles and responsibilities (see *Metropolitan Planning Agreements* topic area). [23 CFR 450.314(c)]



- In a metropolitan area that does not include the entire nonattainment or maintenance area, an agreement is required among the State DOT, State air-quality agency, affected local agencies, and the MPO providing for cooperative planning in the area outside the MPA but within the nonattainment or maintenance area. [23 CFR 450.314(c)] In metropolitan areas with more than one MPO, an agreement is required among the State and the MPO describing how they will coordinate to develop *an overall RTP for the metropolitan area*; in nonattainment and maintenance areas, the agreement is required to include State and local air-quality agencies. [23 CFR 450.314(e)]
- The MPO is required to coordinate development of the RTP with the SIP development process, including the development of Transportation Control Measures (TCMs) (see *RTP* topic area). [23 CFR 450.324(d)]
- In TMAs designated as nonattainment areas, Federal funds may not be programmed for any project that will result in a significant increase in carrying capacity for single occupancy vehicles (SOV), unless the project results from a CMP meeting the requirements of 23 CFR 450.322(d) and (e)
- The RTP shall identify SOV projects resulting from a CMP that meets Federal requirements, [23 CFR 450.324(f)(6)] and shall include design-concept and scope descriptions of all existing and future transportation facilities to permit conformity determinations. [23 CFR 450.324(f)(9)] FHWA, FTA, and the MPO must make a conformity determination on any new or revised RTP in nonattainment and maintenance areas (see *RTP* topic area). [23 CFR 450.324(m)]
- In nonattainment and maintenance areas, FHWA, FTA and the MPO must make a conformity determination on any new or amended FTIP. [23 CFR 450.326(a), 450.328(a), and 450.330(b)]
- In nonattainment TMAs, there must be an opportunity for at least one formal public meeting during the FTIP development process. [23 CFR 450.326(b)]
- In nonattainment and maintenance areas, the FTIP shall identify projects designated as TCMs in the applicable SIP. [23 CFR 450.326(g)(5)]
- In nonattainment and maintenance areas, the FTIP shall include all regionally significant transportation projects proposed to be funded with Federal and non-Federal funds [23 CFR 450.326(f)] as well as projects identified as TCMs in the SIP. [23 CFR 450.326(g)(5)] Projects shall be specified in sufficient detail to permit air-quality analysis in accordance with Environmental Protection Agency (EPA) conformity requirements. [23 CFR 450.326(g)(6)]
- In nonattainment and maintenance areas, the FTIP shall describe the progress in implementing required TCMs [23 CFR 450.326(n)(3)] and shall include a list of all projects found to conform in a previous FTIP that are now part of the base case used in the air-quality conformity analysis. [23 CFR 450.326(n)(2)]



- In nonattainment or maintenance areas, if the FTIP is amended by adding or deleting projects that affect transportation-related emissions, a new conformity determination will be required. [23 CFR 450.328(a)]
- In TMAs that are nonattainment or maintenance areas, FHWA and FTA will review and evaluate the transportation planning process to determine that it is adequate to ensure conformity of plans and programs in accordance with procedures contained in 40 CFR part 93. [23 CFR 450.336(b)]

#### **4.5.2 Existing Status**

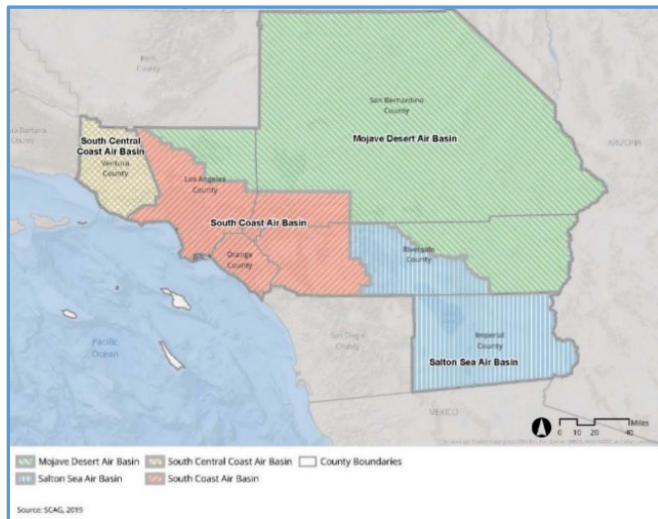
SCAG is the MPO for a large populous area of southern California that develops, coordinates, circulates, and provides for public involvement prior to adopting the RTP and FTIP. The organization develops supporting technical documents, environmental documents, public information, and other supplemental reports related to the RTP and FTIP. It also prepares conformity analyses for the RTP and FTIP and makes conformity findings before adoption of the respective documents.

The nature of SCAG's MPA results in a complex air quality program. The area is subject to three criteria pollutants – CO, ground-level O<sub>3</sub>, and Particulate Matter (PM<sub>2.5</sub> and PM<sub>10</sub>). There are four air basins within the SCAG boundaries shown in the map below. There are also multiple nonattainment and maintenance areas throughout the area specific to each criteria pollutant.

SCAG consults on the preparation of its conformity analysis and other conformity related issues with their Transportation Conformity Working Group (TCWG). The TCWG is composed of a broad spectrum of representatives. External agencies represented include the EPA, FHWA, FTA, California Air Resource Board, Caltrans (headquarters and multiple district offices), County Transportation Commissions, transit operators, and air quality districts. SCAG coordinates with a total of five air quality management districts. The TCWG reviews conformity analysis assumptions and consults its stakeholders on TCM implementation issues. TCWG meetings are



open to the public and information regarding air quality conformity – including about the TCWG – is available through the SCAG website at <https://scag.ca.gov/transportation-conformity>.



