SCAG

INNOVATING FOR A BETTER TOMORROW

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Clint Lorimore, Eastvale

First Vice President
Jan C. Harnik, Riverside County Transportation Commission

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Carmen Ramirez, County of Ventura

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Rex Richardson, Long Beach

COMMITTEE CHAIRS

Executive/Administration
Clint Lorimore, Eastvale

Community, Economic & Human Development
Jorge Marquez, Covina

Energy & Environment
David Pollock, Moorpark

Transportation
Art Brown, Buena Park

HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

TRANSPORTATION COMMITTEE

In-Person & Remote Participation*
Thursday, April 7, 2022
9:30 a.m. – 11:30 a.m.

*Public Participation: The SCAG offices are currently closed to members of the public. Please see next page for detailed instructions on how to participate in the meeting.

To Attend and Participate on Your Computer:
https://scag.zoom.us/j/253270430

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

PUBLIC ADVISORY

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be held telephonically and electronically.

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

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

Instructions for Public Comments

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

1. **In Writing: Submit written comments via email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, April 6, 2022.** You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

   All written comments received after 5pm on Wednesday, April 6, 2022 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the "raise hand" function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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

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

Instructions for Participating in the Meeting

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

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

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

TC - Transportation Committee
Members – April 2022

1. **Hon. Art Brown**
   TC Vice Chair, Buena Park, RC District 21

2. **Hon. Phil Bacerra**
   Santa Ana, RC District 16

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

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

5. **Hon. Ben Benoit**
   Air District Representative

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

7. **Hon. Lorrie Brown**
   Ventura, RC District 47

8. **Hon. Joe Buscaino**
   Los Angeles, RC District 62

9. **Hon. Michelle Chambers**
   Los Angeles County CoC

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

11. **Hon. Jonathan Curtis**
    La Canada Flintridge, RC District 36

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

13. **Hon. Darrell Dorris**
    Lancaster, NCTC

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

15. **Hon. James Gazeley**
    Lomita, RC District 39

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

OUR VISION
Southern California's Catalyst for a Brighter Future

OUR CORE VALUES
Be Open | Lead by Example | Make an Impact | Be Courageous

16. **Hon. Jason Gibbs**
    Santa Clarita, NCTC

17. **Hon. Brian Goodell**
    OCTA Representative

18. **Sup. Curt Hagman**
    San Bernardino County

19. **Hon. Ray Hamada**
    Bellflower, RC District 24

20. **Hon. Jan C. Harnik**
    RCTC

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

22. **Hon. Lindsey Horvath**
    West Hollywood, WSCCOG

23. **Hon. Mike Judge**
    VCTC

24. **Hon. Trish Kelley**
    Mission Viejo, OCCOG

25. **Hon. Paul Krekorian**
    RC District 49/Public Transit Rep.

26. **Hon. Linda Krupa**
    Hemet, WRCOG

27. **Hon. Richard Loa**
    Palmdale, NCTC

28. **Hon. Clint Lorimore**
    Eastvale, RC District 4

29. **Hon. Steven Ly**
    Rosemead, RC District 32

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

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

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32. Hon. Larry McCallon
Highland, RC District 7

33. Hon. Marsha McLean
Santa Clarita, RC District 67

34. Hon. L.Dennis Michael
Rancho Cucamonga, RC District 9

35. Hon. Fred Minagar
Laguna Niguel, RC District 12

36. Hon. Carol Moore
Laguna Woods, OCCOG

37. Hon. Ara Najarian
Glendale, SFVCOG

38. Hon. Maria Nava-Froelich
ICTC

39. Hon. Frank Navarro
Colton, RC District 6

40. Hon. Blanca Pacheco
Downey, GCCOG

41. Hon. Jonathan Primuth
South Pasadena, AVCJPA

42. Hon. Ed Reece
Claremont, SGVCOG

43. Hon. Crystal Ruiz
San Jacinto, WRCOG

44. Hon. Ali Saleh
Bell, RC District 27

45. Hon. Tim Sandoval
Pomona, RC District 38

46. Hon. Rey Santos
Beaumont, RC District 3

47. Hon. Zak Schwank
Temecula, RC District 5

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48. **Hon. Marty Simonoff**
Brea, RC District 22

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

50. **Hon. Ward Smith**
Placentia, OCCOG

51. **Hon. Jose Luis Solache**
Lynwood, RC District 26

52. **Sup. Hilda Solis**
Los Angeles County

53. **Sup. Karen Spiegel**
Riverside County

54. **Hon. Cynthia Sternquist**
Temple City, SGVCOG

55. **Hon. Jess Talamantes**
Burbank, Pres. Appt. (Member at Large)

56. **Hon. Steve Tye**
Diamond Bar, RC District 37

57. **Hon. Michael Vargas**
Riverside County CoC

58. **Hon. Cheryl Viegas-Walker**
El Centro, RC District 1

59. **Hon. Scott Voigts**
Lake Forest, OCCOG

60. **Sup. Donald Wagner**
Orange County

61. **Hon. Alan Wapner**
SBCTA

62. **Hon. Alicia Weintraub**
Calabasas, LVMCOG

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

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, April 7, 2022
9:30 AM

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

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

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)
This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is *not* listed on the agenda. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time. Public comment for items listed on the agenda will be taken separately as further described below.

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, April 6, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Transportation Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, April 6, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Transportation Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

REVIEW AND PRIORITIZE AGENDA ITEMS

ELECTION OF TC CHAIR AND VICE CHAIR

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – March 3, 2022

Receive and File

2. Racial Equity Early Action Plan – FY22 Progress Report

3. Regional Dedicated Transit Lanes Study Update

4. Mobility as a Service (MaaS) Feasibility White Paper Update

5. Equity Analysis Approach (formerly Environmental Justice Analysis)

6. Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority (OCTA)

7. Draft 2022 South Coast Air Quality Management Plan (AQMP)

ACTION ITEM

8. **2023 Active Transportation Program Regional Guidelines**   5 Mins.
(Cory Wilkerson, Program Manager II)

RECOMMEDED ACTION:
Recommend that the Regional Council adopt Resolution No. 22-642-2 approving the 2023 Active Transportation Program Regional Guidelines**.**

INFORMATION ITEMS

9. Policy Development Framework for Connect SoCal 2024   15 Mins.
(Annie Nam, Deputy Director of Planning, Transportation)

10. SCAG and UC Davis: COVID-19 Mobility Study Update   30 Mins.
(Dr. Giovanni Circella, UC Davis)

11. Broadband VMT Study Update   15 Mins.
(Thomas Bellino, Senior Regional Planner)

12. Curb Space Management Study   10 Mins.
(Scott Strelecki, Program Manager II)

CHAIR'S REPORT
(The Honorable Art Brown, Vice Chair)

METROLINK REPORT
(The Honorable Art Brown, SCAG Representative)

STAFF REPORT
(David Salgado, Regional Affairs Officer, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
April 7, 2022

MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, MARCH 3, 2022

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: http://scag.iqm2.com/Citizens/

The Transportation Committee (TC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

Members Present:

Hon.	Sean Ashton, Downey **(Chair)**	District 25
Hon.	Phil Bacerra, Santa Ana	District 16
Hon.	Ben Benoit, Wildomar	South Coast AQMD
Hon.	Russel Betts, Desert Hot Springs	CVAG
Hon.	Art Brown, Buena Park **(Vice Chair)**	District 21
Hon.	Joe Buscaino, Los Angeles	District 62
Hon.	Michelle Chambers	City of Compton
Hon.	Ross Chun, Aliso Viejo	OCTA
Hon.	Andrew Do	Orange County
Hon.	Darrell Dorris	Lancaster, NCTC
Hon.	John Dutrey, Montclair	SBCTA
Hon.	James Gazeley, Lomita	District 39
Hon.	Jason Gibbs, Santa Clarita	NCTC
Hon.	Brian Goodell, Mission Viejo	OCTA
Hon.	Curt Hagman	San Bernardino County
Hon.	Jan Harnik, Palm Desert	RCTC
Hon.	Laura Hernandez, Port Hueneme	District 45
Hon.	Lindsey Horvath	WSCCOG
Hon.	Mike T. Judge, Simi Valley	VCTC
Hon.	Trish Kelley, Mission Viejo	OCCOG

Hon.	Linda Krupa, Hemet	WRCOG
Hon.	Richard Loa, Palmdale	NCTC
Hon.	Clint Lorimore, Eastvale	District 4
Hon.	Steve Manos, Lake Elsinore	District 63
Hon.	Ray Marquez, Chino Hills	District 10
Hon.	Larry McCallon, SBCTA	District 7
Hon.	Marsha McLean, NLAC	District 67
Hon.	L. Dennis Michael	District 9
Hon.	Fred Minagar, Laguna Niguel	District 12
Hon.	Carol Moore, Laguna Woods	OCCOG
Hon.	Ara Najarian, Glendale	AVCJPA
Hon.	Maria Nava-Froelich	ICTC
Hon.	Frank Navarro, Colton	District 6
Hon.	Jon Primuth, S. Pasadena	AVCJPA
Hon.	Ed Reece	SGVCOG
Hon.	Crystal Ruiz, San Jacinto	WRCOG
Hon.	Ali Saleh, Bell	District 27
Hon.	Tim Sandoval, Pomona	District 38
Hon.	Rey Santos, Beaumont	District 3
Hon.	Zak Schwank, Temecula	District 5
Hon.	Marty Simonoff, Brea	District 22
Hon.	Jeremy Smith	Canyon Lake
Hon.	Ward Smith, Placentia	OCCOG
Hon.	Karen Spiegel	Riverside County
Hon.	Cynthia Sternquist, Temple City	SGVCOG
Hon.	Jess Talamantes, Burbank	Pres. Appt.
Hon.	Steve Tye	District 37
Hon.	Michael Vargas	Riverside County
Hon.	Cheryl Viegas-Walker, El Centro	District 1
Hon.	Scott Voigts, Lake Forest	OCCOG
Hon.	Alan Wapner, Ontario	SBCTA/SBCOG
Hon.	Alicia Weintraub, Calabasas	LVMCOG

Members Not Present:

Hon.	Kathryn Barger	Los Angeles County
Hon.	Liz Becerra, Victorville	District 65
Hon.	Lorrie Brown	District 47
Hon.	Jonathan Curtis, La Cañada-Flintridge	District 36
Hon.	Ray Hamada, Bellflower	District 24
Hon.	Paul Krekorian	District 49

Hon.	Steven Ly, Rosemead	District 32
Hon.	Blanca Pacheco	GCCOG
Hon.	Jose Luis Solache, Lynwood	District 26
Hon.	Hilda Solis	Los Angeles County
Hon.	Don Wagner	Orange County
Mr.	Paul Marquez, Caltrans District 7	Ex-Officio Member

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Sean Ashton, Downey, District 25, called the meeting to order at 9:30 a.m. Hon. Larry McCallon, SBCTA, District 7, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

Hon. Sean Ashton, Downey, District 25, opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. David Salgado, SCAG staff, reported no public comments were received by email prior to the meeting and none were requested during the public comment period.

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting, January 6, 2022

Receive and File

2. Policy Development Framework for Connect SoCal 2024

3. Transportation Demand Management "Deep Dive" Trainings

4. Connect SoCal's Program Environmental Impact Report (PEIR) 101

5. 2022 Outlook for Go Human Active Transportation and Safety Program

A MOTION was made (Minagar) to approve Consent Calendar Items 1 – 5. The motion was SECONDED (Marquez) and passed by the following votes.

AYES: ASHTON, BACERRA, BENOIT, BETTS, BROWN A., BUSCAINO, CHAMBERS, CHUN, DO, DORRIS, DUTREY, GAZELEY, GIBBS, HAGMAN, HARNIK, HERNANDEZ, HORVATH,

JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAJARIAN, NAVA-FROELICH, NAVARRO, PRIMUTH, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SMITH J., SMITH W., SPIEGEL, STERNQUIST, VARGAS, VIEGAS-WALKER, VOIGTS, WAPNER, AND WEINTRAUB (48)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

6. California Air Resources Board: Sustainable Communities & Climate Policy Update

Lana Wong, California Air Resources Board, provided an update on goals and policies. Ms. Wong reviewed long range climate goals and noted transportation produces 41% of the state's emissions, the largest single source. She stated CARB's Scoping Plan puts forth the vision and strategies for achieving climate goals. Transportation focus areas include technology, fuel and demand management. She reviewed efforts to link transportation, land use and housing options to reduce the negative impacts of climate change. Efforts seek to increase travel choices such as public transit, carpool, walking, biking and shared mobility service. She noted for much of the state, travel choices are limited and require the use of a vehicle. Ms. Wong stated SB 375 was adopted in 2008 connecting land use and transportation planning to state climate goals and metropolitan planning organizations are required to include a Sustainable Communities Strategy with transportation plans. Further, Sustainable Communities reduce emissions through construction and energy use from more dense and efficient development. Additionally, it provides opportunities for affordable housing closer to jobs, education, health care and daily needs. She stated well planned communities that lower vehicle miles traveled also advance equity and environmental justice goals as transportation costs are most burdensome to those with the lowest incomes. High housing cost require workers to live farther from work increasing vehicle miles travelled. Ms. Wong concluded by noting the state is not on track to meet climate goals as emissions from driving is increasing and reducing vehicles miles travelled would reverse these impacts.

7. Wilmington Freight Mitigation Study

Mike Arizabal, IBI, reported on the Wilmington Freight Mitigation Study. Mr. Arizabal stated the study began two years ago with multiple objectives including reducing truck and train conflicts as well as truck intrusion into adjacent disadvantaged communities. Other objectives include developing design treatments within the existing right of ways for safer, more efficient goods movement and multimodal complete streets. He reviewed study area characteristics, truck travel patterns and volumes per daytime. Next, problem intersections and their proposed mitigation

actions were examined. These include curb extensions, street widening, mini roundabouts, vertical clearance treatments and raised medians. Some of these benefits will keep truck traffic away from residential streets and better accommodate regular truck flow by improving larger streets. Mr. Arizabal reviewed future steps should funding become available for these improvements.

8. Accelerated Electrification Update on Two Studies

Alison Linder, SCAG staff, reported on accelerated electrification studies. Ms. Linder stated accelerated electrification is a key connection identified in Connect SoCal and seeks to create a holistic and coordinated approach to de-carbonize and also electrify passenger, transit and goods movement vehicles. Further, increasing EV infrastructure is key to fostering EV adoption. She introduced the Electric Vehicle Charging Station Study and noted its purpose is to help jurisdictions promote electric vehicle charging stations (EVCS) to accelerate transportation electrification and develop tools and methods cities can use to site and install EVCS. Additionally, to focus on increasing EV infrastructure in traditionally hard to serve sectors such as disadvantaged communities (DACs) and multi-unit dwellings (MUDs). Ms. Linder stated the study seeks to provide cities EV policy guidance, implementation best practices, site evaluations, sample site layouts and how to customize to local needs. She next introduced Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks, a study to plan for zero emission supporting infrastructure focused on both battery electric and hydrogen fuel cell trucks. The goal is to understand and address stakeholder concerns and other key considerations in developing supporting zero emission infrastructure, site needs for station development and to create a regionally supported roadmap for truck fueling infrastructure deployment.

9. 2023 Active Transportation Program Guidelines and Call for Projects

Cory Wilkerson, SCAG staff, reported on the Active Transportation Program's upcoming call for projects. He reported the ATP is a state program that funds active transportation including bicycle and pedestrian improvement projects. He reviewed the funding formula noting 50% goes to the statewide component, 40% to MPOs and 10% for small urban and rural areas. He noted $126 million is available to the region over the funding years and reviewed the schedule for the upcoming cycle.

CHAIR'S REPORT

Hon. Sean Ashton, Downey, District 25, announced that at the April meeting the committee would elect a Chair and Vice Chair for the following year and any members interested in serving in either role could submit their names by March 25, 2022. Also, that SCAG's General Assembly and Regional Conference would be held May 4 – 6, 2022 at the JW Marriott Resort in Palm Desert. New members, Brian Goodell, Mission Viejo, OCTA and Hilda Solis, Los Angeles County were introduced.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported Metrolink had entered into a marketing partnership with "Transit," North America's top-rated app for real-time public transit information and trip planning. "Transit" provides a unified mobility option so riders can plan trips with trains, buses, light rail, scooters, bike sharing and on-demand ride services in real-time to determine best options. Also, Metrolink began testing its future service along the 9-mile Redlands Rail Arrow corridor between downtown San Bernardino and Redlands. Metrolink will make one daily round-trip from Redlands to downtown Los Angeles along the San Bernardino Line. Also, February 14th, Metrolink thanked riders for 30 years of loyalty with a fun 90s-era themed Valentine's Day fest for the 4th Annual Customer Appreciation Day.

ADJOURNMENT

Hon. Sean Ashton adjourned the meeting of the Transportation Committee at 11:23 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]
//

MEMBERS	CITY	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Ashton, Sean	Downey	District 25	1	1		1	1	1		1		1
Bacerra, Phil	Santa Ana	District 16	1	1		1	1	1		1		1
Barger, Kathryn		Los Angeles County		1		1	1			1		
Becerra, Liz	Victorville	District 65	1	1		1	1	1		1		
Benoit, Ben		South Coast AQMD	1	1		1	1	1		1		1
Betts, Russell	Desert Hot Springs	CVAG	1	1		1	1	1		1		1
Brown, Art	Buena Park	District 21	1	1		1	1	1		1		1
Brown, Lorrie	Ventura	District 47										
Buscaino, Joe	Los Angeles	District 62										1
Chambers, Michelle	Compton							1		1		1
Chun, Ross	Aliso Viejo	OCTA	1	1		1	1	1		1		1
Curtis, Jonathan	La Cañada Flintridge	District 36										
Do, Andrew		Orange County					1	1		1		1
Dorris, Darrell	Lancaster	NCTC	1	1		1		1		1		1
Dutrey, J. John	Montclair	SBCTA	1	1		1	1	1		1		1
Gazeley, James	Lomita	District 39	1	1		1	1	1		1		1
Gibbs, Jason	Santa Clarita	NCTC				1	1	1		1		1
Goodell, Brian	Mission Viejo	OCTA										1
Hagman, Curt		San Bernardino Cnty				1	1	1		1		1
Hamada, Ray	Bellflower	Bellflower	1	1		1	1	1		1		
Harnik, Jan	Palm Desert	RCTC	1	1		1	1	1		1		1
Hernandez, Laura	Prt Hueneme	District 45	1	1		1	1	1		1		1
Horvath, Lindsey	West Hollywood	WSCCOG	1					1		1		1
Judge, Mike	Simi Valley	VCTC	1			1	1	1		1		1
Kelley, Trish	Mission Viejo	OCCOG	1	1		1	1	1		1		1
Krekorian, Paul	Public Transit Rep	District 49										
Krupa, Linda	Hemet	WRCOG	1	1		1	1	1		1		1
Loa, Richard	Palmdale	NCTC		1		1	1	1		1		1
Lorimore, Clint	Eastvale	District 4	1	1		1	1	1		1		1
Ly, Steven	Rosemead	District 32	1	1		1						
Manos, Steve	Lake Elsinore	District 63	1	1			1	1		1		1
Marquez, Paul	Caltrans District 7	Ex-Officio	1	1		1	1	1				
Marquez, Ray	Chino Hills	District 10	1	1		1	1	1		1		1
McCallon, Larry	Highland	SBCTA	1	1		1	1	1		1		1
McLean, Marsha	No. L.A. County	District 67	1	1		1	1	1		1		1
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1		1				1		1
Minagar, Fred	Laguna Niguel	District 12	1	1		1	1	1		1		1
Moore, Carol	Laguna Woods	OCCOG	1	1		1		1		1		1
Najarian, Ara	Glendale	AVCJPA	1	1		1	1			1		
Nava-Froelich, Maria		ICTC		1		1	1	1		1		1
Navarro, Frank	Colton	District 6	1	1		1		1		1		1
Pacheco, Blanca	Downey	GCCOG	1	1		1	1	1		1		
Primuth, Jon	S. Pasadena	AVCJPA	1	1								1
Reece, Ed	Claremont	SGVCOG	1	1			1	1		1		1
Ruiz, Crystal	San Jacinto	WRCOG		1				1		1		1
Saleh, Ali	City of Bell	GCCOG	1	1			1	1		1		1
Sandoval, Tim	Pomona	District 38	1	1		1	1	1		1		1
Santos, Rey	Beaumont	District 3	1	1		1	1	1		1		1
Schwank, Zak	Temecula	District 5	1	1		1	1	1		1		1
Simonoff, Marty	Brea	District 22		1		1		1		1		1

Name	City	Agency										
Smith, Jeremy	Canyon Lake	Canyon Lake	1	1		1	1	1		1		1
Smith, Ward	Placentia	OCCOG	1	1		1	1	1		1		1
Solache, Jose Luis	Lynwood	District 26	1				1			1		
Solis, Hilda		Los Angeles County										
Spiegel, Karen		Riverside County	1	1		1	1	1		1		1
Sternquist, Cynthia	Temple City	SGVCOG	1	1			1	1		1		1
Talamantes, Jess	Burbank	AVCJPA	1	1		1	1			1		1
Tye, Steve	Diamond Bar	District 37	1	1				1		1		1
Vargas, Michael		Riverside County				1	1	1		1		1
Viegas-Walker, Cheryl	El Centro	District 1	1	1		1	1	1		1		1
Voigts, Scott	Lake Forest	Orange County					1	1				1
Wagner, Don	Orange County	Orange County	1			1	1	1		1		
Wapner, Alan		SBCTA	1	1		1	1	1		1		1
Weintraub, Alicia	Calabasas	LVMCOG	1	1						1		1

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
April 7, 2022

To:	Community Economic & Human Development Committee (CEHD)	**EXECUTIVE DIRECTOR'S APPROVAL**
	Energy & Environment Committee (EEC)	
	Transportation Committee (TC)	
	Regional Council (RC)	*Kome Ajise*
From:	Courtney Aguirre, Program Manager II	
	(213) 236-1990, aguirre@scag.ca.gov	
Subject:	Racial Equity Early Action Plan – FY22 Progress Report	

RECOMMENDED ACTION:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, AND RC:
Receive and File

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

EXECUTIVE SUMMARY:
In July 2020 SCAG's Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG's response to advancing equity. The Committee met on a quarterly basis starting in September 2020 and concluding in March 2021, culminating in the development of an early action plan. In May 2021, the Regional Council adopted the Racial Equity Action Plan (EAP), and since then, SCAG staff have made significant progress on implementing actions included within the plan. This is a report on SCAG's progress on advancing equity across the region.

BACKGROUND:
On July 2, 2020, SCAG's Regional Council adopted Resolution No. 20-623-2, affirming its commitment to meaningfully advance justice, equity, diversity, and inclusion, and declaring its intent to end racial and social disparities internal to the agency, strengthen the way it engages and convenes to protect and expand community voice and power, and work in partnership with others to close the gap of racial injustice and better serve the region's Black, Indigenous, and People of

Color. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG's response to advancing social justice throughout the agency's activities and advise the Regional Council on policies and practices. The Committee met on a quarterly basis starting in September 2020 and concluding in March 2021, culminating in the development of an early action plan.

The Racial Equity Early Action Plan (EAP) was grounded in SCAG's working definition of equity that led with race as a focal point in addressing the pervasive and deep inequities faced by people of color across the region. The EAP included overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities. The plan's goals included:

- Shifting the Organizational Culture;
- Centering Racial Equity in Regional Policy & Planning;
- Encouraging Racial Equity in Local Planning Practices; and
- Activating and Amplifying SCAG and others' commitment to advancing equity.

Each of these goals was meant to be advanced through a focus on the following strategies:

- Listen & Learn: Develop a shared understanding of our history of discrimination and the structural barriers that continue to perpetuate the inequities experienced today;
- Engage & Co-Power: Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities; and
- Integrate & Institutionalize: Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change.

IMPLEMENTATION:
The EAP included a total of 29 actions fairly evenly split across all the goals and strategies. Progress on all actions is reported in Attachment 1. A selection of actions is highlighted below, along with a handful of new actions that were not originally accounted for that have been initiated and have secured support from the Regional Council. As noted at the time of adoption, the EAP is anticipated to continue to be a "living document," with opportunities to identify new actions over time.

Shifting the Organizational Culture

Develop an Inclusion, Diversity, Equity, and Awareness (IDEA) Education and Training Program
SCAG's Human Resources Division recently secured consultant support for equity-related work, including education and training, developing a baseline assessment report of SCAG's current organizational practices; and assessing the level of inclusion, diversity, and equity awareness and competency to identify opportunities for improvement and priorities.