Substantial documentation of SCAG’s air quality conformity process and results can be found in its RTP, FTIP, and associated documents. For this review, key documentation was found in the most recent RTP “Connect SoCal” that was approved in 2020 and amended in 2021. The RTP included a technical report specifically addressing the transportation conformity analysis. SCAG’s FTIP was updated in 2021 (and since amended) with conformity requirements and findings addressed in this document as well.

At the time of the certification review virtual site visit SCAG was in a conformity lockdown due to factors related to the emission factors (EMFAC) model; however, SCAG has been working with many of its partners, including local, state, and federal agencies, to address the situation which is also impacting some of the other MPOs in California. It is anticipated the situation will be resolved through collaboration with partners.

Topics discussed with SCAG regarding air quality included the relationship between the air quality program and the CMP of SCAG. SCAG meets the CMP requirements in coordination with its six County Transportation Agencies and provides documentation of the air quality-related processes within the RTP Congestion Management Technical Report, which is also available for public review.

SCAG is subject to requirements for the timely implementation of TCMs per 40 CFR 93.113. TCMs are required under two SIPs within the SCAG boundaries. SCAG documents its TCM reporting process and TCMs are identified by the FTIP process. SCAG’s process includes a very extensive and detailed list of TCMs that includes project status at FTIP adoption for hundreds of projects including anticipated completion dates and newly added projects.

### 4.5.3 Findings

SCAG’s air quality program complies with provisions of the CAAA (42 USC 7401) and the MPO provisions of Titles 23 and 49.



## 4.6 Public Participation

### 4.6.1 Regulatory Basis

It is a Federal requirement for the Federal Review Team to include a public involvement opportunity during the Certification Review (see 23 CFR 450.336(b)(4)). During the Certification's public involvement component, the Federal Review Team can educate the public on the planning requirements, highlight opportunities for proactive public involvement, and demonstrate that public input is seriously considered as part of the Review by asking for comments on the effectiveness of the MPO's public participation efforts and documenting the public input in the final Certification Report.

The requirements for public involvement for the metropolitan transportation planning process and the MPO are set forth primarily in 23 CFR part 450.316. This regulation addresses planning requirements and identifies the organizations that the MPO should provide with reasonable opportunities to participate in the metropolitan transportation planning process. MPOs and their planning partners shall develop public participation plans (PPPs) that include a process for ensuring inclusion of the public by:

- Providing the following groups of people with reasonable opportunities to be involved in the metropolitan transportation planning process include:
  - Individual citizens
  - Affected public agencies (e.g., State, or regional air quality agencies, Tribal governments, FLMAs, etc.)
  - Representatives of public transportation employees
  - Representatives of public transportation users
  - Private providers of transportation
    - Intercity bus operators
    - Employer-based commuting programs (e.g., carpool/vanpool, transit benefit, parking cash-out, shuttle, or telework program)
  - Representatives of users of pedestrian walkways and bicycle transportation facilities
  - Representatives of the disabled
  - Freight stakeholders: public ports, freight shippers, providers of freight transportation services
  - Also, other interested parties
- Seeking out and considering needs, values, and concerns, specifically from groups that are traditionally underserved and underrepresented by existing transportation systems (e.g., members of low-income households and members of minority households) who may face challenges accessing employment and other services





- Consulting with agencies and officials that are responsible for other planning activities within the MPA that are affected by transportation (e.g., State, and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, freight movements, etc.), or coordinating its planning process to the maximum extent practicable with such planning activities in developing RTPs and FTIPs
- Evaluating the success of the PPP and techniques to generate public input, and
- Documenting the MPO's response to public input

Public participation and consultation are also addressed specifically in connection with the RTP in 23 CFR part 450.324(f)(10), (g), (j), and (k) and with the FTIP in 23 CFR part 450.326(b).

Requirements for interested parties, participation, and consultation (23 CFR part 450.316) includes the following:

- Development and use of a documented participation plan providing for...reasonable opportunities to be involved in the metropolitan planning process
- Development of the participation plan in consultation with all interested parties
- Adequate public notice of public participation activities and time for public review and comment at key decision points
- Timely public notice and reasonable access to information about transportation issues and processes
- Visualization techniques to describe RTPs and FTIPs
- Public information (technical and meeting notices) available in electronically accessible formats and means, such as the World Wide Web
- Public meetings at convenient and accessible locations and times
- Explicit consideration and response to public input received
- Providing additional opportunities for public comment if the final RTP or FTIP differs significantly from the version that was made available for public comment
- Coordination with Statewide public involvement and consultation processes
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process
- Provide a summary, analysis, and report on the disposition of significant written and oral comments received
- Provide a minimum public comment period of 45 days before adoption or revision of the PPP

RTP Requirements [23 CFR part 450.324(f)(10), (g), (j), and (k)] are:



- Include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies
- Consult as appropriate with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the RTP. The consultation shall involve, as appropriate (1) comparison of RTPs with State conservation plans or maps, if available, or (2) comparison of RTPs with inventories of natural or historic resources, if available
- Provide interested parties with a reasonable opportunity to comment on the RTP
- Publish or otherwise make readily available the RTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web

FTIP Requirements [23 CFR part 450.326(b)] are:

- All interested parties shall have a reasonable opportunity to comment on the proposed FTIP. In nonattainment TMAs, an opportunity for at least one formal public meeting during the FTIP development process
- Publish or otherwise make readily available the FTIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web

Air Quality Conformity Requirements [40 CFR part 93.105(e)] are:

- Agencies making conformity determinations on RTPs, FTIPs, and projects shall establish a proactive public involvement process which provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action on a conformity determination for all RTPs and FTIPs

FTA Circular 9030.1E states the following:

- FTA allows transit operators that are direct recipients of FTA formula funds to satisfy the public participation requirements of the transit operator's Program of Projects (POP) if both the direct recipient and the MPO integrate the process. Both the direct recipient and MPO must coordinate and ensure that the public is aware that the recipient is using



the public participation process associated with FTIP development to satisfy the public hearing requirements of Section 5307(b). The recipient must ensure the FTIP document explicitly states that public notice of public involvement activities and time established for public review and comment on the FTIP will satisfy the POP requirements of the Section 5307 Program. Furthermore, if recipients intend to follow such an ongoing practice, the FTA encourages them to include such a reference in the MOA required between public transportation operators, MPOs, and states, as called for in 23 CFR 450.314. 23 CFR 450.316 provides a detailed description of the PPP

### **Prohibiting Discrimination**

It is essential that the public participation process be non-discriminatory. Disadvantaged individuals historically have experienced barriers to participation in the public decision-making process. Barriers may arise from physical, cultural, linguistic, and economic differences. Recent efforts to include varied cultural or disadvantaged groups in transportation planning have been designed to assure equitable access. Diversity creates opportunities for developing unique public participation strategies to fit various cultural and economic differences within a community. Language differences may be only the most immediate hurdle to overcome toward working effectively with various cultural groups. Economic barriers also hinder participation.

- Title VI of the Civil Rights Act of 1964 and 49 CFR part 21 ensures that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance”
- Section 504 of the Rehabilitation Act of 1973 and 49 CFR part 27 ensures that “No otherwise qualified individual with a disability... be excluded from the participation in... any activity receiving Federal financial assistance”
- Age Discrimination Act of 1975 and 42 USC section 6101 ensures that “no person ..., on the basis of age, be excluded from participation... in any program or activity receiving Federal financial assistance”
- Americans with Disabilities Act (ADA) of 1990 and 28 CFR part 35 ensure that “No qualified individual with a disability shall, because a public entity's facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation... by any public entity”
- Executive Order (E.O.) 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994) ensures that such programs, policies, and activities do not have the effect of excluding persons from participation. E.O. 12898 is rooted in our civil rights history and reaffirms that each Federal agency must make environmental justice part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of its



programs, policies and activities on minority populations and low-income populations. This includes the full and fair participation by all potentially affected communities in the transportation decision-making process

- E.O. 13166 – Improving Access to Services for Persons with Limited English Proficiency (LEP) (2000) ensures that “Each Federal agency shall also work to ensure that recipients of Federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Recipients shall ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on basis of national origin”. The ‘Policy Guidance Concerning Recipients’ Responsibilities to LEP Persons, Federal Register Volume 70, Number 239, Wednesday, December 14, 2005 (4-Factor analysis) provides a process for determining when LEP is needed

#### **4.6.2 Existing Status**

SCAG adopted a PPP update in 2022. As part of the adoption process, the public had many opportunities to share input. For example, SCAG hosted 22 listening sessions, a virtual meeting room, and 15 community events to engage with city stakeholders, industry experts, and local communities to raise project awareness, encourage EV adoption, and gather community stakeholder input to implement Assembly Bills 1236 and 970. Also, SCAG partnered with 18 cities in its region to help jurisdictions promote the development and deployment of EV charging infrastructure to accelerate transportation electrification.

More highlights of SCAG’s successes to involve the public since the 2018 certification review cycle include:

- Unprecedented amounts of comments (over 12,000) received on RTP. The public showed higher levels of engagement in the years of 2020-2022
- There were 18 tele-community-based communications available and above 5,000 survey responses came in
- Communications saw a revamp through morning flicks, SCAG Spotlight, and the RPWG, housing, and other programmatic newsletters
- New email system put in place
- Website re-brand completed November 3, 2020, in which a full-time-employee was assigned to update it to be user-friendly. The platform experienced a significant increase in website traffic as well as new users – up more than 228,000 since 2020

SCAG adopted resolution in July 2020 affirming its commitment to advance justice meaningfully, through equity, diversity, and inclusion throughout Southern California. For the region to become healthy, livable, sustainable, and economically resilient, SCAG recognized it needed to dramatically improve outcomes for communities of color and low-income populations. A Racial Equity Early Action Plan in 2021 and an Equity Resource Guide in 2022



were developed. The plan provides a framework for internal and external-focused actions and is a critical step in ensuring equity-related work continues to advance while the guide presents a collection of local, state, and national examples of practices and approaches to advance equity via government agencies.

### **4.6.3 Findings**

SCAG is following public participation requirements of 23 CFR 450, 40 CFR 93, and other connected statutes satisfactorily.

#### **Commendation:**

The review team values SCAG's commitment to equity in its completion of an Equity Resource Guide, which promotes and amplifies best practices for equitable and inclusive planning and encourages collaboration and implementation of these practices and approaches.

#### **Commendation:**

With greater than 22 public listening sessions of associated options for feedback, the review team is impressed with the number of public involvement prospects and outreach associated with the Electric Vehicle Charging Station Study. SCAG is partnering with 18 intraregional cities on the study to help jurisdictions promote development and deployment of electric vehicle charging infrastructure to accelerate transportation electrification.

#### **Recommendation:**

SCAG's 2022 PPP update meets public participation requirements of 23 CFR 450. In the next PPP update cycle the review team recommends SCAG consider inclusion of language on FTA formula programs such as 5337 and 5339.

#### **Schedule for Process Improvement:**

Address as soon as practicable before the next Federal Certification Review (February 2026).