Prepare an Inclusive and Equitable Talent Management Strategy

SCAG's Human Resources Division initiated new practices to further embed diversity, equity, inclusion, and accessibility within the recruitment process. Specifically, SCAG's job posting template was revamped to emphasize minimum qualifications over ideal qualities, and all candidates who meet the minimum qualifications of a position are sent over for subject matter expert review. Interview rating materials have been updated with a numerical rating scale to provide more objectivity in the interview assessment process, and the interview panel views a video on bias mitigation in the interview process. The descriptions of the competencies for which candidates are evaluated as well as the interview questions SCAG uses have been updated to reflect more inclusive and diverse verbiage. SCAG is also supporting accessibility throughout the interview process by conducting remote interviews and copying and pasting interview questions into the chat function of the virtual meeting for candidates to reference as they respond to the interview questions.

Centering Racial Equity in Regional Policy & Planning

Update Public Participation Plan

SCAG updated its Public Participation Plan to include several goals and strategies to ensure the agency's communications are looked at through an equity framework whenever possible. As a part of a more equitable outreach and engagement approach, SCAG intends to seek the support of Community-Based Organizations to target specific populations and areas of the region as it develops its next long-range plan, Connect SoCal 2024.

Prepare Annual Racial Equity Indicators Report

In 2021, SCAG released a baseline assessment of racial equity in Southern California. The report highlighted past transportation and housing policies and practices that yielded the inequitable conditions that exist today and provided an assessment of existing disparities and inequities. SCAG staff anticipate sharing an updated report this summer once updated data becomes available.

Restorative Justice Subcommittee (new)

As a part of the proposed Connect SoCal Policy Development Framework, SCAG will be convening a set of special subcommittees to consider emerging issues. One of the subcommittees will focus on Restorative Justice. This subcommittee will identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG's Environmental Justice communities.

Encouraging Racial Equity in Local Planning Practices

Call for Collaboration

Last year the Regional Council voted to approve $1 million of SCAG's REAP 1.0 grant funding to establish the Call for Collaboration partnership program with the intent to support new partnership models and engage a wider range of stakeholders to advance the region's housing goals. SCAG partnered with the California Community Foundation (CCF), joined by the Irvine Foundation, Chan Zuckerberg Initiative, and other funding partners for this program. The program was designed to fund community-based organizations and non-profit led activities that result in action-oriented planning policies and programs demonstrating a nexus to accelerating housing production. This collaboration fosters diverse community-driven approaches and strategic coalitions to shape and execute a vision for more housing in every community while addressing historic racial inequities.

CCF and SCAG procured a technical assistance provider, to be funded by the foundation partners, to support the grant program awardees in their planning activities. CCF released the Request for Proposals for the grant program on January 19, 2021, offering funding in two categories:

- **Partnership Programs:** Awards of up to $125,000 to support the expansion and/or implementation of existing plans, initiatives, and/or partnerships that promote equitable growth strategies.
- **Spark Grants:** Smaller, capacity-building grants of around $50,000 (1) to seed new models of collaboration and engagement to support community-driven approaches and partnerships that promote equitable growth strategies.

The grant program was oversubscribed by four (4) times, and fifteen (15) awards were made totaling $1.25 million. These awards were made to a range of non-profit and community-based organizations covering five of SCAG's six counties. Through its partner, CCF, awardees are now in grant agreements and implementing their grant-funded work. The period of performance is 18-months from execution of the grant agreement.

Economic Empowerment Program (new)
Recent restructuring within SCAG's Planning Division have created an opportunity to form a new Economic Empowerment Program. SCAG is in the process of recruiting and hiring staff for the new team, which will include a department manager with shared responsibilities for Housing and Economic Empowerment, as well as, a senior planner and associate regional planner dedicated to Economic Empowerment. The team will oversee several EAP action items to build capacity to incorporate equity into local planning including the implementation of Sustainable Communities Program Call 4 efforts (projects focused on Civic Engagement, Equity, and Environmental Justice) as well as the Public Health Fellows program.

Activating and Amplifying

Develop an Excellence in Equity Annual Award Program

SCAG's Sustainability Awards Program now includes an equity category to highlight projects that advance equity and facilitate the growth of healthy, livable, sustainable, and economically resilient communities. SCAG anticipates issuing the first award at the Regional Conference in May.

Inclusive Economic Growth Implementation Program (new)
The Inclusive Economic Recovery Strategy (IERS) was developed through a rigorous public outreach Following adoption of the Inclusive Economic Recovery Strategy in July 2021, SCAG was awarded $3.5 million in State funding to implement IERS core recommendations. This work is anticipated to kick off in mid-2022. Deliverables will include: a targeted analysis of the economic impacts of racial inequities in income; the creation of a job-quality index; reports and recommendations on best practices for more inclusive procurement and contracting; recommendations for best practices on project labor agreements, construction, and development; and sub-regional reports on sectors with family-supporting jobs combined with addressing the human capital needs for households to access those jobs (such as childcare, transportation, training). The grant funding is structured to fund community-based partners that can ground-truth the research and findings with the lived experiences of targeted communities.

NEXT STEPS:
SCAG staff will continue to take steps to implement the EAP and share periodic updates with the EEC and other policy committees to ensure progress and accountability. New actions that are underway that have secured approval from the Regional Council will be incorporated into an updated EAP.

FISCAL IMPACT:
Funding for staff work associated with this item is included under various projects and programs in the FY 2021-22 Overall Work Program.

ATTACHMENT(S):
1. PowerPoint Presentation - Racial Equity Early Action Plan – Progress Report
2. Racial Equity Early Action Plan – FY22 Progress Report Table

SCAG's Equity Efforts
Racial Equity Early Action Plan – Progress Report

Energy & Environment Committee

April 7, 2022

www.scag.ca.gov

SCAG's Commitment to Equity & Social Justice

- July 2020 - SCAG Board adopted resolution

- Sept. 2020 – Established Special Committee on Equity & Social Justice

- Focused on:
  - SCAG's response to advancing equity across agency's activities

  - Advising SCAG's Regional Council on policies and practices

SEPT. 2020
- SCAG Overview and Work Program
- Committee Purpose
- Defining Equity
- Special Presentation on Transportation Inequities from Mr. Charles Brown of Equitable Cities: "Arrested Mobility"

NOV. 2020
- Regional Equity Discussion
- SCAG Activities:
  - Defining Equity
  - Equity Inventory
  - Diversity, Equity, & Inclusion (DEI) Work Plan
- Public Participation Plan

JAN. 2021
- Draft Racial Equity Framework & Early Action Plan
- Inclusive Economic Recovery Strategy – Work Plan & Draft Framework

MAR. 2021
- Early Action Plan
- Final Recommendatic

Equity Framework & Early Action Plan

- Early Action Plan critical for ensuring work advances and endures

- Early Action Plan included:
  - Definition of equity
  - Equity goals and strategies
  - Early actions

Racial Equity Framework: Goals & Strategies

GOALS

Shift Organizational Culture

Focus SCAG's internal work and practices on inclusion, diversity, equity, and awareness.

Center Racial Equity in Regional Planning & Policy

Bring equity into SCAG's regional planning functions.

Encourage Racial Equity in Local Planning Practices

Promote racial equity in efforts involving local elected officials and planning professionals.

Activate & Amplify

Communicate broadly SCAG's commitment to racial equity and join with others in different fields and sectors to amplify impact.

STRATEGIES

Listen & Learn

Develop a shared understanding of our history of discrimination and the structural barriers that continue to perpetuate the inequities experienced today.

Engage & Co-Power

Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities.

Integrate & Institutionalize

Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change. Advancing Racial Equity in Southern California.

Racial Equity Early Action Plan

Shifting the Organizational Culture

Inclusion, Diversity, Equity, and Awareness (IDEA) Education and Training Program

Inclusive and Equitable Talent Management Strategy

Update SCAG's Strategic Plan to incorporate an equity vision and goals

Centering Racial Equity in Regional Policy & Planning

Updated Public Participation Plan

Regional Equity Working Group

Connect SoCal 2024 – Equity Analysis

Restorative Justice Subcommittee (new)

Encouraging Racial Equity in Local Planning Practices

Resources for CBO engagement:
Call for Collaboration, *Go Human* Mini-Grants

Toolbox Tuesday Trainings

Economic Empowerment Program (new)

Activating and Amplifying

Develop an Excellence in Equity Annual Award Program

Planning University for Community-Based Organizations and Stakeholders

Inclusive Economic Growth Implementation Program (new)

Next Steps

SCAG staff implements the Racial Equity Early Action Plan

Regional Council receives periodic updates on implementation

Thank you!

Questions?

Courtney Aguirre, Program Manager
aguirre@scag.ca.gov

www.scag.ca.gov

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Shift Organizational Culture	Develop an Inclusion, Diversity, Equity, and Awareness (IDEA) Education and Training Program.	In-Progress	Secured consultant support for equity-related work, including education and training, developing a baseline assessment report of SCAG's current organizational practices; and assessing the level of inclusion, diversity, and equity awareness and competency to identify opportunities for improvement and priorities.
Shift Organizational Culture	Conduct an externally led racial equity audit to further inform equity actions.	In-Progress	Strategic Plan Consultant is being onboarded and will be discussing the scope and timing.
Shift Organizational Culture	Establish an IDEA Team to oversee and update EAP.	Completed	The IDEA team, consisting of 17 cross-functional SCAG team members, underwent a foundational knowledge workshop series titled "IDEA Foundations," where a shared language of DEI principles was established. With both the addition of a DEI Principal Management Analyst position in HR, and the execution of a contract between a DEI consultant firm in Spring, the IDEA team will reconvene to continue working toward shifting the organizational culture.
Shift Organizational Culture	Assess and align procurement policies with diversity goals.	In-Progress	The Regional Council authorized staff to include the project budget within a Request for Proposal (RFP) when including the project budget is deemed by staff to be in the best interest of SCAG. Service providers will consider the best use of their limited staffing resources when deciding whether to respond to RFP's, and the evaluation of the adequacy of project funding is a key consideration. Small, woman, DVBE and minority owned businesses are more likely to face the challenge of limited staffing resources, thus RFPs that do not provide project budget information may disproportionately disincentivize or prohibit these service providers from bidding.
Shift Organizational Culture	Create an Equity Planning Resource Group to share best practices.	Completed	SCAG has established an Equity Planning Resource Group that is currently focused on developing an equity toolkit to help institutionalize equity in the Planning Division, and the group has also developed an equity resource guide to support local jurisdictions as they take on advancing equity.
Shift Organizational Culture	Develop a Diversity Style Guide on standards for communication.	In-Progress	Public Affairs will work with HR to incorporate an Equity Style Guide into DEI Consultant work.

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Shift Organizational Culture	Update SCAG's Strategic Plan to incorporate an equity vision and goals to guide agency work plans.	Planned	Consultant is being on-boarded and the first task order being developed will include DEI components.
Shift Organizational Culture	Prepare an Inclusive and Equitable Talent Management Strategy.	In-Progress	SCAG HR initiated new practices to further embed diversity, equity, inclusion, and accessibility within the recruitment process. SCAG's job posting template was revamped to emphasize minimum qualifications over ideal qualities, and all candidates who meet the minimum qualifications of a position are sent over for subject matter expert review. Interview rating materials have been updated with a numerical rating scale to provide more objectivity in the interview assessment process, and the interview panel views a video on bias mitigation in the interview process. The descriptions of the competencies for which candidates are evaluated as well as the interview questions SCAG uses have been updated to reflect more inclusive and diverse verbiage. SCAG is also supporting accessibility throughout the interview process by conducting remote interviews and copying and pasting interview questions into the chat function of the virtual meeting for candidates to reference as they respond to the interview questions.
Center Racial Equity in Regional Policy & Planning	Offer equity training for Board members, including as part of Board Orientation.	In-Progress	SCAG's equity efforts are incorporated into New Member Orientation presentations and onboarding materials. Resources from GARE and other publications will be shared with members. A formal training program will be proposed to Human Resources as part of their DEI Consultant initiatives.
Center Racial Equity in Regional Policy & Planning	Include Equity Assessment section in Staff Reports.	Planned	An equity section based on the forthcoming equity vision and goals incorporated in SCAG's Strategic Plan is anticipated to be added to the staff report template in MinuteTraq. Evaluating a date when it will become effective (requires advance staff training).
Center Racial Equity in Regional Policy & Planning	Prepare Annual Racial Equity Indicators Report.	In-Progress	In 2021, SCAG staff developed a baseline assessment of racial equity in Southern California. The report highlighted past transportation and housing policies and practices that yielded the inequitable conditions that exist today and provided an assessment of existing disparities and inequities. SCAG staff anticipate sharing an updated report this summer.

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Center Racial Equity in Regional Policy & Planning	Increase opportunity for participation in Policy Committees; Formalize Committee equity roles.	Completed	Coinciding with the adoption of the Racial Equity Early Action Plan, last May SCAG's Bylaws were amended to expand Policy Committee membership to include Communities of Concern representatives to create a more inclusive governance structure.
Center Racial Equity in Regional Policy & Planning	Update Public Participation Plan.	Completed	SCAG updated the Public Participation Plan to include several goals and strategies to ensure SCAG's communications are looked at through an equity framework whenever possible. The Regional Council will consider approving the document at its April meeting.
Center Racial Equity in Regional Policy & Planning	Form Regional Policy Working Group dedicated to Equity.	Completed	Quarterly, SCAG staff convenes a Regional Equity Working Group to engage stakeholders on SCAG's equity-focused regional and local planning activities as well as uplift efforts across the region to advance equity in land-use and transportation planning.
Center Racial Equity in Regional Policy & Planning	Develop equity goals, policies, and metrics as part of Connect SoCal update.	In-Progress	SCAG staff are currently researching and developing Connect SoCal equity-oriented goals and performance measures, and reevaluating the plan's environmental justice analysis by shifting to an equity analysis to further align with SCAG's equity efforts.
Center Racial Equity in Regional Policy & Planning	Explore developing Research Program with University Partners.	Planned	SCAG staff are currently developing a proposal for a University Collaboration rooted in equity to create more opportunities for participatory and collaboratively applied research projects with university partners. SCAG staff are also currently working with UC Davis on a COVID and associated travel behavior study that includes analysis of impacts on high need populations.
Center Racial Equity in Regional Policy & Planning	Form a Restorative Justice Subcommittee to inform work on Connect SoCal (**new**).	Planned	This subcommittee will identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG's Environmental Justice communities.

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Support data requests, create tools for information sharing.	In-Progress	SCAG staff are currently conducting outreach to local jurisdictions in the region, including those that are low-resourced and located in Disadvantaged Communities, to introduce the available tools and resources in the Regional Data Platform (RDP). One of the immediate benefits of the RDP is a set of complementary ArcGIS licenses, which could support jurisdictions with planning activities like Housing Element updates. The Local Information Services Team (LIST) at SCAG are ready to provide technical assistance upon request.
Encourage Racial Equity in Local Planning	Expand Toolbox Tuesday trainings to include sessions on racial equity.	Completed	On a quarterly basis, SCAG hosts equity-focused Toolbox Tuesday trainings for practitioners. To-date, SCAG has held three trainings on the following topics: developing equity baseline conditions reports, conducting equitable engagement, and developing and utilizing equity tools.
Encourage Racial Equity in Local Planning	Provide elected officials with fact sheets and tools to promote racial equity.	In-Progress	SCAG's equity efforts are incorporated into New Member Orientation presentations and onboarding materials. Resources from GARE and other publications will be shared with members.
Encourage Racial Equity in Local Planning	Provide resources for CBO engagement in Local Planning - e.g., Call for Collaboration, Go Human Mini-Grants.	In-Progress	In the past year, SCAG issued a Call for Collaboration in partnership with three foundations. SCAG provided $1 million of its REAP 1.0 funding to develop a program that provided capacity-building technical assistance and grants to non-profits and CBOs. Fifteen organizations were invited to engage in land use planning efforts that support the acceleration of housing production, with an emphasis on ensuring principles of equity are included in planning processes, new funding programs, and policies. The Go Human Safety Strategies contract is anticipated to kickoff this spring. The contract includes resources for CBO engagement. The Go Human Mini Grants Call for Applications is also anticipated in spring 2022.
Encourage Racial Equity in Local Planning	Build planning capacity in low-resourced jurisdictions by providing staff support - e.g., Civic Sparks, Public Health Fellows.	In-Progress	SCAG is currently funding Public Health & Policy Fellows in a variety of jurisdictions, including Eastvale, Fontana, Los Angeles, Montclair, and Riverside. SCAG staff are exploring grant funding options for next fiscal year, including possible REAP 2021 funding.

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Refine equity goals and evaluation criteria used in Sustainable Communities Program (SCP).	In-Progress	Throughout three Calls for Applications completed in 2020/2021, SCAG prioritized equity criteria in the project evaluation and program goals. Specifically, the evaluation criteria required applicants to discuss anti-displacement strategies for all projects, and discuss how projects will engage community-based partners and the most impacted communities, including non-English speaking populations. The program goals point to prioritizing disadvantaged communities in alignment with SCAG's resolution on race and equity. Additionally, staff developed an Equity Tool to prioritize outreach to high need areas based on a series of data-driven equity indicators and past funding SCP, to target communities with the highest need and those who historically have not received SCP funding.
Encourage Racial Equity in Local Planning	Provide resources through the Sustainable Communities Program to promote Environmental Justice.	Planned	Developing SCP Call 4, Civic Engagement, Equity and Environmental Justice, to support the goals and implementation of the Racial Equity Early Action Plan. Through strategic funding set-asides, this program, SCAG will prioritize resources in historically disinvested areas and communities most impacted by adverse public health outcomes and air quality impacts. This program will catalyze planning activities to support GHG and VMT reduction, advance equity and environmental justice, and provide needed funding to communities with the highest need.
Encourage Racial Equity in Local Planning	Identify opportunities to incorporate equity analysis in development of 2023 Federal Transportation Improvement Program (FTIP).	In-Progress	Based on the adopted FTIP Guidelines, County Transportation Commissions are encouraged to consider equity in developing their respective County TIPs, which could be in the form of an equity statement or consideration of equity in project selection. Once SCAG is in receipt of the County TIPs, staff will prepare a regional equity statement to be included in the Final FTIP. This document will identify/quantify investments in non-auto modes, particularly transit and active transportation, given that Disadvantaged Communities or Communities of Concern tend to have low levels of auto ownership and therefore greater dependence on non-auto modes.

SCAG's Racial Equity Early Action Plan
Fiscal Year 2021-22 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Form Economic Empowerment Program (**new**).	In-Progress	SCAG is in the process of recruiting and hiring staff for the new team, which will include a department manager, senior planner, and associate regional planner. The team will oversee the Sustainable Communities Program Call 4 efforts (projects focused on Civic Engagement, Equity, and Environmental Justice) as well as the Public Health Fellows program.
Activate & Amplify	Collaborate on a public information campaign to promote fair housing, reduce segregation.	Planned	SCAG designated funding for the development of a community outreach and advertising campaign with the goals of creating positive associations with housing development and housing-supportive land use policies. This effort will be modeled on the success of SCAG's Go Human campaign. Staff began to research several similar, active efforts, and found that the Chan Zuckerberg Initiative (CZI) has been working with a marketing and branding firm on a market segmentation analysis, identifying core values associated with housing development. CZI is currently testing various slogans developed based on the outcomes of the market research. SCAG staff is proposing to coordinate with CZI and other partners (foundations, community based and municipal) to use these market-tested slogans and develop and launch the campaign materials and toolkits.
Activate & Amplify	Strengthen relationships with other MPOs.	In-Progress	On a bimonthly basis, SCAG works with others to convene an MPO Equity Working Group to discuss current equity efforts, challenges, and best practices. The past year's meetings have focused on performance measures, partnering with community-based organizations, environmental justice analysis, and equity tools. SCAG also participates in the California Association of Councils of Governments Big MPO + Caltrans meetings to discuss experiences advancing equity and share resources.
Activate & Amplify	Explore opportunities to partner to establish a "Planning University" for Community-Based Organizations & Stakeholders.	In-Progress	"Planning University" concepts have been incorporated into the scope development for the Connect SoCal 2024 public and stakeholder engagement consultant, including establishing a Pre-Plan Development phase to build interest and capacity for stakeholders to meaningfully participate in the regional and local decision-making processes that shape their communities.

Goal	Action	Status	Notes
Activate & Amplify	Develop an Excellence in Equity Annual Award Program.	Completed	SCAG's Sustainability Awards Program now includes an equity category to highlight projects that advance equity and facilitate the growth of healthy, livable, sustainable, and economically resilient communities.
Activate & Amplify	Develop Inclusive Economic Recovery Strategy.	Completed	The Inclusive Economic Recovery Strategy (IERS) was developed through a rigorous public outreach and engagement process, including 20 convenings with stakeholders from the private, public, and government sectors. The resulting Inclusive Economic Recovery Strategy Report and recommendations were adopted by the Regional Council on July 1, 2021.
Activate & Amplify	Inclusive Economic Growth Implementation Program (**new**).	Planned	Following adoption of the Inclusive Economic Recovery Strategy in July 2021, SCAG was awarded $3.5 million in State funding to implement IERS core recommendations. This work is anticipated to kick off in mid-2022.

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
April 7, 2022

To:	Transportation Committee (TC)	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Priscilla Freduah-Agyemang, Senior Regional Planner (213) 236-1973, agyemang@scag.ca.gov	*Kome Ajise*
Subject:	Regional Dedicated Transit Lanes Study Update	

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:
The Regional Dedicated Transit Lanes Study will identify best practices and key benefits of dedicated transit lanes and priority treatments, and the primary factors for successful implementation; assess where these lanes may be most feasible and beneficial in the SCAG region; and provide guidance for local agencies interested in piloting dedicated transit lanes. As transit is one of the core visions of Connect SoCal, this study will advance the implementation of its goals of improving mobility, sustainability and air quality. This report provides an update on the study progress to date, including stakeholder engagement and formation of the Study Technical Advisory Committee (TAC), and a summary of best practices. Upcoming efforts involve analysis of existing conditions of transit priority treatments in the SCAG region, and sensitivity testing which forms the basis of the corridor identification.

BACKGROUND:
Transit agencies in the SCAG region and nationwide have been grappling with ridership decline before the COVID-19 pandemic, which has further worsened the challenges they face in a unprecedented manner. In 2018, the University of California, Los Angeles (UCLA) completed a SCAG –funded study on transit ridership declines, with two main recommendations. First, UCLA found that based on current trends, public transit's core ridership could dramatically shrink in the future, and they encouraged transit agencies to convince discretionary riders to occasionally take transit instead of driving. Second, the UCLA authors identified increasing car ownership as the leading factor in causing a decline in ridership, but acknowledged this was outside the control of transit

agencies. However, the authors recommended that transit agencies can increase the quality of service to make transit more appealing to discretionary riders.

As the region's transit agencies look forward to post-pandemic and recovery, there exists an opportunity to implement changes to redefine transit quality, delivery, and the need for more frequent service. Restoring confidence in transit among previous riders and attracting new riders will depend to a large degree on how these transit challenges are resolved. On-time performance is also a key factor for all riders and underscores their perception of transit. With the recent rise in gas prices and 2022 traffic volumes approaching 80% of previous levels, some transit agencies are starting to see more riders on some routes.

Dedicated transit lanes and other transit priority treatments can help address transit speed and reliability on congested corridors and overall transit performance to make it a preferred option for travelers. Several pilot demonstrations and full implementation of dedicated lanes in the region and across the country continue to show dramatic improvements in reliability, delivery, and safety.

Stakeholder Engagement
Since the last update to TC, the project team conducted the transportation agency stakeholder kickoff meeting and convened county group meetings including representatives from various COGs, transit agencies, planning and public works staff. Staff also engaged with the Regional Transit Technical Advisory Committee (RTTAC) and shared the preliminary best practices findings. Staff also provided an overview to the Riverside County Transportation Commission (RCTC) Transportation Technical Advisory Committee in November and have several such meetings planned in future to share updates and key findings with various stakeholders and committees.

Technical Advisory Committee (TAC)
The TAC for the Study is made up of transportation planning directors and staff from the CTCS, COGs, and transit operators and community-based organizations (CBOs), and will provide technical input on study methodology, technical analysis, and findings.