## **4.7 Planning and Environmental Linkages**

### **4.7.1 Regulatory Basis**

Planning and Environmental Linkages (PEL) was initiated in 2005 when FHWA and FTA published a joint memorandum outlining the use of PEL in the NEPA process utilizing the Council on Environmental Quality's regulations and case law. In 2007, FHWA and FTA published regulations governing the development of planning studies within the state and metropolitan transportation planning processes. The regulations explain how results or decisions of transportation planning studies may be used as part of the overall project development process



consistent with NEPA (23 CFR 450.212 and 450.318). In addition, the FHWA and FTA provided guidance under Appendix A to 23 CFR 450 on how information, analysis, and products from transportation planning can be incorporated into and relied upon in NEPA documents. Appendix A is intended to be non-binding guidance, as FHWA and FTA formed the basis for how PEL is implemented in 23 CFR 450.212 (a-c) and 23 CFR 450.318 (a-d).

MAP-21 and the FAST Act refined PEL to strengthen the transportation planning process as the foundation for project decisions, emphasize public involvement and consideration of environmental and other factors, and clarify the Federal role in overseeing the transportation planning process. With MAP-21 and FAST Act changes, additional authorities for PEL were provided in the statutory language under 23 USC 168. The new authority in 23 USC 168, codified in 23 CFR 450.212(d) and 23 CFR 450.318(e), provides a process by which the following agencies may adopt or incorporate by reference and use a planning product to the maximum extent practicable and appropriate in the environmental review process of the project:

(A) The lead agency for a project, with respect to an environmental impact statement, environmental assessment, categorical exclusion, or other document prepared under NEPA

(B) The cooperating agency with responsibility under Federal law, with respect to the process for and completion of any environmental permit, approval, review, or study required for a project under any Federal law other than NEPA, if consistent with that law

This statutory authority does not limit the continued use of PEL pursuant to other legal authorities.

Federal Review Teams may also look for additional State guidance or processes that are relevant and which describe how the planning partners will implement and adhere to PEL approaches in that State.

#### **4.7.2 Existing Status**

SCAG's Sustainable Communities Program (SCP), which has been in existence since 2005, currently contains 43 projects. The SCP provides resources and direct technical assistance to local jurisdictions for completing local planning strategies related to AT, safety, smart permitting, etc. SCAG also has a natural farmlands and land-use working group. The group's purpose is gathering stakeholder input for development conservation planning efforts, and it is comprised of a diverse group of stakeholders representing federal and state conservation agencies, nonprofits such as land trusts, academic institutions, CTCs, counties, and cities. The possibility exists that some information, analysis, and products connected with the SCP, as well as the natural farmlands and land-use working group, can be bridged in use to consider



environmental, community, and economic goals early in the transportation planning process while similarly informing environmental reviews.

### **4.7.3 Findings**

SCAG implements project development activities that may be consistent with PEL, and it continues to develop and implement PEL in the transportation planning and environmental review processes.

#### **Proposed FHWA/FTA Technical Assistance:**

PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available in FHWA's Environmental Toolkit:

[https://www.environment.fhwa.dot.gov/env\\_initiatives/pel.aspx](https://www.environment.fhwa.dot.gov/env_initiatives/pel.aspx). If SCAG has additional PEL questions, contact the Caltrans Division of Environmental Analysis.

## **4.8 Consultation and Coordination**

### **4.8.1 Regulatory Basis**

Consultation requirements are set forth primarily in 23 CFR 450.316(b-e), which calls for consultation in developing the RTP and FTIP. In developing RTPs and FTIPs, the MPOs shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

- Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
- Other providers of transportation services
- Native American Indian Tribal Governments
- FLMAs
- Should to the maximum extent possible, consult with agencies and officials responsible

### **4.8.2 Existing Status**

In 2019 SCAG completed its policy for consultation with Federally Recognized Indian Tribal Governments and FLMAs. This document details federal and state requirements for tribal consultation, and SCAG's progress with Tribal and FLMA entities.



There are 16 federally recognized Tribes in SCAG's region represented by seven positions on the various policy committees including the Regional Council. Each Tribal representative serves a two-year term and is selected by the Tribe. While SCAG has made allowance for Tribal representation on the Regional Council and policy committees, Tribal participation on those bodies continues to be a challenge. The review team discussed distance as being a major roadblock to having active Tribal representation on the Regional Council and policy committees. It was also unclear how the seven positions allocated for Tribal participation in SCAG's processes represent the views of all 16 Tribal entities in the region.

While SCAG continues to adequately engage FLMAs its focus has been on habitat conservation and environmental mitigation. There is an opportunity to engage more transportation focused coordination with FLMAs through an enhancement of federal lands access. The Federal Lands Transportation Program (FLTP) and the Federal Lands Access Program (FLAP) include an inventory of federally and locally owned assets that are interconnected to the NHS. SCAG understanding the overlap in needs across jurisdiction and programs would increase awareness as to the FLTP and FLAP and provide opportunities for aligning priorities for collaborating on projects of mutual interest.

#### **4.8.3 Findings**

SCAG's procedures meet the consultation and coordination requirements, including for Tribal Governments, contained in 23 CFR 450.

##### **Recommendation:**

SCAG has a documented policy for consultation with other governments and agencies that meets consultation and coordination requirements. The federal team recommends SCAG review and update the consultation policy to ensure Tribal Governments consultation needs are met. SCAG also is encouraged to implement a process, developed jointly with its Tribal partners, that further engages them in the transportation planning process.

##### **Recommendation:**

SCAG meets FLMA consultation and coordination requirements, as documented in the consultation with other governments and agencies policy. To improve coordination with FLMAs, the review team recommends SCAG:

1. Update its current FLMA contact list
2. Work with the Central Federal Lands Highway Division (CFLHD), supported by the FHWA California Division Planning and Air Quality Team, and Caltrans Division of Transportation Planning to develop FLMA coordination guidance for increased SCAG/FLMA partnership opportunities on projects of mutual interest





### **Schedule for Process Improvement:**

Update policy for consultation with Federally Recognized Indian Tribal Governments and FLMAs by the next Federal Certification Review (February 2026). Additionally, USDOT will follow-up at SCAG's 2023 OWP meeting on its FLMA contact list and FLMA coordination guidance progress.

### **Proposed FHWA/FTA Technical Assistance:**

The CFLHD, supported by the FHWA California Division Planning and Air Quality Team, is available to assist the following:

- Inclusion of FLTP/FLAP eligibility routes in SCAG's transportation planning process
- Conduct of FLTP/FLAP Needs Assessment Workshop(s) and a write up of the workshop(s) results for inclusion in the next RTP
- Identifying opportunities to improve FLMA representative coordination at the local, state, and regional levels, for example through leverage of existing transportation planning process meetings, forums, and stakeholder groups



## 5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the greater Los Angeles UZA meets requirements with corrective action as summarized below.

### 5.1 Commendations

The following are noteworthy practices that SCAG is doing well in the transportation planning process:

- Since 2017 SCAG has held numerous Toolbox Tuesday sessions. The review team appreciates the continuance of this platform as an excellent opportunity for interested stakeholders to learn and discuss transportation planning related themes
- The review team values SCAG's commitment to equity in its completion of an Equity Resource Guide, which promotes and amplifies best practices for equitable and inclusive planning and encourages collaboration and implementation of these practices and approaches
- With greater than 22 public listening sessions of associated options for feedback, the review team is impressed with the number of public involvement prospects and outreach associated with the Electric Vehicle Charging Station Study. SCAG is partnering with 18 intraregional cities on the study to help jurisdictions promote development and deployment of electric vehicle charging infrastructure to accelerate transportation electrification

### 5.2 Corrective Actions

The following are corrective actions that SCAG must take to comply with Federal Regulations:

- Due to the Findings, SCAG is being issued a Corrective Action. SCAG shall review Caltrans' CMAQ and STBG administrative policies, update its policies and procedures if warranted, and develop a process that ensures its administration of the CMAQ and STBG programs comply with Federal program guidelines and regulations

### 5.3 Recommendations

The following are recommendations that would improve SCAG's transportation planning process:

- SCAG meets PBPP requirements with respect to establishing performance targets, integrating other performance-based plans into its planning process, and developing a



RTP and FTIP that discusses necessary elements. The review team, however, recommends SCAG improve its PBPP process to include a regional, performance-based, uniform approach to prioritize and select projects. Available data and tools can be used to support such an approach and SCAG's control of this process would increase its ability to direct resources for meeting TPM goals and targets. PBPP progress should be made in coordination with changes related to administration of STBG and CMAQ while also applied to SCAG's overall administration of the Federal-aid transportation program. The review team also advocates SCAG apply more appropriate monitoring information to determine process effectiveness toward performance targets realization

- SCAG is meeting the requirement for TAM target setting because TAM targets were established in the RTP and FTIP. To further refine its TAM target setting methodology, the review team recommends SCAG work through its Technical Advisory Committees (TAC) (for example the Regional Transit Technical Advisory Committee) to incorporate updated TAM targets in the next RTP and FTIP.

The FTA extended PTASP compliance deadline through a Notice of Enforcement Discretion on December 11, 2020, effectively extending the PTASP compliance deadline to July 20, 2021. Per 49 USC (h)(2)(C), the MPO shall establish the performance targets no later than 180 days after the date on which the relevant provider of public transportation establishes the performance targets. Thus, the review team additionally recommends that SCAG work with transit operators and TACs to develop safety targets as described in statute. As SCAG is in the process of updating its FTIP and RTP, the MPO shall incorporate these performance targets to assist in the agency's planning and programming process

- SCAG's 2022 PPP update meets public participation requirements of 23 CFR 450. In the next PPP update cycle the review team recommends SCAG consider inclusion of language on FTA formula programs such as 5337 and 5339
- SCAG has a documented policy for consultation with other governments and agencies that meets consultation and coordination requirements. The federal team recommends SCAG review and update the consultation policy to ensure Tribal Governments consultation needs are met. SCAG also is encouraged to implement a process, developed jointly with its Tribal partners, that further engages them in the transportation planning process
- SCAG meets FLMA consultation and coordination requirements, as documented in the consultation with other governments and agencies policy. To improve coordination with FLMAs, the review team recommends SCAG:
  1. Update its current FLMA contact list



2. Work with the Central Federal Lands Highway Division (CFLHD), supported by the FHWA California Division Planning and Air Quality Team, and Caltrans Division of Transportation Planning to develop FLMA coordination guidance for increased SCAG/FLMA partnership opportunities on projects of mutual interest

### 5.3 Training/Technical Assistance

The following training and technical assistance possibly would assist SCAG with delivery of its transportation planning process:

- In July 2019, the United States Department of Transportation (USDOT) sponsored the TPM and PBPP Western Workshop in Denver, CO with purpose to allow for peer-to-peer and information sharing on related MAP-21 and FAST Act requirements. USDOT hopes to sponsor a similar workshop in California in the future. It is recommended that SCAG staff attend the workshop tentatively scheduled for late 2022 or early 2023. Additionally, the FTA has a PTASP Technical Assistance center available to for SCAG's benefit in its PTASP target setting efforts
- FHWA uses the FAS to prioritize assistance to various states or regions toward reducing fatalities and serious injuries. In the 2021 update of FAS, SCAG was recognized as the focus region for pedestrian and bicyclist safety. FHWA's Resource Center has several technical assistance and training opportunities available to assist SCAG that include designing, planning for pedestrian/bike safety, Complete Streets, and Safe System Approach. If SCAG is interested in FHWA Resource Center's technical assistance notify the FHWA California Division
- FHWA's Office of Freight Management and Operations works to improve goods movement on the U.S. transportation system and cross borders. It administers programs and activities including National Freight Program implementation, freight data and analysis, research, and vehicle size and weight. For current freight news and related upcoming events, the review team encourages SCAG to reference <http://www.ops.fhwa.dot.gov/freight/index.cfmv>
- As part of the Corrective Action issued to Caltrans in April 2021, the FHWA California Division Planning and Air Quality Team is currently providing technical assistance to the Caltrans Office of Federal Programming and Data Management. The technical assistance includes developing statewide STBG and CMAQ program guidance. As part of this assistance, the Planning and Air Quality Team is helping all affected MPOs at the request of Caltrans. If SCAG would like the Planning and Air Quality Team's assistance it should be requested through the Caltrans Office of Federal Programming and Data