The project team have conducted two meetings with the TAC to date. At the TAC kickoff meeting, the project team shared key highlights from the transportation agency kickoff and county group meetings, provided updates from the preliminary findings from the best practices and case studies review. During the second TAC meeting the project team focused on the preliminary existing conditions findings and future forecasts, discussed screening goals, criteria and methodology and the preliminary screening universe, and received invaluable feedback.

PRELIMINARY FINDINGS – BEST PRACTICES:
This summary of best practices is based on a technical review of transit priority treatment design guidelines, transit performance analysis tools and techniques, and operational best practice

documents published by transit operators and stakeholders from across the U.S. and internationally.

Project Identification

There are multiple approaches to developing appropriate transit speed and reliability treatments. Different thresholds or decision-making factors may apply based on the type of travel markets, trip patterns, land use contexts, existing and /or target transit service performance levels. Traditional planning methods and processes, such as short- and long-range Transportation Plans (SRTPs/LRTPs) and comprehensive operational assessments (COAs), may identify recommended rapid transit or enhanced transit corridors where transit priority treatments are warranted. Corridors where high-performing fixed route services currently operate or where recurring delay is observed are good candidates for transit speed and reliability improvements. These corridors often serve highly urbanized areas or connect suburban communities with urban or regional job centers, but even less dense communities can experience congestion "hot spots" throughout the day.

Other factors to consider include:

- Performance monitoring – Municipalities and transit operators are evolving with the information age to better collect, monitor, and analyze their transit operations and performance data. Data can be used to identify choke points, high delay areas, and other priority stops, segments, and intersections along transit corridors.

- Community input – People who currently use the system can often provide the most insight into transit reliability issues and needs. Passenger intercept surveys, online surveys, and engagement with hard-to-reach audiences at local community and activity centers can further identify problem areas in the transit network. Additional metrics can be determined by collection of demographics, mobility needs, histories, assessment of passenger delays, to help determine innovative ways to address such needs.

The identification of appropriate speed and reliability treatments vary across urbanized, suburban and exurban areas. Trip generators such as job and activity centers, residential density, existing bus ridership and a convergence of fixed routes along primary thoroughfares make transit only lanes and Bus Rapid Transit (BRT) treatments ideal for urbanized areas, while the conditions in suburban and exurban areas may only allow for transit signal priority (TSP).

Similarly, the project identification based on speed and reliability includes a systemwide, line-level, project-specific, location-specific, rider level and gap analyses. Agencies determine which analysis is critical depending on the goal of the priority treatment. Common key performance indicators (KPIs) for speed and reliability are travel time and delay, reliability, people throughput, equity, access to jobs and opportunities, changing travel patterns and climate and environmental justice.

Project Prioritization

Deployment of transit priority treatments along a corridor or across a regional network may require more significant levels of investment for infrastructure and capital construction. To advance design and implementation for more complex and costly speed and reliability projects, transit operators often need to partner with local jurisdictions to integrate projects into stakeholder capital improvement planning (CIP) processes or partners with others to seek external grant opportunities.

Generally, key factors that influence decision making on priority treatments include funding availability and eligibility, complementary multimodal projects, community and stakeholder feedback, equity and climate action priorities, executive and policy directives, network urgency, innovation pilot opportunities and quick build opportunities.

Where local or regional municipalities have control over project eligibility, scoring criteria and weighting, elevating transit speed and reliability projects has been effective when emphasis is placed on:

- Quick build projects that can be implemented in the near term, are low cost, and align with other multimodal and investment packages
- Investment in designated High-Capacity Transit (HCT) corridors, transit-oriented developments / communities, or transportation investment zones
- Projects that improve transit travel time competitiveness, have minimal impacts on traffic operations, and provide potential benefits to climate through VMT reduction or mode shift
- Investments in mobility access for equity-focused and/or under invested communities
- Community driven factors including but not limited to ballot initiatives, or direction from authority Board or Executives
- Projects that provide critical regional network connections and align with recommendations and complementary projects from adopted transportation plans

Dedicated Lanes and Transit Priority Treatments

Transit agencies have the choice and the opportunity to implement and pilot priority treatments that tailor to specific long- and short-term goals and for experimental purposes. The following are the some examples of dedicated lanes, applicability and benefits. Successful implementation requires strong interagency coordination at all levels, as transit agencies operate buses on streets and sidewalks owned by local and state jurisdictions.

- Transit/Bus only lanes: Provide dedicated space for transit vehicles to operate, improving reliability and reducing travel times by keeping buses out of traffic congestion. Bus lanes vary by how they operate in space and time. They may include barrier separation for dedicated BRT lanes or non-separated facilities that allow mixed traffic or limited auto use. They may be exclusive or permit other vehicles under certain conditions. Bus lanes are mostly used in urbanized areas with sufficient right of way and traffic conditions that

support constructions of bus lanes and conversion of existing roadways. They are beneficial for high frequency services, areas with current and future high density land use patterns and increased transit service and will support high ridership transit routes that experience high delay due to traffic congestion or where increased capacity is necessary to meet current and future demand.

- Freeway bus lanes: Buses run in exclusive transit-lanes within limited access highway facilities, or along with mixed vehicles within High Occupancy Vehicle (HOV) and other managed lanes on the highway. These can be median bus-only lanes, or shared with High Occupancy Toll (HOT) lanes, and/or operate on freeway slip ramps and parallel utility corridors. They are useful for transit services that need to bypass freeway congestion, for schedule consistency and reliability and can limit conflict between buses and auto traffic but may require dedicated space for access and egress at some locations.

- Bus – bicycle treatments are designed to ensure fast and reliable transit through in-lane stop opportunities, reduced bus-bicycle conflicts, or shared bus-bicycle space. They facilitate safe bus and active transportation multimodal infrastructure and integrate convenient connections.

Transit priority treatments also include far side bus stops, bus bulb outs, level boarding, facilitate right turns, floating bus islands, bus stop and station platform location and amenities, bus pullouts, all door boarding, low floor buses, various bicycle treatments and dedicated bike signals. Traditional bus lanes also benefit from complementary transit signal priority (TSP) and treatments listed above.

Supportive and Enabling Policies
Successful dedicated lanes and transit signal priority treatments thrive on local, state, and federal policies, and jurisdictional and potential funding partnerships, to provide guidance and standardized framework for implementation. Policies may establish legal precedence and local approval mechanisms to implement transit priority treatments and supportive changes to operations and infrastructure. Examples of policies that currently support dedicated lanes and transit signal priority improvements are:

SB 743 – replaces traditional measures for mitigating congestion with measures that mitigate additional driving, such as increasing transit options, facilitating walking and biking, changing development patterns, and charging for parking. SB 743 prioritizes projects that reduce vehicle miles traveled.

SB 998 – authorizes public transit bus lanes and prohibits a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of transit, subject to specified exceptions.

AB 917 – extends currents law and authorizes indefinitely to the City and County of San Francisco and any other public transit operator in the state to use video surveillance to enforce parking violation in designated transit-only lanes, including review of the video image recordings for the purpose of determining whether a parking violation occurred and issue citations as necessary.

Other supportive policies are vendor pre-qualification, right of way and street design policies, land use and transportation demand management policies and principles, and equity and climate actions.

LESSONS LEARNED

Project Identification and Prioritization
- Establish a strong leadership from the top – setting transit as a priority at the top levels of government and policy promote standardization of thresholds and/or decision-making factors for justification.
- Necessary to have a long-range plan that allows transit agencies to do what they can when the money and the strategic opportunities present themselves. Making investments incrementally over time and consistently building and evolving the conversation.
- Identify and normalize appropriate treatments and implementation by, considering variations in land use across geographies.
- Utilize Key Performance Indicators (KPIs) and appropriate metrics to identify priority corridors and conditions for transit priority investments in regional plans. It's necessary to include equity and climate impact scoring when programming capital projects.
- Scalable solutions build capacity and understanding with local agencies to build core competency and capacity to advance projects independently in the future.
- Foster a sense of ownership by the jurisdictions with control by identifying and incorporating adjacent and complementary treatments and/or community amenities promoting station access and connectivity

Project Development and Implementation
- Where possible, it's important to alleviate the burden of proof and mitigation for local stakeholders and partners
- Regional agencies and stakeholders may have capacity or resources to bring multiple mobility stakeholders together to help start breaking down barriers through data sharing, conflict identification and resolution.
- Develop shared design and procurement standards to expedite reviews, funding, procurement, and implementation.
- Align schedules of transit priority with implementation of complementary infrastructure and land use changes.

- Capitalize on pilot project opportunities and jurisdictional willingness/ability to implement and demonstrate success.
- Demonstrate and report on successes to build the business case and user confidence to continue investment and preserve Right of Way (ROW).
- Capitalize on decreased auto traffic to pilot bus lane and transit priority during the pandemic.

NEXT STEPS:

The project team is currently conducting existing conditions analysis, and sensitivity testing. Staff will continue to share updates on the study with the TC at critical milestones.

FISCAL IMPACT:

Funding for staff work on this issue is included in FY21/22 OWP 140.0121.09.

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
April 7, 2022

To:	Transportation Committee (TC)	**EXECUTIVE DIRECTOR'S APPROVAL**

From: Priscilla Freduah-Agyemang, Senior Regional Planner
(213) 236-1973, agyemang@scag.ca.gov
Subject: Mobility as a Service (MaaS) Feasibility White Paper Update

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:
The Mobility as a Service (MaaS) Feasibility White Paper will assess the feasibility of implementing MaaS within the SCAG region, including the identification of challenges and opportunities, key policy issues and potential solutions, leading to the development of an implementation guide, to advance Connect SoCal's goals of improving mobility, sustainability, and air quality. Staff previously shared findings of the literature review and case studies, existing conditions and key highlights from the Advisory group interviews. This report further provides an update on recent progress including preliminary draft MaaS strategies and implementation guide. These analyses will inform the final study report.

BACKGROUND:
Connect SoCal identified Key Connections that lie at the intersection of land use, transportation and innovation meant to advance policy discussions and strategies to leverage new technologies and create better partnerships to increase progress on the regional goals. One of these Key Connections is shared mobility and MaaS, emphasizing that the future of travel will be shaped by technology and the ability of residents to easily choose from and use a variety of travel options.

For the purposes of the white paper, and to provide clarity and build a strong framework, the project team and the Advisory Group agreed to define MaaS as, "*MaaS integrates transportation services into a single mobility platform that provides competitive alternatives over private vehicles, to promote universal basic mobility, encourage mode shift, and foster sustainable travel choices.*".

MaaS will allow travelers to research and compare different transportation options from one screen and plan, book and pay for their trip and encourage use of multi-modes including access to buses, bikes, trains, taxis, ride-hailing, ridesharing and new micro-mobility options such as e-scooters. Maas can equitably offer customized mobility options for all persons, if effectively implemented, and can help to address some of the equity challenges related to mobility, access to opportunities, trip payment and trip planning for low-income residents.

PRELIMINARY FINDINGS:
Staff previously shared findings of the literature review and case studies, existing conditions and key highlights from the Advisory group interviews. Key framework elements established to guide the study, which also serves as the building blocks for MaaS implementation in the SCAG region. These include, infrastructure, data and technology, management and operations, governance, institution, finance, and equity and public engagement.

These framework elements informed the preliminary findings of the challenges and opportunities, vendor survey, draft key strategies and draft implementation guide.

Key Challenges and Opportunities
The following key challenges and opportunities for MaaS implementation in the SCAG region are based on the literature review and case studies, and review of existing conditions. The project team could not identify challenges and opportunities for all the framework elements, some elements have both, other have either a challenge or opportunity.

Infrastructure
- Challenge: Infrastructure development such as mobility hubs and payment infrastructure, varies widely across the SCAG region and makes it difficult to provide uniform mobility alternatives.
- Opportunity: Improve existing payment infrastructure for both implementation and equity purposes.

Data and Technology
- Challenge: Data sharing between private mobility providers and public agencies is yet to be mandated and regulated to encourage information sharing, optimize decision making, and protect user privacy.

Management and Operation
- Challenge: Lack of interoperability and coordination among vendors.

Governance
- Challenge: Lack of regulation creates a market where only technology vendors benefit
- Opportunity: Formulate new regulations regarding data sharing agreements between agencies and private partners.

Finance

- Challenge: Most of the current MaaS projects have been funded through single revenue source such as federal grants or formula funds.
- Opportunity: Explore private funding.

Institutional Practices

- Opportunity: Creation of the advisory group from this effort presents the opportunity to establish an on-going dedicated forum to discuss MaaS implementation in the SCAG region

Equity and public engagement

- Challenges: Barriers exist to access new technologies for different population groups. It is also difficult to balance all the needs from different communities at the early stage of MaaS.
- Opportunity: MaaS can improve equity if the access to payment can be expanded, and social service partners can be integrated into the payment structure/system.

Vendor Survey

The project team surveyed MaaS vendors to understand the implications (process and requirements) vendor technologies have on the final recommendations of the white paper. Many private companies have begun to develop and implement MaaS platforms. The vendor surveys provided valuable insights into the infrastructure requirements, technological capabilities, management and operational support, governance requirements, organizational structure, funding mechanisms, and public engagement considerations of implementing MaaS.

Table 1 shows the vendors who received and/or responded to the survey. It is worth noting that several of the vendors do not currently operate in the US. Also, while all vendors in the list received the survey some declined to participate and/or respond.

Table 1: SCAG MaaS Survey Participants

Vendor Name	Headquarters	Current Operations	US Vendor Response
Tier 1 - Vendors with Proven MaaS Implementation			
Moovit	Ness Ziona, Israel	Yes	Received
Moovel	Portland, U.S.	Yes	Received
Masabi	London, United Kingdom	Yes	Declined or No Response
Transit App	Montreal, Canada	Yes	Received
Cubic Transportation (Umo)	San Diego, U.S.	Yes	Declined or no response
MaaS Global (Whim)	Helsinki, Finland	No	Declined or no response

UbiGo	Stockholm, Sweden	No	Received
Fluidtime	Vienna, Austria	No	Received
Axon Vibe	Norfolk, United Kingdom	No	Received
SkedGo	Sydney, Australia	No	Received
Trafi	London, United Kingdom	No	Received
Mobilleo	Leeds, United Kingdom	No	Received
Zoox	Foster City, CA	No	Declined or no response
Tier 2 - Main business is either On-Demand Transit or Paratransit Modernization			
Via	New York, U.S.	Yes	Received
Spare Labs	Vancouver, Canada	Yes	Received
Transdev (Cityway)	Issy-les-Moulineaux, France	Yes	Received
RideCo	Toronto, Canada	Yes	Received

Summary of Vendor Survey Findings

- Infrastructure: Infrastructure investments, especially on transit, are necessary for multimodal transportation facilities, an integrated mobile payment system, and a well-connected cellular network. Open-loop payment systems are highly recommended.
- Data and Technology: Several vendors recommended creating data sharing agreements. Most vendors had robust cybersecurity systems and policies to prevent user data breach. An open API is key for many vendors to conduct multi-modal integration. The biggest challenge is data standardization and difficulty the various data privacy regulations.
- Management and Operation: Public stakeholders are preferred to help coordinate agreements between project partners. Vendor roles and selection vary case-by-case and based on the unique needs of the pilot or implementation scope. Product training to project partners as well as on-going maintenance and support of platforms can be expected from vendors.
- Governance: Vendors identified that policies requiring mobility operators to participate in MaaS, fare standardization policies, and defining an employment classification for on-demand drivers can help facilitate implementation.
- Finance: Vendors had mixed opinions on the roles public and private sectors should play in financing MaaS. Most systems the vendors have worked with were funded either privately or through public grants.

- Institutional Practices: Many vendors emphasized the importance of having a designated lead entity with dedicated staff.
- Equity and Engagement: Vendors have a wide array of options to help address equity concerns from users and make their platform as inclusive as possible. Most vendors have the capability to offer discounts to qualifying populations.

Goals and Objectives

The following goals and objectives reflect the goals in Connect SoCal, prior tasks of this study, and feedback from the Advisory Group, and are intended to guide the implementation of MaaS in the SCAG region.

1. Establish a set of key performance indicators (KPIs) to compare against baseline data:
   - Mode shift (Percentage of SOV that shifted to other modes)
   - VMT (Total annual VMT change)
   - Reduce GHG emissions (Annual total GHG reduction)
   - Accessibility (Coverage ratio of transit service)
2. Pursue policies and strategies (e.g., transportation and land use) that facilitate the widespread implementation and adoption of more sustainable transportation modes.
3. Generate more revenue and/or funding sources to enhance transit.
4. Remove payment barriers for unbanked/underbanked population.
5. Facilitate greater regional collaboration and cooperation.
6. Identify pilot projects/locations that are inclusive to disadvantaged communities, including but not limited to seniors, disabled, low-income, and minority communities with community-based engagement programs.

Table 2 identifies a lead agency or entity, the role of that agency or entity, and any relevant stakeholders or partners relevant to each goal/objective.

Table 2: Recommended Roles and Responsibilities

Goal/Objective	Lead Agency/Entity	Role	Stakeholder(s) and Partner(s)
1: KPIs	SCAG	Establish metrics to monitor the effects of MaaS related implementations	Local Transit Authorities, SCAQMD, CTCs
2: Policies and Strategies	SCAG, CTCs, Local Jurisdictions and Transit Agencies	Promote active transportation, shared transportation, and micromobility options	Caltrans, Community-based organizations
3: Revenue	CTCs, Local Jurisdictions	Implement sales tax, property tax, or other revenue sources	SCAG, California Transportation

Goal/Objective	Lead Agency/Entity	Role	Stakeholder(s) and Partner(s)
		such as development impact fees to fund and support transit projects	Commission
4: Payment Barriers	Transit Operators	Minimum balance fee is one of the access barriers for low-income people to get a debit card. Regulators should work with banking institutions to implement policies to help unbanked/underbanked population access basic checking accounts or other cash purse platforms.	SCAG, Caltrans, Financial Institutions, Public Policy Makers
5: Regional Collaboration	SCAG, CTCs, and Transit Agencies	Facilitate communications between transit agencies in the SCAG region. Identify policy differences and create solutions or alternatives to mitigate differences and foster collaboration	Local Transit Authorities
6: Pilot Projects	SCAG, CTCs, Transit Agencies, and Local Jurisdictions	All levels of public agencies need to work together on identifying pilot locations that are inclusive and easy to implement with minimal political friction	Local communities, CTCs, transit agencies, and private mobility providers

Draft Key Strategies

Based on the key challenges and opportunities, goals and objectives, the project team identified preliminary draft key strategies, summarized by the framework elements, to advance the implementation of MaaS in the SCAG region.

The strategies are kept at a high level to function as regional guidance from SCAG. Each strategy should be tailored to an individual pilot based on its scale, geography, and local context.

Table 3 summarizes all the strategies and potential responsible parties:

Table 3: Preliminary Draft Strategies and Responsible Parties

Draft Strategies	Responsible Parties

Draft Strategies	Responsible Parties
Infrastructure	
Develop mobility hubs throughout the SCAG region	Lead: CTCs Support: SCAG
Develop associated payment and digital infrastructure	Lead: Transit Agencies Support: Private Companies, Legislative Institutions, and Cities
Data and Technology	
Encourage and provide incentives for cities and local transit agencies within the SCAG region to leverage Cal-ITP's support and start open-loop payment demonstrations. Test shared product systems and post-payment solutions.	Lead: Interested cities or other local jurisdictions. Support: Caltrans, SCAG
Take advantage of the State's Leveraged Procurement Agreements for both equipment and bank processing services as a group.	Lead: Interested cities or other local jurisdictions. Support: Caltrans
Make the implementation guide developed from this study available and/or create individual toolkits of this study for public transit providers.	Lead: Interested cities or other local jurisdictions. Support: SCAG, CTCs
Management and Operation	
Leverage a comprehensive technology vendor product catalog to be developed by State or SCAG to determine and tailor the management structure and meet the local pilot needs.	Lead: The State government and SCAG Support: Cities and transit agencies
Governance	
Create policy incentives for other transportation providers to have an open API ready for data sharing and system integration.	All levels of legislature institutions and governments
Promote infrastructure standards such as mobility hubs and curb space for future integration across the region.	Lead: SCAG or cities Support: CTCs
Promote data standardization and secured data sharing. Build on existing standards and principles such as GTFS, GBFS, MDS, and the Mobility Data Interoperability Principles.	Lead: Interested cities or other local jurisdictions, CTCs. Support: SCAG
Finance	
Any form of funding should be explored, including agreements with private investors or local retail sponsoring campaigns in exchange for in-app promotions.	Lead: Interested cities or other local jurisdictions. Support: Federal Government, Caltrans, SCAG, CTCs, private companies.
Institutional Practice	

Draft Strategies	Responsible Parties
Leverage the Advisory Group from this study to establish a dedicated entity to understand shared roles and responsibilities, leadership, and management for a future MaaS system.	Lead: SCAG Support: CTCs, State Government
Launch county-led regulations and policies to encourage fare policy integration at the regional level	Lead: CTCs Support: SCAG
Equity and Public Engagement	
Dedicated sessions discussing MaaS in regional public forums. Continuing direct public engagement to ensure MaaS investments support community needs and regional equity goals.	Lead: SCAG Support: Cities, transit agencies, and community organizations
Create account-based subscription model with individual account that can be shared with friends and family. Discounts and subsidies can be applied for disadvantaged community families.	Lead: Interested cities or other local jurisdictions. Support: SCAG, CTCs

Draft Implementation Guide

The proposed implementation guide consists of a timeline/schedule for MaaS deployment in the SCAG region, a checklist for agencies who are considering or starting a MaaS pilot, and a set of performance measures to monitor the implementation.

Proposed Timeline and Schedule

1. *Continue building needed infrastructure for transit (ongoing)*
2. *Short-term (Next two years)*
   - Form an entity to facilitate MaaS implementation
   - Select cities to launch MaaS pilots in collaboration with Cal-ITP and test open-loop payment
3. *Medium-term (Next five years)*
   - Finalize data sharing standards and MaaS infrastructure standards
   - Build scalable MaaS pilot models for other cities in the SCAG region
   - Start launching county-wide pilots and identify dedicated funding resources
   - Draft regional integrated fare policies and determine transfer policies and opportunities for revenue sharing
4. *Long-term (Next ten years)*
   - Accomplish significant mode shift from SOVs to multi-modal trips
   - Start launching inter-County MaaS pilots.

Phase 1 (2022–2023): Proof of Concept Pilot Led by Cities or Other Local Jurisdictions → Phase 2 (2024–2029): County-Wide Pilot Led by CTC → Phase 3 (2030–2040): Inter-County Pilot Led by Coalition
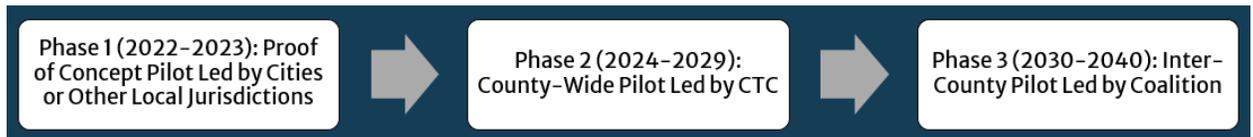
Checklist for Agencies
- Mobility hubs that can accommodate multi-modal trip planning and making
- Data reporting and sharing standards
- Product catalog of technology vendors
- P3 toolbox to facilitate partnerships
- Capability or support to launch open-loop payment systems
- Staffing plan to enable technology-oriented in-house monitoring and review of outsourced work conducted by technology vendors or consultants

Performance Measures for Measuring Progress
- Mode shift (Percentage of SOV shift to other modes)
- VMT (Total annual VMT change)
- Reduced GHG emissions (Annual total GHG reduction)
- Accessibility (Coverage ratio of transit service)
- Percentage of trips utilizing a mobility hub
- Percentage of service hours generated by private mobility providers
- Percentage of open-loop payment users vs. cash users
- Percentage of unbanked/underbanked registered users

NEXT STEPS:
The project team is currently developing the draft final report and will continue to seek input from the Advisory Group. Staff will return to the Transportation Committee to present the draft final report.

FISCAL IMPACT:
Funding for staff work on this issue is included in FY21/22 OWP 140.0121.10

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
April 7, 2022

To:	Community Economic & Human Development Committee (CEHD)	**EXECUTIVE DIRECTOR'S APPROVAL**
	Energy & Environment Committee (EEC)	
	Transportation Committee (TC)	
	Regional Council (RC)	
From:	Anita Au, Senior Regional Planner	
	(213) 236-1874, au@scag.ca.gov	
Subject:	Equity Analysis Approach (formerly Environmental Justice Analysis)	

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, and RC:
Receive and File

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

EXECUTIVE SUMMARY:
In July 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021, outlining goals, strategies, and actions to advance its commitments. SCAG's Environmental Justice (EJ) Program focuses on public outreach, engagement, early and meaningful participation of EJ communities in the decision--making process, and equal and fair access to a healthy environment with the goal of protecting people of color and low-income communities from incurring disproportionately adverse environmental impacts as required by Title VI, EO 12898 and California Government Code Section 11135. The Energy and Environment Committee sets the policy direction for SCAG's EJ Program and plays a central role in advancing two of the primary goals of the EAP which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG's regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.

This staff report and presentation provide a preview of SCAG's approach for Connect SoCal 2024's Equity Analysis (formerly Environmental Justice Analysis). The proposed approach is grounded in best practices and aims to meaningfully evaluate inequities in the region and strategies for addressing the resulting issues.

BACKGROUND:

In July 2020, SCAG's Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan (EAP) in May 2021, outlining goals, strategies, and actions to advance its commitments. SCAG's Environmental Justice (EJ) Program, which is guided by the policy direction of the Energy and Environment Committee, plays a central role in advancing two of the primary goals of the EAP which are to: 1) center racial equity in regional policy and planning and bring equity into SCAG's regional planning functions, and 2) encourage racial equity in local planning practices by promoting racial equity in efforts involving local elected officials and planning professionals.

SCAG EJ Program focuses on public outreach, engagement, early and meaningful participation of EJ communities in the decision-making process, and equal and fair access to a healthy environment with the goal of protecting people of color and low-income communities from incurring disproportionately adverse environmental impacts. For background, the consideration of EJ in the transportation process stems from Title VI of the Civil Rights Act of 1964,[1] and was further enhanced by Executive Order 12898[2] (1994) which established the need for transportation agencies to disclose to the general public the benefits and burdens of proposed projects on people of color and low-income populations. Executive Order 12898 amplified Title VI by providing protections based on income in addition to race and ordered all federal agencies to consider environmental justice during the planning and decision-making process for all federally funded projects. As a Metropolitan Planning Organization (MPO) that receives federal funding, SCAG is required to conduct early and meaningful outreach to EJ communities and develop an EJ analysis for its regional transportation plans. In addition to federal requirements, SCAG must also comply with California Government Code Section 11135,[3] which mandates fair treatment of all individuals for all state-funded programs and activities.

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[1] Title VI states that "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

[2] Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994. https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf

[3] California Government Code Section 11135 states "no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state."

In an effort to further improve upon the next EJ analysis for Connect SoCal 2024, staff conducted a literature review of EJ methodologies from MPOs throughout the nation. Methodologies were reviewed and analyzed for potentially relevant performance metrics and innovative approaches. In addition to evaluating peer agency EJ methodologies, staff are also coordinating and communicating with stakeholders at the federal and state levels to ensure equity efforts are aligned. More specifically, staff are evaluating the Council on Environmental Quality's Climate and Economic Justice Screening Tool,[4] which has been developed to support federal agencies in identifying communities that are marginalized, underserved, and overburdened by pollution. The current version is still undergoing refinement, but currently provides socioeconomic, environmental, and climate information to inform decisions that may affect these communities. Staff are also in communications with Caltrans staff regarding the agency's forthcoming tool, the Equity Index, which aims to identify communities that are underserved and/or burdened by transportation using environmental, accessibility, and socioeconomic indicators. Because these federal and state tools may be used for future funding programs to prioritize projects in underserved communities, staff want to ensure alignment with the region's approach. SCAG already considers California Environmental Protection Agency's SB 535 Disadvantaged Communities in its analyses. Ultimately SCAG's approach for Connect SoCal 2024 will be grounded in best practices from extensive research and continued communication with many stakeholders.

REFINED APPROACH:

As a planning organization, understanding the disparities that result from geography are central to SCAG's work to plan for a more equitable future. SCAG's long-range plan has long included an EJ analysis that evaluates current conditions and the consequences of the region's transportation projects on people of color and low-income households, as statutorily required. The analysis has also evaluated impacts on other vulnerable populations like older adults, young children, households without vehicles, people with disabilities, people with limited English proficiency, and more. Because SCAG's analysis encompasses more than just environmental justice, staff is recommending developing a more robust equity analysis for Connect SoCal 2024. This evolved approach is described in more detail below. It is important to note that the statutory requirements would continue to be addressed with this shift.

Revisiting Populations and Communities

Language and terms are intricately connected to equity and representation and are evolving. The tables below provide an overview of the proposed changes to the populations and communities considered for the equity analysis. SCAG has long utilized the names of indicators from existing terminology utilized in their original data sources. However, the terminology does not always represent current best practice, and in some cases, may be offensive, triggering, or erasing to some communities. Thus, within SCAG's equity analysis terminology will be updated to reflect current

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[4] Climate and Economic Justice Screening Tool: https://screeningtool.geoplatform.gov/en/

best practice, such as renaming minority populations to people of color and renaming Non-English Speakers to Individuals with Limited English Proficiency. Staff will also update the poverty threshold for low-income households. Finally, the previous three communities, Environmental Justice Areas, SB 535 Disadvantaged Communities, and Communities of Concern, will be incorporated into one community, Prioritized Equity Populations and Areas (PEPA). This adjusted approach is described in more detail below.

In summary, two populations groups, people of color and low-income households, and one community, PEPA, will be considered for the Connect SoCal 2024 Equity Analysis.

PROPOSED CHANGES FOR CONNECT SOCAL 2024 EQUITY ANALYSIS	
Populations	
Minority Populations	Renamed to People of Color
Low-Income Households	Updated with base year poverty threshold and incorporating one income level analysis
Other Populations (Young Children, Older Adults, Disabled, Non-English Speakers, Households w/o High School Diploma, Foreign Born, Zero-Vehicle Households)	Incorporated in Prioritized Equity Populations and Areas (PEPA)
Communities	
Environmental Justice Areas	Incorporated in Prioritized Equity Populations and Areas (PEPA)
SB535 Disadvantaged Communities	
Communities of Concern	

Defining Prioritized Equity Populations and Areas (PEPA)
Staff are proposing that Prioritized Equity Populations and Areas, or PEPA, be comprised of 10 categories, including: groups that are statutorily required for the equity analysis like People of Color, Low-Income Households, groups that were previously used in EJ analyses like Older Adults, People with Disabilities, People with Limited English Proficiency, Zero-Vehicle Households, People without a High School Diploma, Disadvantaged Communities, and groups that have become increasingly relevant and important to SCAG initiatives like Female-Headed Households, and Rent-Burdened Households.

Staff are proposing that PEPAs be determined using two methods:
(1) Census tracts that have an above average regional concentration of BOTH low-income households and people of color; and
(2) Census tracts that have an above average regional concentration of low-income households or people of color AND have above average regional concentrations of four or more of the eight remaining categories listed above (Older Adults, People with Disabilities, People with

Limited English Proficiency, Zero-Vehicle Households, People without a High School Diploma, Disadvantaged Communities, Female-Headed Households, and Rent-Burdened Households).

Incorporating Equity into Analysis

In addition to streamlining and consolidating the populations and communities utilized for the equity analysis, staff are also considering other methods of incorporating equity into the analysis. Staff is proposing to add analysis of race and ethnicity where available to align with SCAG's existing equity efforts. Staff also intend to expand on the demographic trends section and include more existing conditions data that align with SCAG's Racial Equity Baseline Conditions Report to provide more context to the equity analysis. Young children, a population previously included in EJ analyses, but not included in PEPA, will be more fully incorporated into the expanded demographic trends section and certain equity performance indicators that tend to pose significant impacts like air quality. Young children are also considered in under the SB 535 Disadvantaged Communities criteria. Similarly, the foreign-born population was also previously included in EJ analyses and not included in PEPA but will be included in the expanded demographic trends section, because impacts of these individuals are addressed by considering individuals with limited English proficiency.

Next Steps

Staff is seeking input from the Energy and Environment Committee on this evolved approach and the shift to a more robust equity analysis. Staff has conducted extensive internal outreach with subject matter experts and will continue to seek input from external stakeholders to ensure the proposed methodology is inclusive of EJ and equity concerns and accurately reflect SCAG initiatives. Staff will return to the Energy and Environment Committee to present on the proposed Equity Performance Indicators and will continue to return to the Committee to provide updates on the Connect SoCal 2024 Equity Analysis. The table provided below provides a forecast of updates to the Committee.

Proposed Date	Topic	Description
June 2022	Equity Analysis Performance Indicators	Discuss proposed indicators (informed by the updated Equity Analysis)
July 2022	Racial Equity Baseline Conditions Update	Share updated baseline conditions information
September/ October 2022	Equity in Action Presentation	Seek dynamic and engaging speakers from agencies doing innovative work on equity to educate and inspire other jurisdictions
November 2022	Equity Analysis Update	Status update and highlight a major issue area (TBD)
March 2023	Equity Analysis Update	Status update and highlight a major issue area (TBD)

April/June 2023	Equity in Action Presentation	Seek dynamic and engaging speakers from agencies doing innovative work on equity to educate and inspire other jurisdictions
July/August 2023	Equity Analysis Update	Status update and highlight a major issue area (TBD)
October 2023	Equity Analysis Update: Report Release (Tentative)	

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 2021-2022 Overall Work Program (020. 0161.06: Environmental Justice Outreach and Policy Coordination).

ATTACHMENT(S):
1.   PowerPoint Presentation - Equity Analysis Approach

Equity Analysis Approach (Formerly EJ Analysis)
Connect SoCal 2024

Anita Au, Senior Regional Planner

Energy & Environment Committee

April 7, 2022

www.scag.ca.gov

Statutory Requirement

Federal

Title VI of the Civil Rights Act of 1964
- "...race, color or national origin..."

Executive Order 12898 (1994)
- "...minority populations and low-income populations..."

State

California Government Code Section 11135
- "...race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability..."

EJ Research

- **Conducted** extensive research
  - Reviewed 20 MPO EJ Methodologies

- **Grounded** in best practices

Federal and State Equity Efforts

- **Aligned** with Federal and State equity efforts

CEQ's Climate and Economic Justice Screening Tool

Caltrans Equity Index

OEHHA's CalEnviroScreen

2024 Equity Analysis

Environmental Justice Analysis → **Equity Analysis**

Incorporate Equity in Analysis

Enhance and Consolidate Performance Indicators

Incorporate Equity into Analysis

EQUITY

Title VI	Environmental Justice	Other FHWA & FTA Groups
• Race • Color • National Origin	• Low Income • Minority	• Sex/Gender • Disability • Age • LEP

2020 EJ Analysis Populations and Communities

Minority Populations
- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

Low-Income Households
- Family of three earning less than $19,105 in 2016
- By Poverty Levels
- By Quintiles

Other Populations
- Young Children
- Seniors
- Disabled/Mobility Limited
- Non-English Speakers
- w/o High School Diploma
- Foreign Born
- Zero-Vehicle Households

P O P U L A T I O N S

Environmental Justice Areas
- Transportation Analysis Zones (TAZs) (similar to census track block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole

SB 535 Disadvantaged Communities
- Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DAC based on the requirements set forth in SB 535, which sought to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution

Communities of Concern
- Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population **and** low-income households

C O M M U N I T I E S

2024 Equity Analysis Populations and Communities

SCAG

Minority Populations
- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

➤ Renamed to People of Color

Low-Income Households
- Family of three earning less than $19,105 in 2016
- By Poverty Levels
- By Quintiles

➤ Updated with base year poverty threshold and incorporating one income level analysis

Other Populations
- Young Children
- Seniors
- Disabled/Mobility Limited
- Non-English Speakers
- w/o High School Diploma
- Foreign Born
- Zero-Vehicle Households

➤ Incorporated in Prioritized Equity Populations and Areas (PEPA)

P O P U L A T I O N S

2024 Equity Analysis Populations and Communities

Environmental Justice Areas

- Transportation Analysis Zones (TAZs) (similar to census track block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole

→ Incorporated in Prioritized Equity Populations and Areas (PEPA)

SB 535 Disadvantaged Communities

- Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DAC based on the requirements set forth in SB 535, which sought to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution

→ Incorporated in Prioritized Equity Populations and Areas (PEPA)

Communities of Concern

- Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population **and** low-income households

→ Incorporated in Prioritized Equity Populations and Areas (PEPA)

C O M M U N T I E S

2024 Equity Analysis Populations and Communities

People of Color

- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

Low-Income Households

- Base Year Federal Poverty Level
- Analysis By Quintiles

Prioritized Equity Populations and Areas (PEPA)

- Census tracts that have a concentration of BOTH low-income households and people of color
- Census tracts that have a concentration of either low-income households or people of color AND 4 or more of the 8 additional criteria.

P O P U L A T I O N S

C O M M U N I T I E S

2024 Prioritized Equity Populations and Areas (PEPA)

STATUTORILY REQUIRED

People of Color

Low-Income Households

PREVIOUSLY ANALYZED

Older Adults (Previously Seniors)

People with Disabilities

People with Limited English Proficiency

Zero-Vehicle Households

People without a High School Diploma

Disadvantaged Communities

NEW

Female-Headed Households

Rent-Burdened Households

2024 Prioritized Equity Populations and Areas (PEPA)

Census tracts that have a concentration of **BOTH** low-income households and people of color

Census tracts that have a concentration of either low-income households or people of color **AND** 4 or more of the 8 additional criteria.

AND

Incorporate Equity into Analysis
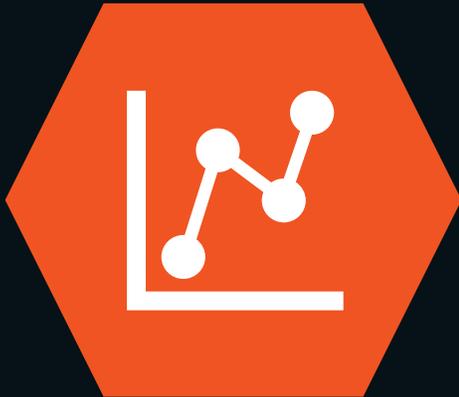
Add Analysis of Race/Ethnicity (when available)

Expand Demographic Trends (Baseline Conditions)

Add More Existing Conditions Data

Next Steps

Equity Analysis Performance Indicators	Racial Equity Baseline Conditions Update	Equity in Action Presentation	Equity Analysis Update
June 2022	July 2022	September/ October 2022	November 2022
March 2023	April/ June 2023	July/ August 2023	October 2023
Equity Analysis Update	Equity in Action Presentation	Equity Analysis Update	Equity Analysis Update: Report Release

Thank you!

Anita Au, Senior Regional Planner

au@scag.ca.gov

(213) 236-1874

www.scag.ca.gov

Attachment: PowerPoint Presentation - Equity Analysis Approach (Equity Analysis Approach (formerly Environmental Justice Analysis))

Packet Pg. 65

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
April 7, 2022

To:	Transportation Committee (TC)	**EXECUTIVE DIRECTOR'S APPROVAL**
	Energy and Environment Committee (EEC)	
From:	Rongsheng Luo, Program Manager II (213) 236-1994, luo@scag.ca.gov	
Subject:	Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority (OCTA)	

RECOMMENDED ACTION FOR EEC:
Recommend that the Regional Council adopt the transportation control measure (TCM) substitution by the Orange County Transportation Authority (OCTA) and direct staff to forward it to the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) for concurrence.

RECOMMENDED ACTION FOR TC:
Receive and File

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

EXECUTIVE SUMMARY:
The Orange County Transportation Authority (OCTA) is requesting a Transportation Control Measure (TCM) substitution to replace three toll road expansion TCM projects in the San Joaquin Hills Transportation Corridor, the Eastern Transportation Corridor, and the Foothill Transportation Corridor-North respectively within the Orange County. SCAG staff has determined that the proposed TCM substitution meets all Federal Clean Air Act TCM substitution requirements.

BACKGROUND:
TCMs are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions, and which are specifically identified and committed to in the most recently approved Air Quality Management Plan/State Implementation Plan (AQMP/SIP). TCMs are included in an AQMP/SIP as part of the overall control strategy to demonstrate a region's ability to attain the National Ambient Air Quality Standards.

In the SCAG region, TCM-type projects are considered committed once they have funds programmed for right-of-way or construction in an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM cannot be delivered or will be significantly delayed, the substitution of the TCM is required and follows the process specified under the Clean Air Act §176(c).

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute three Transportation Corridor Agencies' (TCA) toll road expansion projects in the San Joaquin Hills Transportation Corridor (FTIP ID: 10254), the Eastern Transportation Corridor (FTIP ID: ORA050), and the Foothill Transportation Corridor-North (FTIP ID: ORA051) within Orange County with three new traffic signal synchronization projects along three corridors in Orange County: Portola Parkway, 1st Street, and Alton Parkway. For further details about the proposed TCM substitution, please refer to the Attachment.

The Draft TCM Substitution Report was released for a 15-day public review which concluded on March 22, 2022. No comments were received. As documented in the Attachment, the proposed substitution is consistent with all federal TCM substitution requirements. At its meeting on April 7, 2022, the EEC is being requested to approve staff recommendation that the RC adopt the OCTA TCM substitution and direct staff to forward it to the U.S. EPA and the ARB for concurrence at its meeting on May 5, 2022.

The TCM substitution does not require a new conformity determination or a formal SIP revision. The SCAG region maintains transportation conformity after the substitution. SCAG's adoption of the TCM substitution with concurrence of EPA and ARB will rescind the committed TCM status of the original TCM projects and the new TCM projects will become effective.

FISCAL IMPACT:
Work associated with this item is included in the current FY 2021-22 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):
1. OCTA TCM Substitution Report

ORANGE COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION CONTROL MEASURE SUBSTITUTION REPORT

I. Introduction

Transportation Control Measures (TCMs) are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions. TCMs are included in the most recently approved applicable Air Quality Management Plan (AQMP)/State Implementation plan (SIP) as part of the overall control strategy to demonstrate a region's ability to come into attainment with the National Ambient Air Quality Standards (NAAQS). In the SCAG region, only two ozone nonattainment areas include TCMs in their AQMPs/SIPs: the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin. TCM-type projects in these nonattainment areas are considered committed once they have funds programmed for right-of-way or construction in the first two years of an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM project cannot be delivered or will be significantly delayed, the substitution of the TCM project follows the process specified in the Federal Clean Air Act (CAA) Section 176(c)(8).

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute three Transportation Corridor Agencies' (TCA) toll road expansion projects in the San Joaquin Hills Transportation Corridor (FTIP ID: 10254), the Eastern Transportation Corridor (FTIP ID: ORA050), and the Foothill Transportation Corridor-North (FTIP ID: ORA051) within Orange County with three new traffic signal synchronization projects along three corridors in Orange County: Portola Parkway, 1st Street, and Alton Parkway. As documented herein, the proposed TCM substitution is consistent with all federal requirements, including the Fixing America's Surface Transportation Act or FAST Act planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

II. TCM Substitution Process

The substitution process set forth in the FAST Act and the Transportation Conformity Regulations is included in the 2016 AQMP for the South Coast Air Basin and described in SCAG's 2021 FTIP Guidelines.

The County Transportation Commissions (CTCs) and/or project sponsors notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs then identify and evaluate possible replacement measures for individual substitutions in consultation with SCAG's Transportation Conformity Working Group (TCWG), which includes members from all affected jurisdictions, federal, state and local air quality agencies and transportation agencies.

Substitution of individual TCMs is provided for by the CAA Section 176(c)(8), under the following conditions:

"(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;

"(ii) if the substitute control measures are implemented-

"(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or

"(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;

"(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;

"(iv) if the substitute and additional control measures were developed through a collaborative process that included--

"(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);

"(II) consultation with the Administrator; and

"(III) reasonable public notice and opportunity for comment; and

"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures."

In addition to the conditions above, the 2021 FTIP Guidelines specifies that the substitute project shall be in the same air basin, preferably located in the same geographic area and serving the same demographic subpopulation as the TCM being replaced.

A TCM substitution does not require a new conformity determination or a formal SIP revision. SCAG adoption of the new TCM with concurrence of the U.S. EPA and the California Air Resources Board (ARB) rescinds the original TCM and the substitution becomes effective.

III. Project Description

1. Three Committed TCM Projects to Be Substituted

The following three toll road expansion projects were previously committed by TCA as HOV lane alternative TCMs through SCAG's 1998 Regional Transportation Improvement Program and continue as committed TCMs in SCAG's current 2021 FTIP.

1) The San Joaquin Hills Transportation Corridor (SJHTC) Project (FTIP ID: 10254) is to construct one additional toll lane in each direction of the 15-mile SJHTC toll road between I-5 in San Juan Capistrano and the non-tolled portion of SR-73 in Irvine, plus climbing and auxiliary lanes, by December 31, 2022. For details of the project, see its 2021 FTIP project sheet on the next page:

OCTA
2021 Federal Transportation Improvement Program ($000)

TIP ID **10254**   Implementing Agency **Transportation Corridor Agency (TCA)**

SCAG RTP Project #: 10254
PPNO:
EA Number:
IFAS #:

System	Route	Postmile
State Hwy	73	9.6 to 25.45

Program Code
CAN69 - NEW HOV LANE(S)

Enviromental Document
FINAL ENVIRONMENTAL IMPACT REPORT –
06/01/2013

Conformity Category
TCM Committed

Total Estimate
$351,188

Air Basin
SCAB

Project Completion Date
12/31/2022

Current Implementation Status
ROW Acquisition - 02/29/2008

Project Manager
David Lowe - (949) 754-3488

Last Modified By
Heidi Busslinger on 03/05/2020
Administrative Comments:
  HBUSSLINGER CTC Only 03/05/2020

Last Revised **Adoption 21-00 - APPROVED**

Project Title
(SJHTC) (1-5 IN SAN JUAN CAPISTRANO TO RTE 73 IN IRVINE) (15 MI)

Project Description
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC - SR 73). 15 MI TOLL RD BETWEEN
1-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/TCA MOU 4/5/01.
EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR, PLUS CLIMBING & AUX LANES BY 2022.

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
06/07	PVT - Private	$540			$540
07/08	PVT - Private	$960		$3,440	$4,400
08/09	PVT - Private	$540		$5,460	$6,000
09/10	PVT - Private	$90		$5,308	$5,398
10/11	PVT - Private	$60			$60
11/12					$0
12/13	PVT - Private			$7,790	$7,790
13/14	PVT - Private				$0
14/15	PVT - Private	$900			$900
15/16	PVT - Private				$0
16/17	PVT - Private				$0
17/18	PVT - Private	$1,200		$38,700	$39,900
18/19	PVT - Private			$143,100	$143,100
19/20	PVT - Private			$143,100	$143,100
		$4,290	$0	$346,898	$351,188

Total Programmed **$351,188**

2) The Eastern Transportation Corridor (ETC) Project (FTIP ID: ORA050) is to contract two additional toll lanes in each direction of the 26.4-mile ETC toll road that connects SR-91 to I-5 via SR-261 and SR-133, plus climbing and auxiliary lanes. For details of the project, see its 2021 FTIP project sheet below:

OCTA
**2021 Federal Transportation Improvement Program ($000)**

TIP ID **ORA050**   Implementing Agency **Transportation Corridor Agency (TCA)**

SCAG RTP Project #: ORA050
PPNO:
EA Number:
IFAS #:

System	Route	Postmile
State Hwy	241	38.8 to 12.4

Program Code
CAN69 – NEW HOV LANE(S)

Enviromental Document
FINAL ENVIRONMENTAL IMPACT STATEMENT –
09/23/1994

Conformity Category
TCM Committed

Total Estimate
$631,902

Air Basin
SCAB

Project Completion Date
12/31/2022

Current Implementation Status
Engineering/Plans, Specifications and Estimates
(PS&E) - 03/11/2008

Project Manager
David Lowe - (949) 754-3488

Last Modified By
Heidi Busslinger on 03/05/2020
Administrative Comments:
  HBUSSLINGER CTC Only 03/05/2020

Last Revised **Adoption 21-00 - APPROVED**

Project Title
(ETC) (RTE 241/261/133) (FROM RTE 91 TO SR 241/FTC-N AND I-5) (26.4 MI)

Project Description
EASTERN TRANSPORTATION CORRIDOR (ETC- SR 241/261/133) 26.4 MI TOLL ROAD CONNECTS
SR 91 to I-5 via SR 261 and SR 133, CONSISTENT WITH SCAG/TCA MOU 4/05/01.   EXISTING 2 M/F
EA DIR. 2 ADDITIONAL M/F IN EA DIR, PLUS CLIMBING AND AUX LANES BY 2022.