Management. Caltrans will review the request and, if warranted, forward the request to the Planning and Air Quality Team

- PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available in FHWA's Environmental Toolkit:  
[https://www.environment.fhwa.dot.gov/env\\_initiatives/pel.aspx](https://www.environment.fhwa.dot.gov/env_initiatives/pel.aspx). If SCAG has additional PEL questions, contact the Caltrans Division of Environmental Analysis
- The CFLHD, supported by the FHWA California Division Planning and Air Quality Team, is available to assist the following:
  - Inclusion of FLTP/FLAP eligibility routes in SCAG's transportation planning process
  - Conduct of FLTP/FLAP Needs Assessment Workshop(s) and a write up of the workshop(s) results for inclusion in the next RTP
  - Identifying opportunities to improve FLMA representative coordination at the local, state, and regional levels, for example through leverage of existing transportation planning process meetings, forums, and stakeholder groups



## APPENDIX A - PARTICIPANTS

The following individuals were involved in the SCAG urbanized area on-site review:

Michael Morris	FHWA, California Division
Mervin Acebo	FTA, Region 9
Charlene Lee Lorenzo	FTA, Region 9
Christina Leach	FHWA, California Division
Antonio Johnson	FHWA, California Division
Patrick Pittenger	FHWA, California Division
Jasmine Amanin	FHWA, California Division
Maria Bhatti	FHWA, California Division
Elijah Henley	Central Federal Lands Highway Division
Karin Vosgueritchian	FTA, Office of Civil Rights
Caleb Brock	Caltrans District 7
Mine Struhl	Caltrans District 7
Kevin Lum	Caltrans District 7
Scott Shelley	Caltrans District 12
Erin Thompson	Caltrans Headquarters Planning
Jennifer Duran	Caltrans Headquarters Planning
Kevin Mariant	Caltrans Headquarters Planning
Abhijit Bagde	Caltrans Programming & Data Management
Jackie Kahrs	Caltrans Programming & Data Management
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Sarah Patterson	SCAG
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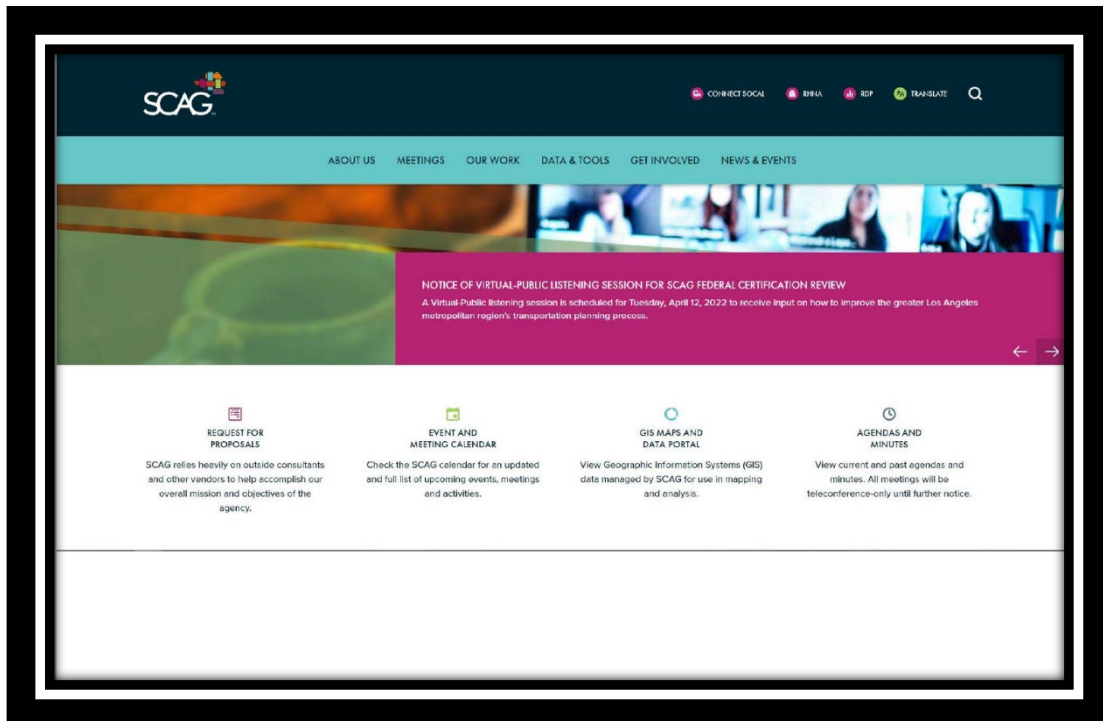
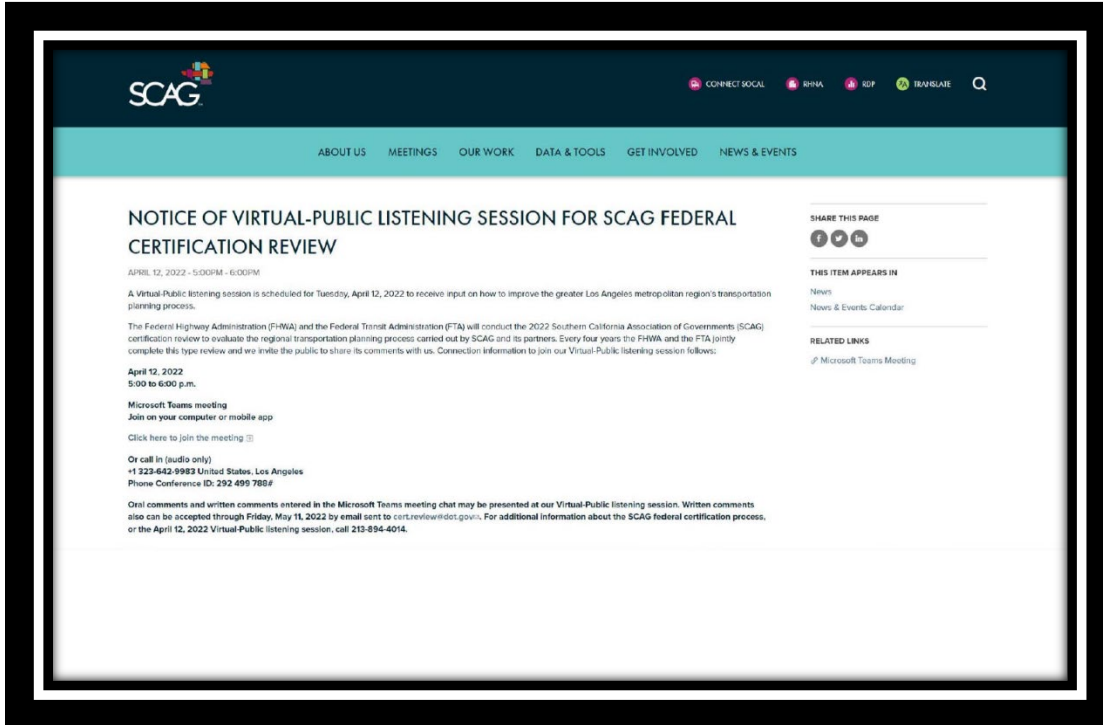