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
00/01	PVT - Private	$4			$4
01/02	PVT - Private	$1			$1
04/05	PVT - Private	$16			$16
05/06	PVT - Private	$7			$7
06/07	PVT - Private	$574			$574
07/08	PVT - Private	$1,700		$3,300	$5,000
08/09	PVT - Private	$1,500		$4,100	$5,600
09/10	PVT - Private	$652		$3,356	$4,008
10/11	PVT - Private	$1,000			$1,000
11/12	PVT - Private	$16			$16
12/13	PVT - Private	$1,510		$28,500	$30,010
13/14	PVT - Private	$5,500		$22,833	$28,333
14/15	PVT - Private	$5,500		$60,833	$66,333
15/16	PVT - Private			$38,000	$38,000
16/17	PVT - Private			$15,000	$15,000
17/18	PVT - Private			$146,000	$146,000
18/19	PVT - Private			$146,000	$146,000
19/20	PVT - Private			$146,000	$146,000
		$17,980	$0	$613,922	$631,902

Total Programmed **$631,902**

SCAG
INNOVATING FOR A BETTER TOMORROW

Attachment: OCTA TCM Substitution Report (Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority

3) The Foothill Transportation Corridor-North (FTC-N) Project (FTIP ID: ORA051) is to construct two additional toll lanes in each direction of the 12.7-mile FTC-N toll road between Oso Parkway and the ETC, plus climbing and auxiliary lanes. For details of the project, see its 2021 FTIP project sheet below:

OCTA
2021 Federal Transportation Improvement Program ($000)

| TIP ID | **ORA051** | | | | Implementing Agency | **Transportation Corridor Agency (TCA)** | |

SCAG RTP Project #: ORA051
PPNO:
EA Number:
IFAS #:

Project Title
(FTC-N) (OSO PKWY TO ETC) (12.7MI)

Project Description
FOOTHILL TRANSPORTATION CORRIDOR-NORTH (FTC-N - SR 241). 12.7 MI TOLL ROAD BETWEEN OSO PKWY AND ETC, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F IN EA DIR. 2 ADDITIONAL M/F, PLS CLIMBING & AUX LANES BY 2022.

System: State Hwy   Route: 241   Postmile: 13.8 to 26.5

Program Code
CAN69 - NEW HOV LANE(S)

Enviromental Document
FINAL ENVIRONMENTAL IMPACT STATEMENT - 03/30/1990

Conformity Category
TCM Committed

Total Estimate
$269,045

Air Basin
SCAB

Project Completion Date
12/31/2022

Current Implementation Status
Engineering/Plans, Specifications and Estimates (PS&E) - 11/17/2011

Project Manager
David Lowe - (949) 754-3488

Last Modified By
Heidi Busslinger on 03/05/2020

Administrative Comments:
HBUSSLINGER CTC Only 03/05/2020

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
06/07	PVT - Private	$700			$700
07/08	PVT - Private	$1,850		$100	$1,950
08/09	PVT - Private	$1,570		$6,000	$7,570
09/10	PVT - Private	$313			$313
10/11	PVT - Private			$34,492	$34,492
11/12	PVT - Private	$20			$20
12/13	PVT - Private			$36,166	$36,166
13/14	PVT - Private			$36,166	$36,166
15/16	PVT - Private				$0
16/17	PVT - Private				$0
17/18	PVT - Private			$50,556	$50,556
18/19	PVT - Private			$50,556	$50,556
19/20	PVT - Private			$50,556	$50,556
		$4,453	$0	$264,592	$269,045

Anup Kulkarni (akulkarni@octa.net)
Total Programmed: $269,045

Last Revised **Adoption 21-00 - APPROVED**

Although all scheduled to be completed by December 31, 2022, the three committed TCM projects will be delayed significantly due to TCA's 2018 Capital Improvement Program adopted on June 14, 2018. As a result, the OCTA has initiated the TCM substitution process.

2. <u>Proposed Three Substitute Projects</u>

The following three proposed traffic signal synchronization projects (SSPs) are new TCM-type projects that are not in either SCAG's 2020 RTP/SCS or 2021 FTIP, and therefore are eligible as TCM substitute projects. Upon successful completion of the proposed TCM substitution, these substitute projects will be processed into SCAG's 2020 RTP/SCS and 2021 FTIP as committed TCMs.

1) The Portola Parkway SSP will implement synchronization of 31 traffic signals along 7.6 miles of Portola Parkway between Paloma Parkway and Plano Trabuco Road. Through select upgrades to key equipment including Advanced Traffic Controllers (ATC), communications, and detection, the Portola Parkway SSP will improve traffic congestion by optimizing travel times along the Portola Parkway corridor. Three agencies will participate in and $2.9 million from Measure M2 and local funds will be available for the implementation of the project.

2) The 1st Street/Bolsa Avenue SSP will implement synchronization of 55 traffic signals along 13.1 miles of 1st Street between Bolsa Avenue and Newport Avenue. Through select upgrades

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to key equipment including Advanced Traffic Controllers (ATC), communications, and detection, the 1st Street/Bolsa Avenue SSP will improve traffic congestion by optimizing travel times along the 1st Street corridor. Five agencies will participate in and $3.9 million from Measure M2 and local funds will be available for the implementation of the project.

3) The Alton Parkway SSP will implement synchronization of 50 traffic signals along 12.8 miles of Alton Parkway between Red Hill Street to Portola Parkway. Through select upgrades to key equipment including Advanced Traffic Controllers (ATC), communications, and detection, the 1st Street/Bolsa Avenue SSP will improve traffic congestion by optimizing travel times along the Alton Parkway corridor. Two agencies will participate in and $3.8 million from Measure M2 and local funds will be available for the implementation of the project.

Together, the three proposed substitution projects will coordinate 136 signalized intersections by ten agencies to improve traffic congestion along over 33 miles of roadway in Orange County. A total of $10.6 million will be available from Measure M2 and local funds to implement these projects. All the three projects will be completed by December 31, 2022.

3. <u>Map of Existing TCMs and Proposed Substitute Projects</u>

The map on the next page shows the location of the three existing committed TCM projects and the three proposed substitute projects.

IV. Compliance with TCM Substitution Requirements

As documented in detail below, the proposed TCM substitution demonstrates meeting all TCM substitution requirements.

1. Interagency Consultation

The proposed TCM substitution was presented by OCTA staff at SCAG's publicly noticed TCWG meeting for initial interagency consultation on August 24, 2021. A revised TCM substitution analysis was presented to TCWG on February 22, 2022. Comments received have been addressed in this TCM substitution report. This TCM substitution report was released for a 15-day public review period from March 7 through March 22, 2022. No public comments were received. A status update was provided to TCWG on March 22, 2022.

2. Equivalent Emissions Reduction

OCTA staff has analyzed and compared the emissions reduction benefits of the three TCA toll road expansion TCM projects and the three proposed TCM substitute projects, and concluded that the replacement projects provide equal or greater emission reductions (see Appendix). SCAG staff has reviewed and concurred with both the methodology and the results of the analysis.

Transportation Control Measure Substitute Program of Projects
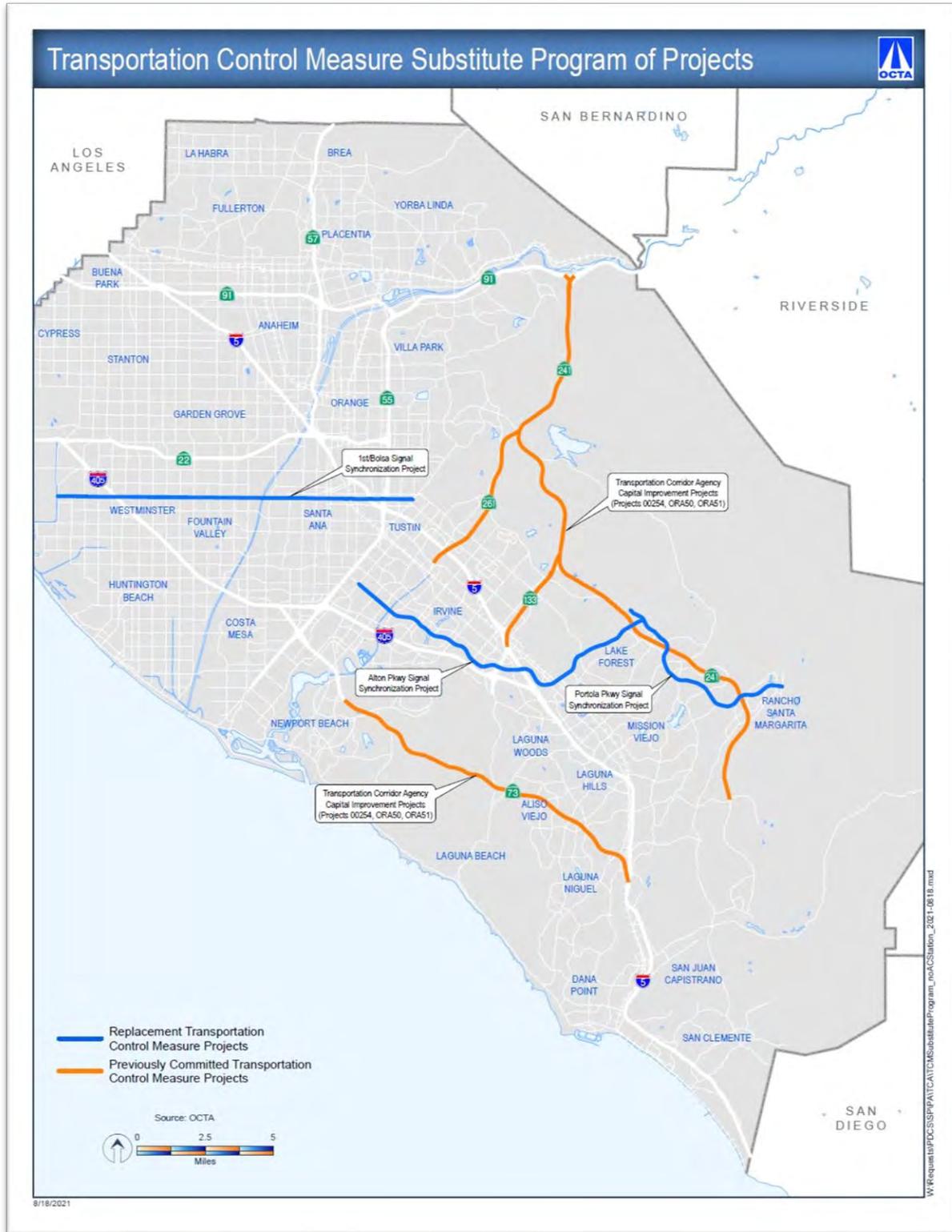
3. Similar Geographic Area.

All the three committed TCM projects and the three proposed substitute TCM projects are located within the Orange County portion of the South Coast Air Basin.

4. Full Funding.

Full funding has been identified by OCTA and will come from Measure M2 and other local funds (for matching M2) for the three proposed substitute TCM projects. In addition, full funding will be programmed and committed for the three proposed substitute projects when these projects are processed into SCAG's 2020 RTP/SCS and 2021 FTIP upon completion of the TCM substitution process.

5. Similar Time Frame.

The proposed substitute TCM projects are scheduled to be completed by December 31, 2022, consistent with the schedule of the three TCM toll road expansion projects.

6. Timely Implementation.

The proposed substitution is the means by which the obstacle to the implementation of the three TCA's TCMs is being overcome. The replacement projects will be monitored through subsequent TCM Timely Implementation Reports that SCAG releases for public review and submits for federal approval.

7. Legal Authority.

The OCTA has the legal authority and personnel to implement and operate the substitute projects.

8. Agency Review and Adoption.

The final TCM substitution analysis is scheduled to be brought to SCAG's Energy and Environment Committee (EEC) on April 7, 2022 for recommendation to SCAG's Regional Council for adoption on May 5, 2022. Upon adoption by the Regional Council, the TCM substitution will be forwarded to ARB and U.S. EPA for concurrence. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the original TCM projects and the new measures will become effective.

9. Programming of the Substitute TCMs.

After conclusion of the TCM substitution process including adoption by SCAG's Regional Council and concurrence of ARB and EPA, the substitute TCMs will be processed as committed TCMs into the conforming FTIP.

Attachment: OCTA TCM Substitution Report (Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority

Appendix

OCTA TCM Substitution Request

Proposed Transportation Control Measure Substitution of Three Toll Road Capital Improvement Projects (FTIP Project IDs: 10254, ORA050, & ORA051) with Three New Traffic Signal Synchronization Projects

<u>Introduction</u>

The Transportation Corridor Agencies (TCA) previously committed to three toll road capital improvement projects along portions of TCA facilities within Orange County: the San Joaquin Hills Transportation Corridor (FTIP Project ID: 10254); the Eastern Transportation Corridor (FTIP Project ID: ORA050); and the Foothill Transportation Corridor-North (FTIP Project ID: ORA051). These three projects are included as committed TCM's in the Southern California Association of Governments' (SCAG) 2020 RTP/SCS (Connect SoCal), 2021 FTIP, and SCAQMD's 2016 South Coast AQMP/Ozone SIPs. Below are the summary project descriptions of these three committed TCMs. Their 2021 FTIP project sheets including detailed project information are included in **Attachment A**.

- The San Joaquin Hills Transportation Corridor (SJHTC, SR-73) is a 15-mile managed toll facility between Interstate 5 (I-5) in San Juan Capistrano and the non-tolled portion of the SR-73 in Irvine. Planned improvements include one (1) additional tolled lane for mixed flow traffic in each direction, plus climbing and auxiliary lanes by 2022.

- The Foothill Transportation Corridor-North (FTC-N, SR-241) is a 12.7-mile managed toll road between Oso Parkway and the Eastern Transportation Corridor. Planned improvements include two (2) additional tolled lanes for mixed flow traffic in each direction, plus climbing and auxiliary lanes by 2022.

- The Eastern Transportation Corridor (ETC, SR- 241/261/133) is a 26.4-mile managed toll road that connects SR-91 to I-5 via SR-261 and SR-133. Planned improvements include two (2) additional tolled lanes for mixed flow traffic in each direction, plus climbing and auxiliary lanes by 2022.

Note that all the existing TCA facilities and the three TCA capital improvement TCM projects are tolled lanes, open to all vehicles, and without discounts to HOVs. In addition, all the three TCA committed TCMs would add toll capacity and are in the TCM category of HOV lanes and their pricing alternatives.

Based upon TCA's 2018 Capital Improvement Program, adopted on June 14, 2018, these committed TCMs will be delayed beyond the scheduled completion dates. Three substitute TCM projects (a combined 33 miles of new signal synchronization projects) are now proposed as a replacement TCM to the previously committed projects.

<u>Description of Proposed Substitute Projects</u>

Orange County Transportation Authority (OCTA) is proposing substitute projects as a replacement to the three previously committed TCMs. The proposed substitute projects consist of three signal synchronization projects spanning approximately 33 miles of roadway and coordinating 136 signalized intersections. The projects involve nearly 10 agencies and have budgets of approximately $10,600,000. The proposed substitute projects will improve traffic congestion by optimizing travel times on these high-volume corridors. The table below shows the three corridors and the respective details.

Detail on the Replacement Projects					
Arterials	Project Intersections	Project Miles	Participating Agencies	Approximate Project Cost	Fund Sources
1st Street / Bolsa Avenue	55	13.1	5	$3,900,000	Measure M2 and Local Funds
Alton Parkway	50	12.8	2	$3,800,000	Measure M2 and Local Funds
Portola Pkwy/ Santa Margarita Pkwy	31	7.6	3	$2,900,000	Measure M2 and Local Funds
Summary	*136*	*33.5*	*10*	*$10,600,000*	*Measure M2 and Local Funds*

The proposed substitute projects will be implemented by December 2022. Current funding, as part of Measure M2 and local city matching funds, will be used for these three signal synchronization projects. Project descriptions are listed below and a map of the locations of both the committed and substitute projects is in **Attachment B**. Note that these proposed substitute TCM projects are not in the SCAG's 2021 FTIP yet but will be amended into the 2021 FTIP upon completion of the TCM substitution.

1. Portola Parkway Signal Synchronization Project (SSP)

The Portola Parkway SSP implements optimized signal timing between Paloma Parkway to Plano Trabuco Road (7.6 miles). The project includes select upgrades to key equipment including Advanced Traffic Controllers (ATC), communications, and detection.

2. 1st Street/Bolsa Avenue SSP

The 1st Street/Bolsa Avenue SSP implements optimized signal timing between Bolsa Avenue to Newport Avenue (13.1 miles). The project includes select upgrades to key equipment including ATC, communications, and detection.

3. Alton Parkway SSP

The Alton Parkway SSP implements optimized signal timing between Red Hill Street to Portola Parkway (12.8 miles). The project includes select upgrades to key equipment including ATC, communications, and detection.

Compliance with TCM Substitution Requirements

- Equivalent Emissions Reduction: OCTA has analyzed the emissions reduction benefits of both the substitute projects and the previously committed TCM projects. The substitute projects will provide equivalent emission reductions. OCTA used the OCTA's Orange County Transportation Analysis Model (OCTAM), ARB's Emission Factors (EMFAC2017) model, and ARB's Automated Cost-effectiveness Calculation Tool for the analysis of the previously committed and proposed substitute alternatives. The following three sections document the OCTAM Model Information, the Emissions Analysis Methodology, and the Emissions Analysis Findings.

- Similar Geographic Area: The proposed substitute projects and the previously committed TCM projects are both located in the Orange County portion of the South Coast Air Basin.

- Full Funding: Current funding is available for the proposed substitute projects as documented under the previous section Description of Proposed Substitute Projects.

- Similar Time Frame: The proposed substitute projects will be operational by December 2022, equivalent to the schedule of the previously committed TCM projects.

- Timely Implementation: The proposed substitution is the means by which the obstacles to implementation of previously committed TCM projects is being overcome.

- Legal Authority: OCTA has the legal authority and personnel to implement and operate the proposed substitute projects.

OCTAM Model Information

OCTAM is a four-step (trip generation, trip distribution, mode choice, and trip assignment), trip-based travel demand model built on the TransCAD platform. The current model version 5.0 uses 2010 Census data and the SCAG household travel survey to help calibrate the model. The assumptions used in the current model for future forecasting are based on demographic projections from Orange County Projections 2018 and the SCAG 2020 RTP/SCS.

OCTAM forecasts travel demand with a base year of 2016 and a future forecast year of 2045. It is consistent with SCAG's regional travel demand model as it incorporates the most recent approved socio-economic data for Orange County and the surrounding region at the time it was developed.

Automated Cost-effectiveness Calculation Tool

Applied with ARB's latest emission factor tables, the Automated Calculation Tool enables staff and decision-makers to quantify the cost-effectiveness of proposed projects in terms of cost per pound (or ton) of pollutants reduced. These tools are used to evaluate projects and to report on both the CMAQ and the Motor Vehicle Registration Fee Program.

This automated Access database program includes methods for traffic signal coordination and other project categories (cleaner on- and off-road vehicle purchases and re-powers; cleaner street sweepers; new bus service operations; vanpool and shuttle service; bicycle facilities; telecommunications; and ridesharing and pedestrian facilities). The tool and the emission factor tables are available at the following ARB site: https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program. See **Attachment C** for the 2045 input and output summaries for the three-signal synchronization applications.

Emissions Analysis Methodology

The emissions were calculated for the previously committed TCM projects and the proposed substitute projects. A multi-step approach was used that combined the OCTAM, EMFAC, and the CMAQ Toolkit. This methodology was developed with the guidance of CARB staff to better estimate the emissions reduction from signal synchronization improvements. The following process was used:

Step 1: Obtain daily vehicle miles traveled (VMT) and speed data for freeways and arterials from OCTAM for both with and without the previously committed in forecast year 2045. The coding of the alternatives was consistent with OCTAM modeling practice and used the 2020 RTP/SCS network. **Attachment D** includes additional modeling details and summary of modeling files. **Attachment E** includes 2045 OCTAM model output summary statistics for Orange County.

Two alternatives were modeled using OCTAM. The previously committed TCA TCM projects as described earlier were modeled in an alternative referred to as the "TCA TCM Projects" analysis. The second alternative did not include either the previously committed TCM projects or the proposed substitute TCM projects.

The OCTAM forecasts were post-processed using the National Cooperative Highway Research Program (NCHRP) 255 process. This process provides a standard methodology to refine forecasted volumes on links based on a combination of base year traffic counts, base year model estimates, and forecasted model estimates using

incremental adjustments. The output of the travel demand model and post-processing includes loaded link information, intrazonal travel speeds, and intrazonal travel volumes for all time periods for the alternatives.

Note that the additional toll lanes are part of the existing toll road management and are only available to drivers willing to pay a toll. The projects were programmed and budgeted in the 2019 FTIP Consistency Amendment #19-12.

Step 2: The Emission Factors (EMFAC2017) model was developed by the California Air Resources Board and is used throughout California to calculate emission from motor vehicles, such as passenger cars and heavy-duty trucks, operating on freeways and local roads for typical summer, winter, and annual conditions. EMFAC model outputs include total emissions for all criteria pollutants for all Orange County.

A spreadsheet tool has been created to modify EMFAC input data to reflect the results of OCTAM runs. The tool was run for the base year and forecast year 2045 using the extracted information from Step 1 as input to update the VMT and vehicle speed data needed by EMFAC. Both the "TCA TCM Projects" and the "With No Projects" alternatives were modeled in EMFAC. This process was performed multiple times for the modeled alternatives in order to analyze conditions for summer, winter, and averaged annual timeframes.

Step 3: For the emission reductions from the implementation of the three signal synchronization projects, the Automated Calculation Tool was applied to account for signal synchronization benefits. The Tool was run three times to analyze each signal synchronization project separately.

To estimate future-year volumes for the input, observed Average Annual Daily Traffic and peak-hour volumes were factored up using growth factors derived from OCTAM. For each corridor, base year and future year model volumes were obtained for a typical segment to estimate the growth.

The before and after speed emission factors are from Table 4 of ARB's Emission Factor Tables (November 2021) (https://ww2.arb.ca.gov/sites/default/files/2022-01/Cost%20Effectiveness%20Tables%202021%20%28revised%29.pdf).

The Automated Calculation Tool estimated emission reductions for each of the three signal synchronization projects. These numbers were summed together to derive the total emissions reduction from the "Proposed TCM Substitute Projects."

Step 4: Compare the emissions output from Steps 2 and 3 between the alternatives to identify the emissions-related improvements from the proposed substitute TCM projects.

Note that interpolation of travel activity data between base year 2016 and forecast year 2045 (horizon year) results were used to estimate the emissions for interim year 2022 (completion year) and 2037 (2015 8-hour ozone standard attainment year).

Emissions Analysis Findings

The projected emissions from the previously committed TCM projects were compared with those of the proposed substitute projects using the methodology described in the previous section. The results demonstrate that the proposed substitute TCM will yield less than or equivalent amounts of emissions compared with the previously committed TCM for all criteria pollutants for all milestone years. Emissions of all applicable criteria pollutants (Ozone – ROG & NOx, CO, PM2.5, and PM10) for the three forecast years (2022, 2037, and 2045) are summarized in the tables below.

Year 2022

Emission Reductions (Summer) - Ozone (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
ROG	- 0.4	- 0.7
NOx	- 0.1	- 3.4

Emission Reduction (Winter) - Carbon Monoxide, Nitrogen Dioxide (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
CO	- 9.7	- 21.7

Emission Reductions (Annual) - PM_{10}, $PM_{2.5}$ (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
ROG	- 0.5	- 0.7
NOx	- 0.1	-3.4
PM10	0.0	0.0
PM2.5	0.0	- 0.1

Year 2037

Emission Reductions (Summer) - Ozone (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
ROG	- 1.5	- 2.4
NOx	- 0.3	- 11.7

Emission Reductions (Winter) - Carbon Monoxide, Nitrogen Dioxide (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
CO	- 33.7	- 75.7

Emission Reductions (Annual) - PM_{10}, $PM_{2.5}$ (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
ROG	- 1.5	- 2.4
NOx	- 0.4	- 11.8
PM10	0.0	0.0
PM2.5	0.0	- 0.2

Year 2045

Emission Reductions (Summer) - Ozone (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
ROG	- 2.0	- 3.3
NOx	- 0.4	- 16.2

Emission Reductions (Winter) - Carbon Monoxide, Nitrogen Dioxide (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
CO	- 46.7	- 104.6

Emission Reductions (Annual) - PM_{10}, $PM_{2.5}$ (Kilograms/Day)

	TCA TCM Projects	Proposed TCM Substitute Projects
ROG	- 2.0	- 3.3
NOx	- 0.4	- 16.2
PM10	0.0	0.0
PM2.5	- 0.1	- 0.2

Attachments

A. 2021 FTIP Project Sheets of the Three Previously Committed TCM Projects (10254, ORA050, & ORA051)
B. Map of the Three Previously Committed TCM Projects (10254, ORA050, & ORA051) and the Proposed Substitution Projects
C. Automated Calculation Tool Input/Output Files
D. Additional Modeling Details and Summary of OCTAM Files
E. 2045 OCTAM Model Output Summary Statistics for Orange County

2021 FTIP PROJECT SHEETS

OCTA
2021 Federal Transportation Improvement Program ($000)

TIP ID 10254 — Implementing Agency **Transportation Corridor Agency (TCA)**

SCAG RTP Project #: 10254
PPNO:
EA Number:
IFAS #:

System	Route	Postmile
State Hwy	73	9.6 to 25.45

Program Code
CAN69 - NEW HOV LANE(S)

Environmental Document
FINAL ENVIRONMENTAL IMPACT REPORT - 06/01/2013

Conformity Category
TCM Committed

Total Estimate
$351,188

Air Basin
SCAB

Project Completion Date
12/31/2022

Current Implementation Status
ROW Acquisition - 02/29/2008

Project Manager
David Lowe - (949) 754-3488

Last Modified By
Heidi Busslinger on 03/05/2020
Administrative Comments:
HBUSSLINGER CTC Only 03/05/2020

Last Revised **Adoption 21-00 - APPROVED**

Project Title
(SJHTC) (I-5 IN SAN JUAN CAPISTRANO TO RTE 73 IN IRVINE) (15 MI)

Project Description
SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC - SR 73), 15 MI TOLL RD BETWEEN I-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/TCA MOU 4/5/01. EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR, PLUS CLIMBING & AUX LANES BY 2022.

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
06/07	PVT - Private	$540			$540
07/08	PVT - Private	$960		$3,440	$4,400
08/09	PVT - Private	$540		$5,460	$6,000
09/10	PVT - Private	$90		$5,308	$5,398
10/11	PVT - Private	$60			$60
11/12	PVT - Private				$0
12/13	PVT - Private			$7,790	$7,790
13/14	PVT - Private				$0
14/15	PVT - Private	$900			$900
15/16	PVT - Private				$0
16/17	PVT - Private				$0
17/18	PVT - Private	$1,200		$38,700	$39,900
18/19	PVT - Private			$143,100	$143,100
19/20	PVT - Private			$143,100	$143,100
		$4,290	$0	$346,898	$351,188

Total Programmed $351,188

OCTA
2021 Federal Transportation Improvement Program ($000)

TIP ID ORA050 — Implementing Agency **Transportation Corridor Agency (TCA)**

SCAG RTP Project #: ORA050
PPNO:
EA Number:
IFAS #:

System	Route	Postmile
State Hwy	241	38.8 to 12.4

Program Code
CAN69 - NEW HOV LANE(S)

Environmental Document
FINAL ENVIRONMENTAL IMPACT STATEMENT - 09/23/1994

Conformity Category
TCM Committed

Total Estimate
$631,902

Air Basin
SCAB

Project Completion Date
12/31/2022

Current Implementation Status
Engineering/Plans, Specifications and Estimates (PS&E) - 03/11/2008

Project Manager
David Lowe - (949) 754-3488

Last Modified By
Heidi Busslinger on 03/05/2020
Administrative Comments:
HBUSSLINGER CTC Only 03/05/2020

Last Revised **Adoption 21-00 - APPROVED**

Project Title
(ETC) (RTE 241/261/133) (FROM RTE 91 TO SR 241/FTC-N AND I-5) (26.4 MI)

Project Description
EASTERN TRANSPORTATION CORRIDOR (ETC- SR 241/261/133) 26.4 MI TOLL ROAD CONNECTS SR 91 to I-5 via SR 261 and SR 133, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F EA DIR. 2 ADDITIONAL M/F IN EA DIR, PLUS CLIMBING AND AUX LANES BY 2022.

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
00/01	PVT - Private	$4			$4
01/02	PVT - Private	$1			$1
04/05	PVT - Private	$16			$16
05/06	PVT - Private	$7			$7
06/07	PVT - Private	$574			$574
07/08	PVT - Private	$1,790		$3,300	$5,000
08/09	PVT - Private	$1,500		$4,100	$5,600
09/10	PVT - Private	$652		$3,356	$4,008
10/11	PVT - Private	$1,000			$1,000
11/12	PVT - Private	$16			$16
12/13	PVT - Private	$1,510		$28,500	$30,010
13/14	PVT - Private	$5,500		$22,833	$28,333
14/15	PVT - Private	$5,500		$60,833	$66,333
15/16	PVT - Private			$38,000	$38,000
16/17	PVT - Private			$15,000	$15,000
17/18	PVT - Private			$146,000	$146,000
18/19	PVT - Private			$146,000	$146,000
19/20	PVT - Private			$146,000	$146,000
		$17,980	$0	$613,922	$631,902

Total Programmed $631,902

TIP ID: ORA051

Implementing Agency **Transportation Corridor Agency (TCA)**

SCAG RTP Project #: ORA051	
PPNO:	
EA Number:	
IFAS #:	

System	Route	Postmile
State Hwy	241	13.8 to 26.5

Program Code
CAN69 - NEW HOV LANE(S)

Environmental Document
FINAL ENVIRONMENTAL IMPACT STATEMENT - 03/30/1990

Conformity Category
TCM Committed

Total Estimate
$269,045

Air Basin
SCAB

Project Completion Date
12/31/2022

Current Implementation Status
Engineering/Plans, Specifications and Estimates (PS&E) - 11/17/2011

Project Manager
David Lowe - (949) 754-3488

Last Modified By
Heidi Busslinger on 03/05/2020

Administrative Comments:
HBUSSLINGER CTC Only 03/05/2020

Project Title
(FTC-N) (OSO PKWY TO ETC) (12.7MI)

Project Description
FOOTHILL TRANSPORTATION CORRIDOR-NORTH (FTC-N - SR 241). 12.7 MI TOLL ROAD BETWEEN OSO PKWY AND ETC, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F IN EA DIR. 2 ADDITIONAL M/F, PLS CLIMBING & AUX LANES BY 2022.

Fiscal Year	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
06/07	PVT - Private	$700			$700
07/08	PVT - Private	$1,850		$100	$1,950
08/09	PVT - Private	$1,570		$6,000	$7,570
09/10	PVT - Private	$313			$313
10/11	PVT - Private			$34,492	$34,492
11/12	PVT - Private	$20			$20
12/13	PVT - Private			$36,166	$36,166
13/14	PVT - Private			$36,166	$36,166
15/16	PVT - Private				$0
16/17	PVT - Private				$0
17/18	PVT - Private			$50,556	$50,556
18/19	PVT - Private			$50,556	$50,556
19/20	PVT - Private			$50,556	$50,556
		$4,453	$0	$264,592	$269,045

Anup Kulkarni (akulkarni@octa.net)

Last Revised **Adoption 21-00 - APPROVED**

Total Programmed **$269,045**

Transportation Control Measure Substitute Program of Projects

Automated Calculation Tool Input/Output Files - 2045

1. Alton Parkway

Days (D):	250	operating days per year	Default is 250 (all weekdays)
Length (L) of congested roadway segment:	12.80	miles	Length of roadway impacted by the project.
Traffic volume during congested period (Congested Traffic):	21,000	trips per day	
Annual Project VMT (VMT):	67,200,000	annual miles	VMT= (D) * (L) * (Congested Traffic)

Emission Factors Use measured "before" and "after" average speeds. If speeds are unknown, average traffic speed can be estimated using the segment length and a travel time for vehicles passing through the segment. Speed = Length/Time.

	Before Speed Factor		After Speed Factor	
ROG Factor:	0.05	grams per mile	0.03	grams per mile
NOx Factor:	0.33		0.25	
PM2.5 Factor:	0.00		0.00	

Emission Factors depend on before-project and after-project average traffic speeds. To select emission factors for various speeds, refer to Emission Factors, Table 4. The emission factors in Table 4 can also be interpolated.

	Before Speed Factor		After Speed Factor	
CO Factor:	1.24	grams per mile	1.03	grams per mile

CO factor can be entered for Los Angeles and Imperial counties ONLY for CMAQ projects targeted at CO hot spots. All other projects enter zero. CO is not requested for MV Fee projects. See Emission Factors Menu, Table 4.

Emission Reductions

	pounds per year	kilograms per day	
Reductions in Reactive Organic Gases (ROG):	1,480	1.84	**For Caltrans Staff Use ONLY**
Reductions in Nitrogen Oxides (NOx):	5,921	7.37	
Reductions in Particulates (PM2.5):	74	0.09	
Reductions in Carbon Monoxide (CO):	2,220	2.76	The calculation divides CO by 7
TOTAL EMISSION REDUCTIONS:	9,695	12.07	Less than 0.5 pounds shows as zero

Annual Emission Reductions in pounds per year (ROG, NOx, CO, and PM2.5) =
(0.5)*(VMT) * [(Before Speed Factor) - (After Speed Factor)]/454

Daily Emission Reductions in kilograms per day (ROG, NOx, CO, and PM2.5) =
Annual Emission Reductions in pounds per year/ (2.2 * 365)

2. Portola Parkway

Days (D):	250	operating days per year	Default is 250 (all weekdays)
Length (L) of congested roadway segment:	7.60	miles	Length of roadway impacted by the project.
Traffic volume during congested period (Congested Traffic):	24,000	trips per day	
Annual Project VMT (VMT):	45,600,000	annual miles	VMT= (D) * (L) * (Congested Traffic)

Emission Factors Use measured "before" and "after" average speeds. If speeds are unknown, average traffic speed can be estimated using the segment length and a travel time for vehicles passing through the segment. Speed = Length/Time.

Before Speed Factor   After Speed Factor

	Before		After	
ROG Factor:	0.05	grams per mile	0.04	grams per mile
NOx Factor:	0.34		0.29	
PM2.5 Factor:	0.00		0.00	

Emission Factors depend on before-project and after-project average traffic speeds. To select emission factors for various speeds, refer to Emission Factors, Table 4. The emission factors in Table 4 can also be interpolated.

	Before Speed Factor	After Speed Factor
CO Factor:	1.10 grams per mile	0.96 grams per mile

CO factor can be entered for Los Angeles and Imperial counties ONLY for CMAQ projects targeted at CO hot spots. All other projects enter zero. CO is not requested for MV Fee projects. See Emission Factors Menu, Table 4.

Emission Reductions

	pounds per year	kilograms per day	
Reductions in Reactive Organic Gases (ROG):	502	0.63	For Caltrans Staff Use ONLY
Reductions in Nitrogen Oxides (NOx):	2,511	3.13	
Reductions in Particulates (PM2.5):	50	0.06	
Reductions in Carbon Monoxide (CO):	1,004	1.25	The calculation divides CO by 7
TOTAL EMISSION REDUCTIONS:	4,068	5.07	Less than 0.5 pounds shows as zero

Annual Emission Reductions in pounds per year (ROG, NOx, CO, and PM2.5) =
(0.5)*(VMT) * [(Before Speed Factor) - (After Speed Factor)]/454

Daily Emission Reductions in kilograms per day (ROG, NOx, CO, and PM2.5) =
Annual Emission Reductions in pounds per year/ (2.2 * 365)

3. 1st Street Bolsa

Days (D):	**250** operating days per year Default is 250 (all weekdays)
Length (L) of congested roadway segment:	**13.10** miles Length of roadway impacted by the project.
Traffic volume during congested period (Congested Traffic):	**18,000** trips per day
Annual Project VMT (VMT):	**58,950,000** annual miles VMT= (D) * (L) * (Congested Traffic)

Emission Factors Use measured "before" and "after" average speeds. If speeds are unknown, average traffic speed can be estimated using the segment length and a travel time for vehicles passing through the segment. Speed = Length/Time.

	Before Speed Factor		**After Speed Factor**	
ROG Factor:	0.04	grams per mile	0.03	grams per mile
NOx Factor:	0.29		0.22	
PM2.5 Factor:	0.00		0.00	

Emission Factors depend on before-project and after-project average traffic speeds. To select emission factors for various speeds, refer to Emission Factors, Table 4. The emission factors in Table 4 can also be interpolated.

	Before Speed Factor		**After Speed Factor**	
CO Factor:	1.10	grams per mile	0.96	grams per mile

CO factor can be entered for Los Angeles and Imperial counties ONLY for CMAQ projects targeted at CO hot spots. All other projects enter zero. CO is not requested for MV Fee projects. See Emission Factors Menu, Table 4.

Emission Reductions

	pounds per year	kilograms per day	
Reductions in Reactive Organic Gases (ROG):	649	0.81	**For Caltrans Staff Use ONLY**
Reductions in Nitrogen Oxides (NOx):	4,545	5.66	
Reductions in Particulates (PM2.5):	0	0.00	
Reductions in Carbon Monoxide (CO):	1,298	1.62	The calculation divides CO by 7
TOTAL EMISSION REDUCTIONS:	6,492	8.09	Less than 0.5 pounds shows as zero

Annual Emission Reductions in pounds per year (ROG, NOx, CO, and PM2.5) = (0.5)*(VMT) * [(Before Speed Factor) - (After Speed Factor)]/454

Daily Emission Reductions in kilograms per day (ROG, NOx, CO, and PM2.5) = Annual Emission Reductions in pounds per year/ (2.2 * 365)

Additional Modeling Details and Summary of OCTAM Files

OCTAM was used to develop future 2045 forecasts of VMT by speed bin. The following provides details on the modeled alternative:

- TCA TCM – Previously committed project alternative 2045
  - o With the three committed TCA TCM projects (10254, ORA050, & ORA051) coded into the transportation network
- No Build – Removal of previously committed project alternative 2045
  - o With the three TCA TCM projects removed

The highway network for each scenario includes the input scenario assumptions. The four fixed-format binary files in the asn-LVOL subdirectories contain the post-processed forecast outputs.

Key data fields in the TransCAD Geographic File (TCMBase.DBD and TCMTCARepNB.DBD):
- AB_LN/BA_LN: Number of lanes in the AB/BA directions
- AB_LVOL/BA_LVOL: Post-processed forecast volumes in the AB/BA directions

The modeling output files are attached to this correspondence. Each scenario is packaged in a separate zip file:

- TCMTCA.zip – TCA TCM
- TCMNoBuild.zip – No Build

The forecast outputs were post-processed per the NCHRP-255 approach. EMFAC2017 was then used to forecast emissions using VMT by speed bin from the two OCTAM runs.

2045 OCTAM Model Output Summary Statistics for Orange County
Previously Committed versus No Build

	Committed Projects	No Build
Total Population	3,534,620	3,534,620
Household Population	3,488,505	3,488,505
Total Dwelling Units	1,154,416	1,154,416
Employment	1,980,433	1,980,433
Total Vehicle Hours of Delay	465,247	474,375
Daily Vehicle Hours Traveled	2,511,972	2,522,018
Daily Vehicle Miles Traveled	83,745,416	83,743,858
Daily Peak Vehicle Hours Traveled	1,620,755	1,630,908
Daily Peak Vehicle Miles Traveled	47,069,400	47,070,444
Total Person Hours of Delay	634,437	646,885
Daily Person Hours Traveled	3,425,470	3,439,169
Daily Person Miles Traveled	114,200,070	114,197,945
Daily Peak Person Hours Traveled	2,180,856	2,194,518
Daily Peak Person Miles Traveled	63,335,670	63,337,075
Avg. Spd. - Arterials Peak	25.0	25.0
Avg. Spd. - Arterial AM Pk Period	24.2	24.2
Avg. Spd. - Arterial PM Pk Period	25.7	25.6
Avg. Spd. - All Facilities Peak	31.6	31.3
Avg. Spd. - All Facilities - AM Pk Period	30.6	30.3
Avg. Spd. - All Facilities PM Pk Period	32.3	32.1

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
April 7, 2022

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Community Economic & Human Development Committee (CEHD) Energy & Environment Committee (EEC) Transportation Committee (TC) Regional Council (RC)	*Kome Ajise*
From:	Rongsheng Luo, Program Manager II (213) 236-1994, luo@scag.ca.gov	
Subject:	Draft 2022 South Coast Air Quality Management Plan (AQMP)	

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, AND RC:
Receive and File

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

EXECUTIVE SUMMARY:
Jointly prepared by the South Coast Air Quality Management District (AQMD), the lead agency, the California Air Resources Board (ARB), and SCAG, the Draft 2022 Air Quality Management Plan (AQMP) has been released for public review. Dr. Sarah Rees, South Coast AQMD Deputy Executive Officer, and Ariel Fideldy, ARB South Coast Air Quality Planning Manager, will provide a joint presentation on the Draft 2022 AQMP including the respective major control measures of AQMD and ARB.

BACKGROUND:
Pursuant to the Federal Clean Air Act (CAA), the 2022 Air Quality Management Plan (AQMP) is being prepared to attain the federal 2015 8-hour ozone national ambient air quality standard in the South Coast Air Basin and the Coachella Valley respectively. The 2022 AQMP is being jointly prepared by three responsible agencies: the South Coast Air Quality Management District (AQMD), the lead agency, the California Air Resources Board (ARB), and SCAG. The 2022 AQMP is required to be submitted to the U.S. Environmental Protection Agency (EPA) by August 3, 2022.

As reported previously, SCAG's role in the 2022 AQMP development process includes providing the socio-economic growth forecast and regional transportation demand model output data to the South Coast AQMD for use in estimating and forecasting emission inventories and airshed modeling; and vehicle activity data to the ARB for use in developing on-road emissions. SCAG has provided this data to the respective agencies.

In addition to the technical data, SCAG is also responsible for writing a portion of the 2022 AQMP for the South Coast Air Basin on the region's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Transportation Control Measures (TCMs) as they relate to air quality. The document, commonly referred to as "Appendix IV-C," primarily includes an overview of the adopted Connect SoCal (2020 RTP/SCS); a list of committed TCMs in the South Coast Air Basin that are federally enforceable and subject to timely implementation; and, pursuant to Clean Air Act requirements, an analysis of reasonably available TCMs. As recommended by the EEC in January 2022 and subsequently approved by the RC in February 2022, the Draft Appendix IV-C has been transmitted to the South Coast AQMD for inclusion in the Draft 2022 AQMP for public release in March 2022.

The 2022 AQMP will include an important component relative to regional transportation planning and federal transportation conformity requirements, the motor vehicle emissions budgets, which set an upper limit which on-road transportation activities are permitted to emit. The new emission budgets established as part of the 2022 AQMP process and approved in the final plan will become the functioning emission budgets for transportation conformity for future RTP/SCS, Federal Improvement Program (FTIP), and their amendments post the effectiveness date of the new emission budgets.

Note that additional air quality plans are also being developed by three of the other four local air districts within the SCAG region in collaboration with ARB. These air quality plans also include their respective new motor vehicle emissions budgets that will become the functioning emission budgets for transportation conformity for future RTP/SCS, FTIP, and their amendments post the effectiveness date of the new emission budgets. Staff has been closely participating in and monitoring the various air quality planning efforts throughout the SCAG region and will report on any significant issues to EEC as appropriate.

FISCAL IMPACT:
Work associated with this item is included in the current FY 2021-22 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):
1. PowerPoint Presentation - Draft 2022 AQMP - 1. Overview and AQMD Strategy
2. PowerPoint Presentation - Draft 2022 AQMP - 2. ARB SIP Strategy

DRAFT 2022 AIR QUALITY MANAGEMENT PLAN

SCAG Energy & Environment Committee

April 7, 2022

Sarah Rees, Ph.D.
Deputy Executive Officer
South Coast Air Quality Management District

Background – Air Quality Management Plans

- An Air Quality Management Plan (AQMP) is the region's blueprint on how it will attain air quality standards
- When U.S. EPA revises a National Ambient Air Quality Standard*
  - South Coast AQMD is required to prepare an AQMP if the region does not meet the standard
  - Each plan is prepared for a specific standard and does not address all standards at once
- In 2015, U.S. EPA strengthened the ozone NAAQS from 75 to 70 parts per billion (ppb)
  - EPA does not consider costs when setting health-based standard
- 2022 AQMP focuses on 2015 8-hour ozone standard with attainment year in 2037**

*NAAQS cover ozone, particulate atter, lead, carbon monoxide, sulfur dioxide, and nitrogen dioxide
** State standards also addressed, whereas upcoming deadlines for other standards (e.g., 2023 ozone deadline) not part of this plan

2

Ozone Trends in the South Coast Air Basin*
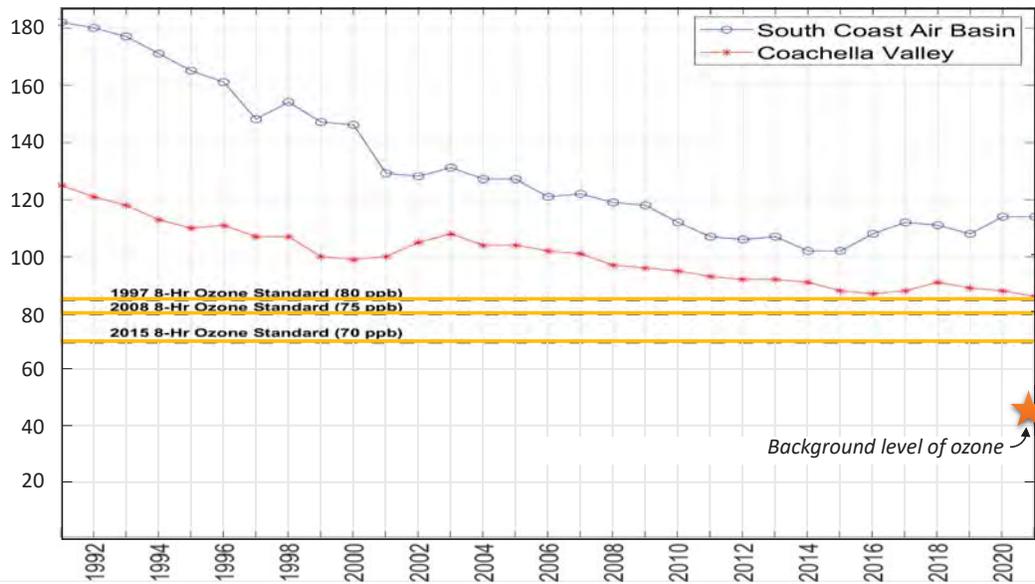
Poor meteorology and complex photochemistry have resulted in recent poor ozone air quality despite on-going emission reductions

Standards allow for some air pollution

Background level of ozone

* Design values shown, Preliminary data for 2021

2022 AQMP Input

Keeping this slide to show SCAG's role for AQMP. Put it a full screen mode. There is a custom animation to highlight SCAG. Little fun in slide!
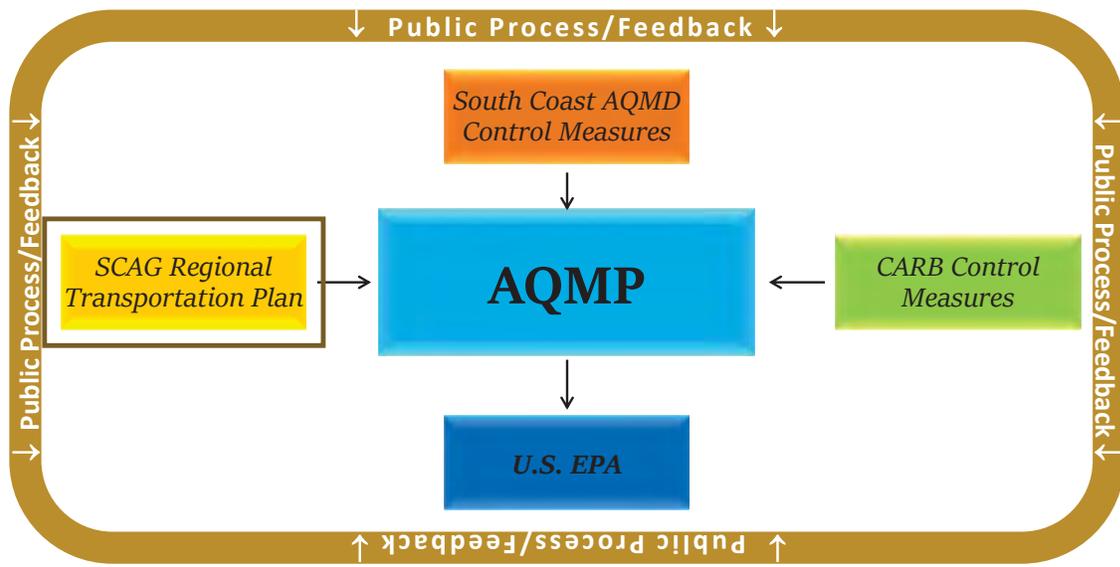
NOx Emissions and Reduction Goals