David Salgado	SCAG
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Emad Gewaily	SCAG
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Erika Bustamante	SCAG
Julie Shroyer	SCAG
Michael Houston	SCAG
Kana Sato-Nguyen	SCAG
David James	SCAG
Houston Laney	SCAG
Hsi-Hwa Hu	SCAG
Jenna Hornstock	SCAG
Kevin Gilhooley	SCAG
Leyton Morgan	SCAG
Marco Anderson	SCAG
Margaret de Larios	SCAG
Kim Clark	SCAG
Grieg Asher	SCAG
Mana Sangkapichai	SCAG
Michael Gainor	SCAG
Norma Ortega	SCAG



## APPENDIX B – PUBLIC LISTENING SESSION NOTICE

Notices of USDOT’s public listening session were posted on SCAG’s website, by email-blast to regional stakeholders, and in the RC Spotlight Newsletter. Below are copies of the notifications:







The screenshot shows the SCAG website's 'UPCOMING EVENTS CALENDAR' for 2022. The page features a teal header with the SCAG logo and navigation links: ABOUT US, MEETINGS, OUR WORK, DATA & TOOLS, GET INVOLVED, and NEWS & EVENTS. The calendar lists five events for April:

Date	Event Name	Time
APR 11	General Assembly Host Committee	9:30am - 10:30am
APR 12	Taking Action to Advance Equity: Action Plans and Frameworks Toolbox Tuesday	1:00pm - 2:30pm
APR 12	Notice of Virtual-Public Listening Session for SCAG Federal Certification Review	5:00pm - 6:00pm
APR 14	Introduction to ArcGIS Business Analyst Workshop	10:00am - 12:00pm
APR 19	Legislative/Communications and Membership Committee	2:30pm - 10:00am

The screenshot shows an email invitation titled 'Federal Certification Review Public Listening Session - April 12'. The sender is SCAG (update@scag.ca.gov) from Mike Jones. The email content includes:

**JOIN THE PUBLIC LISTENING SESSION FOR SCAG FEDERAL CERTIFICATION REVIEW**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will conduct their 2022 SCAG Certification Review on **Tuesday, April 12 from 5 to 6 p.m.** to evaluate the regional transportation planning processes carried out by SCAG. Every four years the FHWA and the FTA jointly complete this review, and we invite the public to [share comments at the public listening session](#).

[Click Here to Join](#)

The listening session will be held on Microsoft Teams and can also be joined by phone at +1 323-642-9983 using the conference id 292 499 788#.

Oral comments and written comments entered in the Microsoft Teams meeting chat may be presented at the listening session. Written comments also can be accepted through Friday, May 11 by email sent to [certreview@dot.gov](mailto:certreview@dot.gov).

For additional information about the SCAG federal certification process or the listening session, call 213-994-4014.



[VIEW IN BROWSER](#) | [FORWARD TO A FRIEND](#)

# SPOTLIGHT

SCAG REGIONAL COUNCIL NEWSLETTER



INNOVATING FOR A BETTER TOMORROW

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**ABOUT**

The Regional Council is the governing board of the Southern California Association of Governments and consists of 86 elected officials representing 191 cities, six counties, county transportation commissions, transportation corridor agencies, tribal governments and air districts in Southern California.

**AGENDA**

[Click here](#) for current and archived Regional Council meeting agendas.

**HIGHLIGHTS FROM THE MEETING**





**ACTION**

**REGIONAL COUNCIL ELECTS 2022-23 BOARD OFFICERS**

The Regional Council today approved the nominations for the SCAG 2022-23 Board Officers as submitted by the Nominating Committee. Congratulations to Hon. Jan Hamik (Riverside County Transportation Commission) who will serve as the new SCAG President, Hon. Carmen Ramirez (County of Ventura) who will serve as First Vice President, and Hon. Art Brown (City of Buena Park) who will serve as Second Vice President. The slate of new officers will be presented to the General Assembly for ratification at its meeting on May 5.