Basin Total NOx Emissions
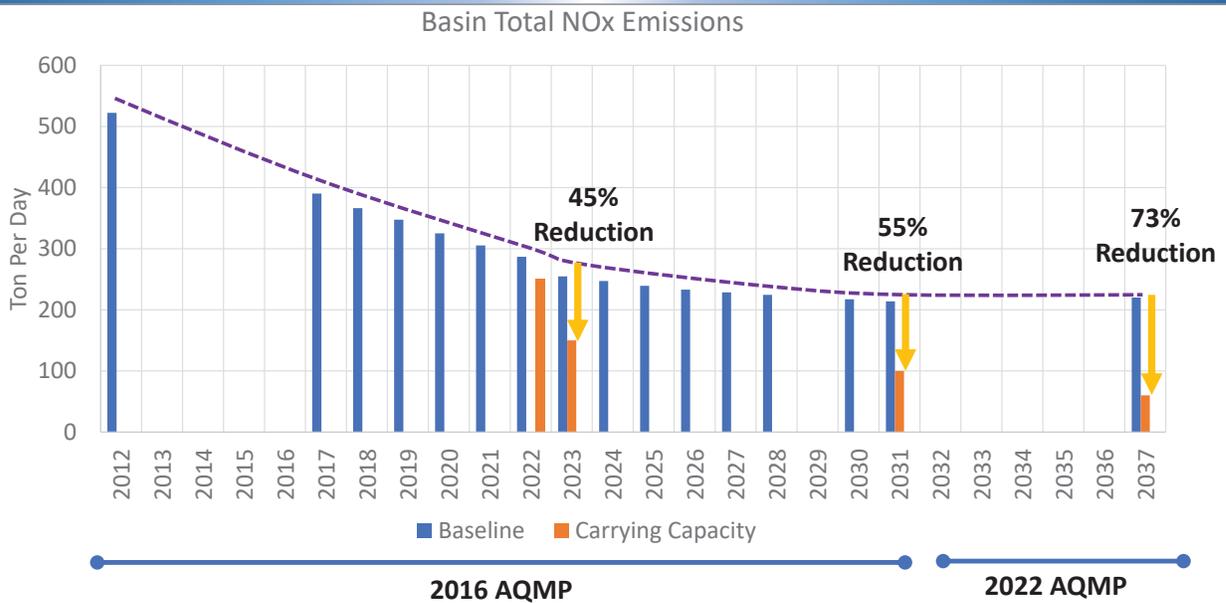
2016 AQMP emissions inventory for 2012 to 2031, and 2022 AQMP preliminary emissions inventory for 2037

NOx Reductions Needed for Attainment

Basin Total NOx Emissions in tons per day

6
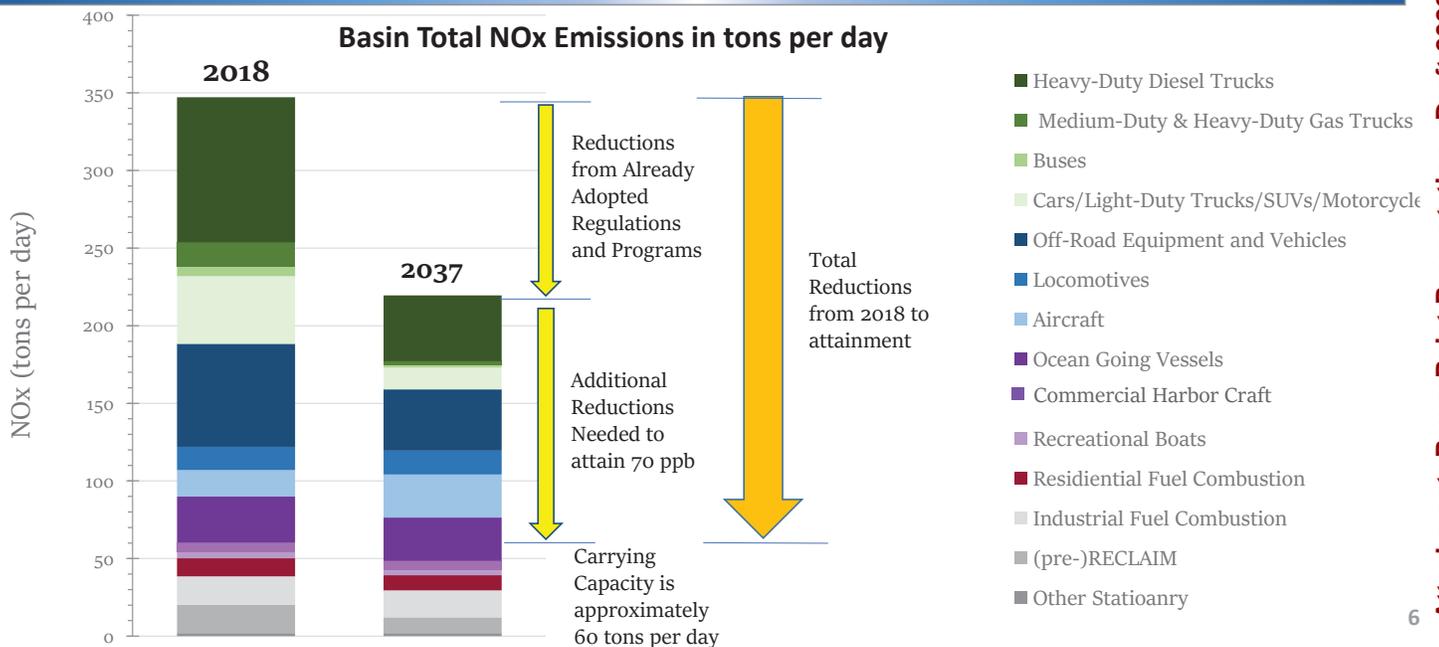
Is Attaining the Ozone Standard in 15 Years Possible?

Attaining this standard is possible, but...

- *Will be difficult*
- *Cannot be achieved alone*
- *Will be expensive with existing technologies*
- *Will require flexibility provided by Clean Air Act*
  - *'Black Box'*

2037

Traditional Air Quality Planning Won't Work

Traditional approach relies on additional _tailpipe/exhaust stack controls_, _new engines technology_, or _fuel improvements_ tailored to individual use cases

These traditional approaches on already highly controlled sources cannot achieve additional ~73% reduction in South Coast and must be bypassed wherever possible

Traditional Approach

8

Key Considerations on a Zero Emissions Approach

What does the pathway look like through time?

Which fuels for which applications?

How can this be made most affordable?

• Ensures adoption at scale, and available equitably

9

Anticipated Key Issues

Large Magnitude of Emission Reductions

• Amount needed from Stationary & Mobile measures, Federal & State measures

Transition to Zero Emissions

• Infrastructure (grid, hydrogen, reliability, affordability)
• Fuels pathway given earlier attainment dates for other standards

Building Electrification

• Coordination with other agencies

10

Federal and International Sources

- Approximately 1/3 of the 2037 baseline emissions inventory is regulated primarily under federal and international jurisdiction, with limited authority for CARB/South Coast AQMD
    - Ships, aircraft, locomotives, etc
- Cannot assign responsibility to federal government to reduce emissions, even from federal sources
- Attainment is not possible without significant reductions from these sources
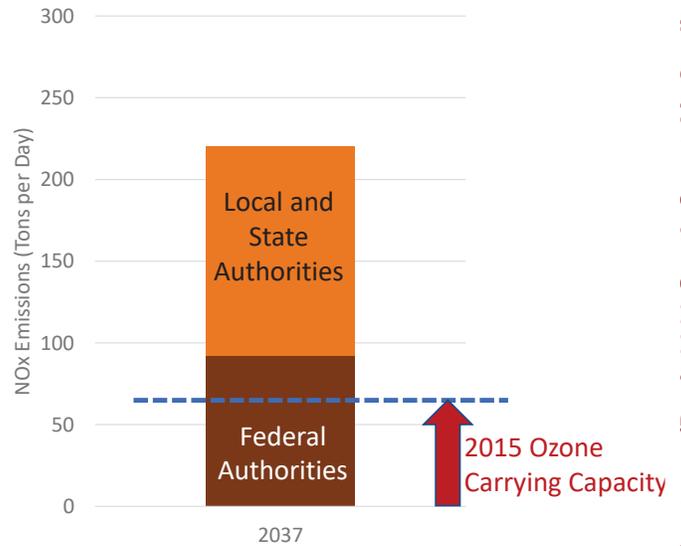
11

Overview of Draft Stationery and Area Sources Control Strategy

- Residential combustion:
    - A combination of zero-emission and other low-NOx technology approaches
    - 2037 Goal: ~70 percent reduction
- Commercial combustion
    - A combination of zero-emission, near-zero, and other NOx combustion reduction technology approaches
    - 2037 Goal: ~70 percent reduction
- Large Combustion Equipment
    - Focus on traditional source-specific and industry-specific command and control rules
    - 2037 Goal: ~ 37 percent reduction from commercial combustion equipment

2037 NOx Baseline Emissions

Commercial Combustion 14 tons/day

Large Combustion 15.3 tons/day

Residential Combustion 9.8 tons/day
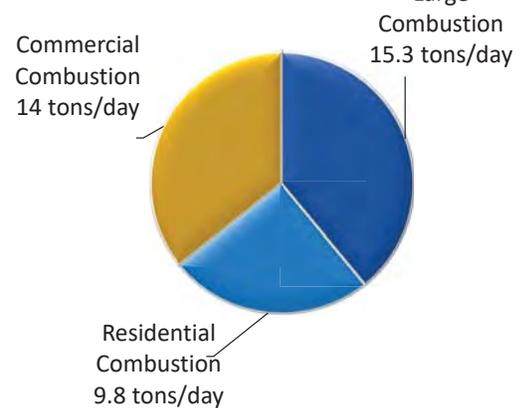
Total NOx: 39 Tons/Day

Overview of Draft South Coast AQMD Mobile Source Control Strategy

Facility Based Mobile Source Measures	Emission Reductions from Incentive Program	Partnership with local, state, federal and international entities

Summary of Potential Approach to Reducing NOx by Major Source Category

Legend:
- Reduction from Incentives
- 2037 Remaining Emissions
- Potential Reductions from Draft 2022 AQMP and Draft 2022 SIP strategy

Chart categories (x-axis): Point and Area*, On-Road Mobile, Off-Road Mobile, OGVs, Aircraft

Y-axis: Emissions (tons per day)

Percentage labels: 57% (Point and Area), 76% (On-Road Mobile), 63% (Off-Road Mobile), 80% (OGVs)

Reducing Emissions from Federal Sources is Critical

*Some incentives also anticipated for area sources, but not yet defined

Outreach

'Standard' Comprehensive AQMP Outreach

Additional Critical Outreach
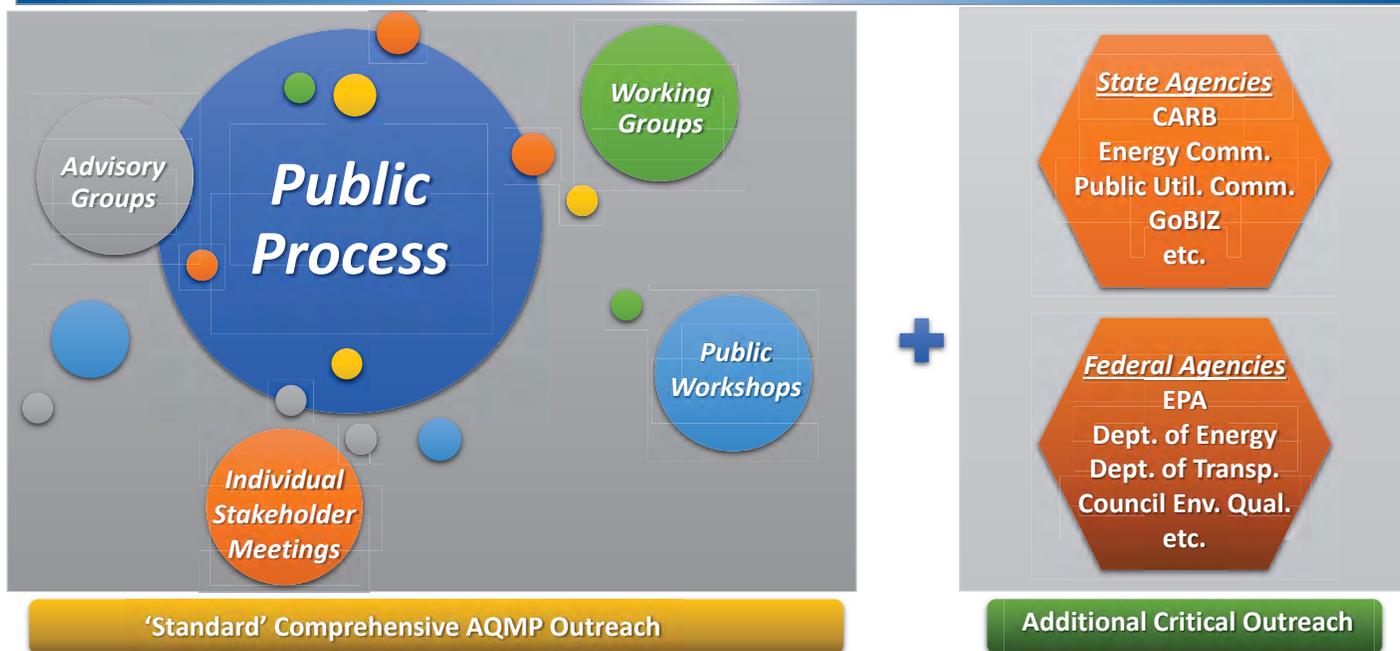
Coachella Valley

- Designated as "Severe" nonattainment for the 2015 8-hour ozone standard with attainment year 2032
- Coachella Valley's ozone attainment depends on emission reductions placed in the South Coast Air Basin
- South Coast Air Basin's attainment has measures subject to CAA Section 182(e)(5), which is allowed only in an extreme nonattainment area
- It is likely necessary to bump-up Coachella Valley to "extreme" with attainment in 2037
- Coachella Valley is already "extreme" nonattainment for the 1997 8-hour ozone standard (80ppb)

Next Steps

Draft AQMP
March 2022

Regional Public Workshops
April 2022

Draft Final AQMP
May to June 2022

Regional Hearings
Summer 2022

South Coast AQMD Board
Summer to Fall 2022

CARB Board
Summer to Fall 2022

U.S. EPA
– 18 months after submission

CALIFORNIA
AIR RESOURCES BOARD
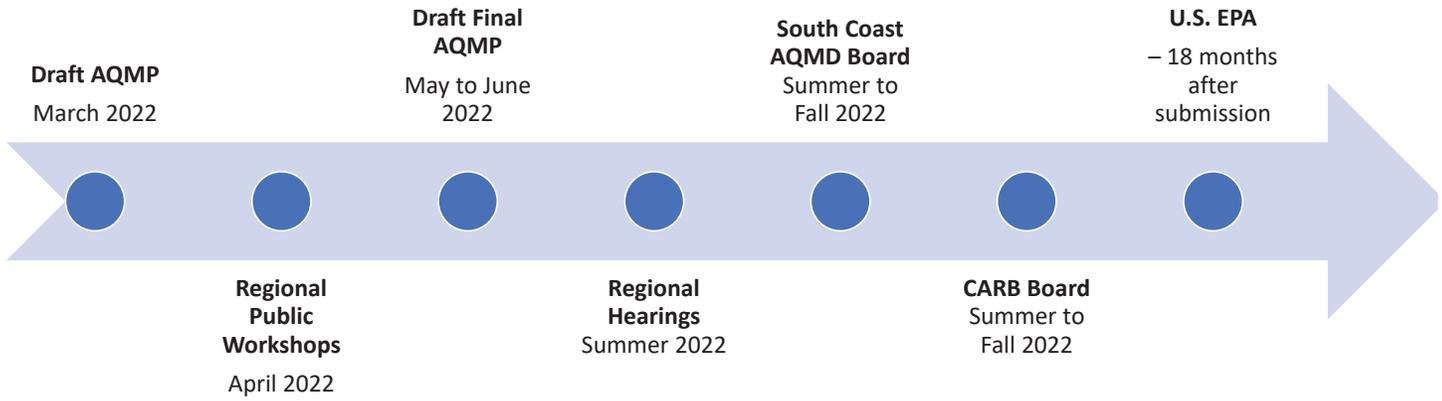
2022 State SIP Strategy

SCAG Energy & Environment Committee
April 7, 2022

Ariel Fideldy, Manager, South Coast Air Quality Planning Section

1

70 ppb Challenge Across the State

- U.S. EPA revised the 8-hour ozone standard to 70 ppb in 2015
- 19 nonattainment areas in California
  - Attainment years 2020-2037
- 10 areas must submit SIPs
- South Coast most challenging, but other areas will also need commitments
- SIPs due August 2022
- Continue to identify and implement measures for 75 and 80 ppb

70 ppb 8-Hour Ozone Nonattainment Areas

Legend
Air Basin
County
8-Hr O3 Classification
Marginal (Rural Transport)
Marginal
Moderate
Serious
Severe-15
Extreme

CARB

2

Attainment Plans and 2022 State SIP Strategy

District
Measures

Federal Actions
Needed

**CARB
Measures**

Transportation
Planning Agency
Activity &
Actions

**Attainment
Plan
(SIP)**

CARB

3

2022 State SIP Strategy

- Draft Released on January 31, 2022
- Unprecedented variety of new measures to reduce emissions using all mechanisms available
- Level of action is necessary to meet all air quality standards and protect public health
- Drives pace and scale of CARB rulemakings
- Prioritizes near-term reductions for earlier SIP deadlines

Draft
2022 State Strategy for the State
Implementation Plan
January 31, 2022

CALIFORNIA
AIR RESOURCES BOARD

CARB

4
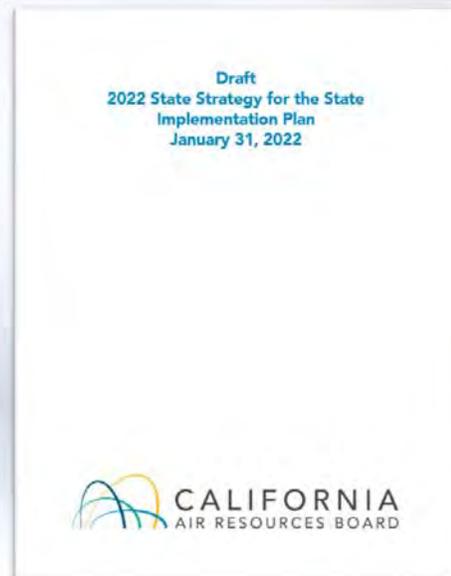
Proposed 2022 State SIP Strategy Measures

On-Road	Off-Road	Primarily Federally-Regulated
• Advanced Clean Fleets Regulation • Zero-Emission Trucks • On-Road Motorcycle New Emissions Standards • Clean Miles Standard* • Enhanced Regional Emission Analysis in State Implementation Plans	• Tier 5 Off-Road Engine Standard • Amendments to In-Use Diesel-Fueled Fleets Regulation • Zero-Emission TRU Part II • Commercial Harbor craft • Cargo Handling Equipment • Off-Road Zero-Emission Targeted Manufacturer Rule • Clean Off-Road Fleet Recognition Program • Spark-Ignition Marine Engine Standards	• In-Use Loco Regulation • Future Measures for Aviation Emissions Reductions • Future Measures for OGV Emissions Reductions

Other

- Consumer Products
- Zero-Emission Standard for Space and Water Heaters

CARB *Already adopted by Board

5

On-Road Heavy-Duty

- **Advanced Clean Fleets Regulation**
  - ZE requirements for heavy-duty fleets
  - Adoption: 2023, Implementation beginning: 2023
- **Zero-Emission Trucks Measure**
  - Exploring new methods to target the replacement of older trucks and accelerate transition to ZEV, beyond ACT/ACF
  - Adoption/Implementation: TBD

CARB

6

On-Road Light-Duty

- **Advanced Clean Cars II** (2016 SSS measure)
  - Manufacturer ZE sales requirements for LDV
  - Adoption: 2022, Implementation beginning: 2026
- **On-Road Motorcycles New Emissions Standards**
  - More stringent exhaust/evap standards & ZE sales threshold
  - Adoption: 2022, Implementation beginning: 2024
- **Clean Miles Standard Regulation** (Adopted 2021)
  - ZE requirements for transportation network companies
  - Implementation beginning: 2023
- **Enhanced Regional Emission Analysis in SIPs**
  - Exploring options to facilitate reductions in VMT – update MVEB development process, RACM support, update CMAQ guidance
  - Development/Implementation: TBD

CARB

Federal Action is Critical

Statewide Mobile Source NOx Emissions (tpd)

California-Regulated Sources: Cars, Trucks, & Equipment

Reductions from California Sources:

>70% as of 2020
>85% by 2037

Primarily Federally Regulated Source Emissions Surpassed CA Source Emissions in 2020, & will be Double CA Source Emissions by 2030

Primarily Federally-Regulated Sources: Interstate Trucks, Planes, Trains, & Ships

CARB

Source: CARB, CEPAM 2019 SIP - Standard Emission Tool (v1.03), https://ww2.arb.ca.gov/applications/cepam2019v103-standard-emission-tool

Federal Actions Needed

On-Road Heavy-Duty Vehicles	Off-Road Equipment	Locomotives	Ocean-Going Vessels	Aviation
•Low-NOx Engine Standards •Zero-Emission Engine Standards	•Tier V Standards •Zero-Emission Standards Where Feasible	•More Stringent National Emission Standards •Zero-Emissions Standards for Switcher •Address Remanufacturing Loophole	•More Stringent NOx and PM Standards Requirements •Cleaner Fuel and Visit Requirements	•More Stringent Engine Standards •Cleaner Fuel and Visit Requirements •Zero-Emission Airport On Ground Support Requirements

CARB

CARB NOx Strategy Benefits

South Coast

NOx (tpd)
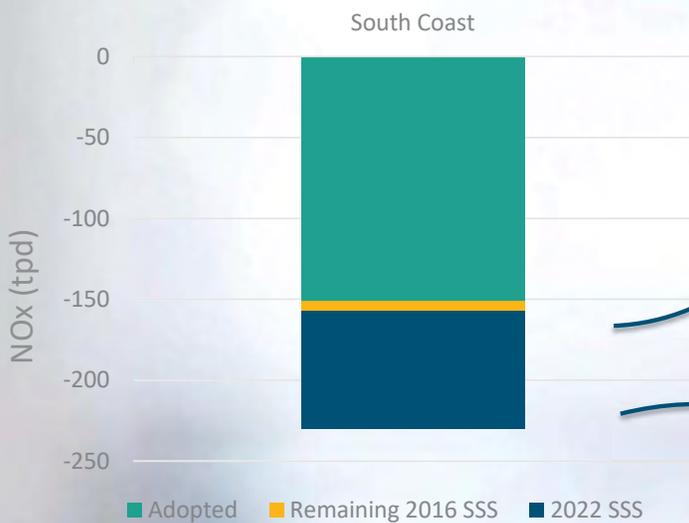
Total NOx Reductions in 2037

- Adopted
- Remaining 2016 SSS
- 2022 SSS

South Coast

- On-Road
- Off-Road
- Buildings
- Locomotive
- Federal Action

2022 SSS Reductions in 2037

CARB

Public Process & Next Steps

July 2021: Public Workshop	Summer 2021: Stakeholder Meetings	Oct 2021: Release 2022 State SIP Strategy Draft Measures, 2nd Public Workshop	Oct/Nov 2021: Participated in SJVAPCD & SCAQMD Control Measure Workshops	January 2022: Release Draft 2022 State SIP Strategy	February 2022: 3rd Public Workshop	February 2022: Informational Update CARB Board Hearing	Summer 2022: Board Consideration of 2022 SSS & District SIPs

CARB

Contact Us!