**ACTION**

SCAG's [57th Annual Regional Conference & General Assembly](#) is just around the corner on May 5-6!

[Register today](#) for access to high-quality presentations and panels, featuring engaging speakers and thought leaders, and unbeatable networking opportunities filled with collaborative, solution-oriented discussions on fostering change and addressing challenges in our communities.

The event will also feature the presentation of the 2022 SCAG Sustainability Awards, the region's highest honors for projects that promote and improve mobility, livability, prosperity, and sustainability in Southern California.

The event is free for elected officials and city managers in the region. Don't wait to make your plans – the **special conference rate of \$169 per night** at the JW Marriott Desert Springs Resort & Spa ends on April 12.

For more information about the event, including COVID-19 protocols, visit [scag.ca.gov/qa2022](http://scag.ca.gov/qa2022).

**SCAG TO HOST SPRING HOUSING POLICY FORUM: ACCELERATING HOUSING PRODUCTION**

SCAG will host the second virtual forum of the Housing Policy Forum Series on **Tuesday, April 19 from 11 a.m. to 1 p.m.** This forum will feature a discussion of challenges, opportunities and trends related to accelerating housing production through regional collaboration.

Participants will also gain insights into best and promising practices from SCAG's Regional Early Action Planning (REAP) program and have an opportunity to provide insight on the technical assistance, structure, and resources of SCAG's REAP 2.0 programs, which aims to accelerate infill development, housing, and vehicle miles traveled reductions in ways that advance equity. [Register here to attend!](#)

**JOIN THE PUBLIC LISTENING SESSION FOR SCAG FEDERAL CERTIFICATION REVIEW**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will conduct their 2022 SCAG certification review to evaluate the regional transportation planning processes carried out by SCAG. Every four years the FHWA and the FTA jointly complete this review, and we invite the public to share their comments with us at the public listening session on **Tuesday, April 12 from 5 to 6 p.m.** [Learn more here!](#)

The full [Executive Director's Report](#) and past reports will be available on the SCAG website.



## APPENDIX C - LIST OF ACRONYMS

**AASHTO:** American Association of State Highway and Transportation Officials

**ABM:** Activity Based Model

**ADA:** Americans with Disabilities Act

**AQ:** Air Quality

**AT:** Active Transportation

**CAA:** Clean Air Act

**CAAA:** Clean Air Act Amendments

**Caltrans:** California Department of Transportation

**CFLHD:** Central Federal Lands Highway Division

**CFR:** Code of Federal Regulations

**CMP:** Congestion Management Process

**CMAQ:** Congestion Mitigation and Air Quality

**CO:** Carbon Monoxide

**CTC:** County Transportation Commission

**DOT:** Department of Transportation

**EJ:** Environmental Justice

**EMFAC:** Emissions Factor Model

**E.O.:** Executive Order

**EV:** Electric Vehicle

**FAS:** Focused Approach to Safety

**FAST:** Fixing America's Surface Transportation Act

**FHWA:** Federal Highway Administration

**FLAP:** Federal Lands Access Program

**FLMA:** Federal Lands Management Agency

**FLTP:** Federal Lands Transportation Program

**FSTIP:** Federal State Transportation Improvement Program

**FTA:** Federal Transit Administration

**FTIP:** Federal Transportation Improvement Program

**HSIP:** Highway Safety Improvement Program

**ICTC:** Imperial County Transportation Commission

**ISTEA:** Intermodal Surface Transportation Efficiency Act

**LA:** Los Angeles

**LEP:** Limited-English-Proficiency

**LMFP:** Last Mile Freight Program

**MAP-21:** Moving Ahead for Progress in the 21<sup>st</sup> Century

**MOA:** Memorandum of Agreement

**MPA:** Metropolitan Planning Area

**MPO:** Metropolitan Planning Organization

**RTP:** Regional Transportation Plan

**NAAQS:** National Ambient Air Quality Standards

**NEPA:** National Environmental Policy Act



**NHS:** National Highway System  
**NOP:** Notice of Preparation  
**O<sub>3</sub>:** Ozone  
**OCTA:** Orange County Transportation Commission  
**OWP:** Overall Work Program  
**PBPP:** Performance Based Planning and Programming  
**PEIR:** Program Environmental Impact Report  
**PEL:** Planning and Environmental Linkages  
**PM<sub>10</sub> and PM<sub>2.5</sub>:** Particulate Matter  
**PM:** Performance Measure  
**PPP:** Public Participation Plan  
**PTASP:** Public Transportation Agency Safety Plans  
**RC:** Regional Council  
**RPWG:** Regional Planning Working Group  
**SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users  
**SBCAG:** Santa Barbara County Association of Governments  
**SBCTA:** San Bernardino County Transportation Authority  
**SCAG:** Southern California Association of Governments  
**SCP:** Sustainable Communities Program  
**SCS:** Sustainable Communities Strategy  
**SHSP:** Strategic Highway Safety Plan  
**SIP:** State Implementation Plan  
**SOV:** Single Occupancy Vehicle  
**SRTS:** Safe Routes to School  
**STBG:** Surface Transportation Block Grant  
**STP:** Surface Transportation Program  
**TAC:** Technical Advisory Committee  
**TAM:** Transit Asset Management  
**TBM:** Trip Based Model  
**TCM:** Transportation Control Measure  
**TCWG:** Transportation Conformity Working Group  
**TDM:** Travel Demand Management  
**TMA:** Transportation Management Area  
**USC:** United States Code  
**USDOT:** United States Department of Transportation  
**UZA:** Urbanized Area  
**VMT:** Vehicle Miles Traveled





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