- Austin Hicks, Air Pollution Specialist
  Austin.Hicks@arb.ca.gov

- Ariel Fideldy, Manager
  Ariel.Fideldy@arb.ca.gov

- General SIP Questions: SIPplanning@arb.ca.gov

https://ww2.arb.ca.gov/resources/documents/2022-state-strategy-state-implementation-plan-2022-state-sip-strategy

CARB

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
April 7, 2022

To: Transportation Committee (TC)

Regional Council (RC)

From: Cory Wilkerson, Program Manager II
(213) 236-1992, wilkerson@scag.ca.gov

Subject: 2023 Active Transportation Program Regional Guidelines

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR TC:
Recommend that the Regional Council adopt Resolution No. 22-642-2 approving the 2023 Active Transportation Program Regional Guidelines**.**

RECOMMENDED ACTION FOR RC:
Adopt Resolution No. 22-642-2 approving the 2023 Active Transportation Program Regional Guidelines.

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:
On March 16, 2022, the California Transportation Commission (CTC) adopted the 2023 Active Transportation Program Guidelines (Statewide Guidelines). Per the Statewide Guidelines, SCAG is responsible for adopting the 2023 ATP Regional Guidelines (Regional Guidelines) to direct the selection of projects receiving awards through the regional portion of the Active Transportation Program. Approximately $138 million is anticipated to be available in the SCAG region for programming through the ATP Regional Program.

BACKGROUND:
On March 16, 2022, the California Transportation Commission (CTC) adopted the 2023 Active Transportation Program (ATP) Statewide Guidelines and announced the 2023 ATP call for projects. Project applications are due on June 15, 2022. The 2023 ATP budget is estimated to be approximately $651 million and will cover fiscal years 2023/2024 through 2026/27. Approximately sixty percent (60%) of the total funding awards will be recommended by the CTC through the Statewide Program and Small Urban/Rural Program components. Forty percent (40%) of the total funding awards will be recommended by Metropolitan Planning Organizations (MPOs) and included

in Regional Programs. SCAG's share of the MPO component (SCAG Regional Program) is approximately $138 million, fifty-three percent (53%) of the MPO component.

The proposed 2023 ATP Regional Guidelines outline the process by which SCAG, in collaboration with the CTC and the county transportation commissions within the SCAG region, will recommend funding awards for the 2023 ATP Regional Program. The Regional Guidelines retain many of the same funding policies as in previous cycles, including preserving population-based funding targets (see tables below) and dedicating 5% ($6,884,000) of the ATP Regional Program resources for planning and capacity building projects (see below). Continued from previous cycles, the ATP Regional Program awards funding to two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

- Implementation Projects: No less than 95% of the funding will be recommended to proposals in this category. The selection process for Implementation Projects is the same as in previous cycles and is predominately managed by the county transportation commissions. Eligible applicants must apply for these funds by submitting an application through the statewide ATP call for projects. Base scores are established through the statewide ATP review process. The Regional Guidelines allow county transportation commissions to prioritize projects by adding up to twenty (20) points, on a 120-point scale, to supplement the state-provided base scores. As in previous cycles, the Board of each county transportation commission shall approve the methodology for assigning the additional points, as well as approve the final project scores. Total funding available in each county is based on population-based funding targets.

Implementation Projects Category: Funding Targets

County	Pop %	Funding (in 1,000s)
Imperial	1%	$1,249
Los Angeles	53%	$69,579
Orange	17%	$22,144
Riverside	13%	$16,802
San Bernardino	12%	$15,159
Ventura	4%	$5,863
Total	**100%**	**$130,795**

- Planning & Capacity Building Projects: Five percent (5%) of the funding will be recommended to proposals in this category. Unlike previous cycles where SCAG hosted a supplemental call for projects through its Sustainable Communities Program (SCP), the project selection process will rely entirely on the statewide ATP application and scoring process. As with the Implementation Project category, each county transportation commission will prioritize projects by adding up to twenty (20) points, to supplement the

state-provided base scores. Further, there will also be population-based funding targets for each county.

Planning & Capacity Building Projects Category: Funding Targets

County	Pop %	Funding (in 1,000s)
Imperial	1%	$66
Los Angeles	53%	$3,662
Orange	17%	$1,165
Riverside	13%	$884
San Bernardino	12%	$798
Ventura	4%	$309
Total	**100%**	**$6,884**

A staff recommended ATP Regional Program, assembled by combining project recommendations from the Implementation and Planning & Capability Building categories, will be reviewed by the Chief Executive Officers (CEOs) of the county transportation commissions to address any outstanding issues and achieve consensus prior to finalization of the program. The ATP Regional Program recommendations will be approved by the Boards or CEOs of the county transportation commissions prior to consideration by SCAG's Regional Council and submission to the CTC.

Next Steps
SCAG staff will continue to work with the county transportation commissions in the SCAG region, the CTC, Caltrans and other partners to provide outreach to ensure eligible applicants are aware of the ATP funding opportunity and provide technical assistance, resources and support as requested to facilitate regional competitiveness through the application submission period ending on June 15, 2022. Upon RC approval, the 2023 ATP Regional Guidelines will be submitted to the CTC for consideration of approval at the June 2022 Commission meeting. Finally, the 2023 ATP Regional Program will be submitted to the Regional Council for approval in April 2023.

FISCAL IMPACT:
Funding for staff work on ATP is included in SCAG's FY 2022-23 Overall Work Program (OWP) task 050-0169.06: Active Transportation Program.

ATTACHMENT(S):
1. 2023 ATP Regional Guidelines
2. Resolution No. 22-642-2 - Regional Program Guidelines
3. PowerPoint Presentation - ATP Cycle 6-Regional Guidelines

2023 Active Transportation Program Regional Guidelines

Draft

April 2022

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2023 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

Contents

Introduction

Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) component of the California Active Transportation Program (ATP). The following 2023 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2023 ATP. The Regional Guidelines also outline the requirements for programming, allocation, project delivery, project reporting, project administration and program evaluation related to the 2023 Regional Active Transportation Program (Regional Program). The Regional Guidelines may be revisited and modified for future rounds of funding in order to remain consistent with the 2023 ATP Statewide Guidelines (Statewide Guidelines), and to consider innovative concepts and best practices to improve the Regional Program's efficiency and effectiveness.

Background

- The goals of the ATP are to:
    - Increase the proportion of trips accomplished by biking and walking;
    - Increase the safety and mobility of non-motorized users;
    - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375;
    - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
    - Ensure that disadvantaged communities (DAC) fully share in the benefits of the program; and
    - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The 2023 Statewide Guidelines, adopted by the California Transportation Commission (CTC) on March 16, 2022, describe the policy, standards, criteria and procedures for the development, adoption and management of the ATP Statewide Program.
- Per the 2023 Statewide Guidelines, 40% of the funds for the ATP must be distributed by MPOs in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Statewide Guidelines.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of DAC as used by the CTC for the statewide competition may defer its project selection to the CTC.
- MPOs may also issue a separate, supplemental call for projects. If a call for projects is initiated, it will require development and approval of guidelines and applications. In administering a competitive selection process, a MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- 25% of the regional funds must benefit DAC.

- The Statewide Guidelines allow for a large MPO to make up to 25% of its 2023 ATP funding available for active transportation plans in DACs.
- The Statewide Guidelines establish four eligible project types and one pilot project type:
  - Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. PSR guidelines are posted on the CTC website: http://www.catc.ca.gov/programs/ATP.htm. *A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.*
  - Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a DAC.
  - Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. Start-up projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for ATP funds as long as the applicant can demonstrate that the existing program will be continued with non-ATP funds.
  - Infrastructure projects with non-infrastructure components.
  - Quick Build Projects: Interim capital improvement projects that further the goals of the ATP. These projects require minor construction activities and are typically built with durable, low to moderate cost materials, and last from one year to five years. These projects have moderate design flexibility to anticipate adjustments that may occur based on community feedback. The purpose of a quick-build project is to immediately implement safety needs, allowing a community to benefit quickly from improvements made, and/or allow the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.
- Per Statewide Guidelines, and based on SB 99, the following requirements apply specifically to SCAG:
  - SCAG must consult with the county transportation commissions, the CTC, and Caltrans in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity consistent with program objectives;
  - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
  - SCAG must obtain concurrence from the county transportation commissions.
- The SCAG Regional Program will be developed through coordination of the ATP Subcommittee. The ATP Subcommittee is a subcommittee of the SCAG Sustainability Committee. The ATP Subcommittee

is comprised of SCAG staff and representatives from each of the six (6) county transportation commissions. The Subcommittee drafts the Regional Program Guidelines, the Regional Program and administers tasks associated with project delivery. The County Transportation Commissions approve the Regional Program as it pertains to each respective county.   SCAG's Regional Council approves the Regional Program Guidelines and Regional Program.   The California Transportation Commission approves the Regional Program Guidelines and Regional Program.

Fund Estimates for 2023 Regional ATP

The 2023 ATP total funding estimate is $650,740,000. Per the 2023 ATP Statewide Guidelines, the MPO share is 40% of the total budget and the SCAG share is 53% of the MPO amount.

 The SCAG region's share of the 2023 ATP is approximately $137.6M, which includes funding in Fiscal Years 2023/24, 2024/25, 2025/26, and 2026/2027 to be programmed as follows:

Year (Fiscal)	Funds ($1000s)
FY 23/24	31,242
FY 24/25	31,750
FY 25/26	37,077
FY 26/27	37,610
Total	**137,679**

Eligibility

SCAG intends to apply the eligibility requirements as adopted in the 2023 Statewide Guidelines to the Regional Program. These requirements include an option for SCAG to provide a Regional Definition of Disadvantaged Communities. As part the 2020 Connect SoCal Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), SCAG established "environmental justice areas" and "communities of concern" as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. These disadvantaged communities' criteria are intended to complement existing definitions established through SB 535 and the ATP Statewide Guidelines.

Regional Disadvantaged Communities Definitions

Per the Statewide Guidelines, MPOs have the option to use different criteria for determining which projects benefit disadvantaged communities. This additional criteria includes Environmental Justice Areas and Communities of Concern. These criteria can be used in addition to the existing SB 535 criteria.

- Environmental Justice Areas: Environmental Justice Areas are reflected in Transportation Analysis Zones that show a higher share of minority population or households in poverty than is seen in the great region as a whole.

- Communities of Concern: Communities of Concern are Census Designated Places or city of Los Angeles Community Planning Ares that fall in the upper third for their concentration of minority population households in poverty. This designation is significant in severity due to the degree of poverty.

Project Selection Process

SCAG intends to award funding to projects in two program categories. These categories include: Implementation projects, and Planning & Capacity Building projects.

Implementation Projects Category

Implementation projects include infrastructure, non-Infrastructure, infrastructure projects with non-infrastructure components, and plans as defined by the Statewide Guidelines and included in the Background (above).   No less than 95% of the total regional funds shall be dedicated to funding Implementation projects in the 2023 Regional ATP. Implementation funds shall be allocated to projects in each county using population-based funding targets (US Census 2020).

Implementation Projects Category: Funding Targets

County	Pop %	Funding Amount ($1000s)
Imperial	1%	$1,249
Los Angeles	53%	$69,579
Orange	17%	$22,144
Riverside	13%	$16,802
San Bernardino	12%	$15,159
Ventura	4%	$5,863
Total	**100%**	**$130,795**

In this category, and consistent with previous ATP cycles, SCAG will select Implementation projects utilizing the CTC statewide applications, scoring and ranking process. SCAG will only fund Implementation projects submitted through the statewide application process. However, SCAG and its member counties will reserve the option to establish an evaluation committee and issue a supplemental call for proposals for Implementation projects in future ATP cycles.

Planning & Capacity Building Projects Category

Planning & Capacity Building projects may include the development of Quick Build projects, non-infrastructure projects, and plans, as defined by the Statewide Guidelines and included in the Background section of the Regional Guidelines (above). The Regional Guidelines call for no more than 5% ($6,884,000) of the total regional funds be allocated in this category with a maximum of 2% ($2,753,600) being dedicated to Planning projects.

Unlike previous cycles, the pool of projects considered for funding in this category shall only include projects that are submitted through the CTC's Statewide ATP Call for Projects using the state's planning, non-infrastructure, or quick build application. SCAG will not release a supplemental call for projects. As with the Implementation Category, Planning and Capacity Building funds shall be allocated to projects in each county using population-based funding targets (US Census 2020).

Planning and Capacity Building Projects Category: Funding Targets

County	Pop %	Funding Amount ($1000s)
Imperial	1%	$66
Los Angeles	53%	$3,662
Orange	17%	$1,165
Riverside	13%	$884
San Bernardino	12%	$798
Ventura	4%	$309
Total	**100%**	**$6,884**

If a County does not receive sufficient applications to meet the Planning and Capacity Building funding targets outlined above, the county transportation commission may choose to allocate those funds towards the Implementation Project category.

Regional Program Selection Process

The selection process shall occur as follows:

- Prior to scoring by the CTC, SCAG shall coordinate with each county to ensure that all Implementation project applications submitted through the statewide call for proposals have been submitted to the county and SCAG.
- The county transportation commissions shall review the statewide project applications and determine which projects are "consistent with plans adopted by local and regional governments within the county" per the requirements of SB 99. County transportation commissions may also establish minimum eligibility requirements for Planning and Capacity Building projects. These requirements must be approved by SCAG staff and adopted by the county transportation commission Board.
- County transportation commissions may assign up to 20 points to each statewide project application deemed consistent and meeting eligibility requirements. SCAG recommends establishing a 20-point methodology for each project category outlined above.
- If a county transportation commission assigns additional points (up to 20, as noted above) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project.

- The Board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the preliminary ranking of regional projects by January 30, 2023
- SCAG shall establish a preliminary regional projects list based on the county's submissions that programs no less than 95% of the total regional funds towards the implementation project category. Planning projects shall not exceed 2% of the total funding available. The county may also recommend funding for projects to be included on the Regional Program contingency list. Projects included on the contingency list shall be included in the program reflecting the project score as detailed in the Fund Balance and Contingency List section below.

Recommended Regional Program

SCAG shall create a draft Regional Program that incorporates the preliminary project lists from the Implementation and Planning & Capacity Building project categories.

SCAG will analyze the draft Regional Program to ensure it meets the DAC requirements by allocating at least 25% to projects benefiting DAC (as defined by the Statewide Guidelines).

If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- The lowest scoring project in the region may be replaced with the highest scoring DAC within the same County. If the county has no other eligible DAC projects, the lowest scoring project shall be replaced with the highest scoring DAC project(s) from the region.
- This process will be repeated until the 25% target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the DAC requirements for the Regional Program are met.

Prior to March 15, 2023, the final recommended Regional Program will be reviewed by the county transportation commission staff, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to SCAG's Regional Council and CTC for approval.

With consensus from the County Transportation Commission CEOs or their designees, SCAG's Executive Director may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Programming

Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional Program. The programming years for the 2023 ATP are State Fiscal Years 2023/24 to 2026/27. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the

amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:

- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.
- State funds will be programmed to address the following regional objectives, listed in order of priority:
  - Satisfy match requirements for federally funded projects. Projects that provide some but not all of the 11.47% match may need assistance in satisfying the match. State funding is eligible to bridge the gap in any match funding deficit. State funding shall not exceed 11.47% of total project funding;
  - Reduce administrative burden for Planning and Non-infrastructure projects and projects requesting less than $3M;
  - Completion of California Environmental Quality Act (CEQA) prioritizes projects for state only funding ; and
  - Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

Partial Awards

- County transportation commissions will be responsible for recommending partial awards for Implementation projects.
- SCAG and the county transportation commissions will only consider partial awards if the project sponsor meets one of the following requirements:
  - The applicant provides funds through additional sources to fully fund the project;
  - The applicant demonstrates the means by which it intends to fund the construction of a useable segment, consistent with the Regional Transportation Plan (RTP).
  - The applicant downsizes the project scope in a manner such that the "new" project would receive the same scores or ranking as the originally proposed project. The ATP Subcommittee will determine the eligibility of a downsized project scope based on the representative county transportation commission's request. The request shall include:
    - An explanation of the proposed scope change;
    - The reason for the proposed scope change;
    - The impact which the proposed scope change would have on the overall cost of the project;
    - An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);

Attachment: 2023 ATP Regional Guidelines (2023 Active Transportation Program Regional Guidelines)

- An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
- An explanation of the methodology used to develop the aforementioned estimates.

  o For projects that fall into the Large Infrastructure category as defined in Statewide Guidelines, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the RTP.

    - Uncommitted funds may only be from ATP, Local Partnership Program (formulaic or competitive), or federal discretionary grant program funds. The applicant must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments for that phase must be secured prior to July 1 of the fiscal year in which the project is programmed or the project will be removed from the program.

- If funding is made available (i.e. due to an ineligible project determination), the available funding will be prioritized for a threshold project receiving a partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed for fully funding the partial award, the surplus shall be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee.

Fund Balance & Contingency List

Any funds that are not assigned by SCAG to projects in the Regional Program will be returned to the state and incorporated into the fund estimate for subsequent ATP cycles. To maximize funds available in the region, the following steps will be pursued:

- The initial recommended Regional Program to the CTC will identify projects that program 100% of the region's share of ATP funds. If a balance exists after each county has exhausted to the greatest extent possible its Implementation and Planning & Capacity Building funding target, SCAG in consultation with the counties, will recommend the fund balance be awarded to fully or partially fund the highest scoring and/or shovel ready "contingency" project(s) (see below) across all counties.
- If the final project on a county's list exceeds the county's ATP funding target, the county may work with the project sponsor to explore the feasibility of a partial award, as noted above. If a partial award is determined to be insufficient and infeasible, the county may recommend fully or partially funding to the subsequent highest scoring projects on the county's list.

- The recommended Regional Program will include a contingency list of Implementation and Planning and Capacity Building projects that will be in place until the next cycle of ATP funding. Implementation and Planning & Capacity Building projects will be ranked in priority order based on the county transportation commission's evaluation scoring. SCAG intends to fund projects on the contingency list should there be any project failures or savings in the Regional Program. When a contingency project is advanced for funding due to project failure from the Implementation list of projects, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county from the Implementation list. When a contingency project is advanced for funding due to project failure from the Planning and Capacity Building list of projects, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county from the Planning and Capacity Building list. In recommending replacement projects, SCAG and the county transportation commission may consider both project ranking and project readiness. If contingency projects are not amended into the program, they will remain unfunded and project sponsors may resubmit them for future ATP cycles.

- SCAG and/or the county transportation commissions are encouraged to pursue one or more of the following project management strategies:
  - Review the initial work schedule to determine timeline feasibility and propose revisions where necessary.

Program Amendments

The Regional Guidelines allow SCAG to amend the Regional Program to remove and advance projects. An annual report will be provided to the Regional Council on program amendments. Amendments to the Regional Program may occur under the following conditions and in the following manner:

- If project design, right-of-way or construction are programmed before the implementing agency completes the environmental process, and following completion of the environmental process updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, then future funding for the project may be deleted from the program. It is the responsibility of the county transportation commission to recommend to SCAG that the project be deleted from the program if warranted. The county transportation commission that recommends project deletion may, in a reasonable timeframe, recommend replacing the deleted project with a project on the Contingency List.

- If a county transportation commission recommends deletion of a project and has not identified a replacement project for the contingency list in a reasonable timeframe, then SCAG will collaborate with the counties to identify a suitable replacement project from the region-wide contingency list and amend the project into the Regional Program.

- In order to ensure the timely use of all program funds, the CTC will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first-served basis. SCAG will recommend approval of an advancement request if the project is:

- A Planning project and SCAG deems the project ready for allocation (see Allocation, below); or

- An Implementation project, and the county transportation commission recommends advancement of the project.

FTIP Amendments

All projects funded by the 2023 Regional Program must be amended into the Federal Transportation Improvement Program (FTIP).

- The county transportation commissions will be responsible for programming all Implementation and Planning & Capacity Building projects into the FTIP.
  - Projects that are regionally significant and Transportation Control Measures (TCM) must be individually listed in the FTIP by the county transportation commission.
  - Projects that are not regionally significant or TCMs may be entered as a group listing by project function, using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93 (See www.dot.ca.gov/hq/transprog/federal/fedfiles/ res_publications/grouped_pjt_listings.pdf)
- The county transportation commissions and SCAG shall aim to program all 2023 ATP projects, regardless of programming year, in the 2023 FTIP amendment cycle.

Allocation

The Statewide Guidelines defers to the Regional Guidelines for concurrence or recommendation letters for all allocation requests for projects funded in the MPO component. SCAG shall defer this responsibility to the county transportation commissions for all projects to provide a concurrence letter which notes that the project allocation request is consistent with the project as programmed in the FTIP or is being processed into the FTIP through an amendment or modification that is underway.

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the CTC's website, http://www.catc.ca.gov/programs/atp/.

Project Delivery

Per the Statewide Guidelines, ATP allocations must be requested in the fiscal year of project programming and are valid for award for six (6) months from the date of allocation, unless the CTC approves an extension. The Commission may extend the deadline only once for each allocation phase and only if it finds that unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The CTC and Caltrans require that the extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months. If extraordinary issues exist that require a longer extension, the implementer may request up to 20

months for allocation only. Refer to the ATP Statewide Guidelines for complete project delivery requirements.

Extension requests for a project in the SCAG Regional Program must include a recommendation by County Transportation Commission.

Caltrans will track the delivery of ATP projects and submit to the CTC a semiannual report showing the delivery of each project phase. SCAG will analyze these reports to identify project delivery issues in the SCAG region and work with the county transportation commissions and the project sponsor to resolve any issues.

Project Scope Change

In the event that a project requires a scope change, the project sponsor shall submit a request for scope change to SCAG and the responsible County Transportation Commission for review and approval. The request for scope change shall include:

- An explanation of the proposed scope change;
- The reason for the proposed scope change. If the request incorporates a change that alters original designs, the project sponsor shall provide the steps taken to retain the initial design and the extenuating circumstances that necessitate the design change. Extenuating circumstances are defined as those which make the project undeliverable due to costs and/or safety issues;
- The impact the proposed scope change would have on the overall cost of the project;
- An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
- An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
- An explanation of the methodology used to develop the aforementioned estimates.

Project Reporting

As a condition of the project allocation, the CTC will require the implementing agency to submit semi-annual reports (unless the agency is subject to the Baseline Agreement requirement outlined in the 2023 ATP Statewide Guidelines) on the activities and progress made toward implementation of the project and a final delivery report. The purpose of the report is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project.

Schedule

Action	Date
CTC adopts ATP Guidelines	March 16, 2022
Call for projects	March 16, 2022
Regional Council (RC) Approves ATP Regional Program Guidelines	April 7, 2022
Project applications to Caltrans (postmark date)	June 15, 2022
Commission approves or rejects MPO Guidelines	June 29, 2022
Staff recommendation for statewide and small urban and rural portions of the program	October 21, 2022
Commission adopts statewide and small urban and rural portions of the program	December 7, 2022
County 20-point scoring methodology submitted to SCAG	January 30, 2023
Counties submit recommended project lists to SCAG	January 30, 2023
Project PPRs for partially funded projects due to SCAG	January 30, 2023
Deadline for MPO DRAFT project programming recommendations to the Commission	February 15, 2023
RC Adopts SCAG Regional Program Approval	April 6, 2023
Deadline for MPO FINAL project programming recommendations to the Commission	April 21, 2023
Commission adopts MPO selected projects	June 2023

Attachment: 2023 ATP Regional Guidelines (2023 Active Transportation Program Regional Guidelines)

RESOLUTION NO. 22-642-2

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING
THE 2023 ACTIVE TRANSPORTATION PROGRAM (ATP) REGIONAL GUIDELINES**

WHEREAS, the Southern California Association of Governments ("SCAG") is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C.§ 134 et seq. and 49 U.S.C. §5303 et seq.;

WHEREAS, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission (Commission) to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, the Active Transportation Program Guidelines (Resolution G-20-31) requires the Commission to adopt a metropolitan planning organization's use of project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities when differing from the statewide guidelines adopted by the Commission on March 16, 2022;

WHEREAS, SCAG is amending the Regional Program Guidelines with input from the six Southern California county transportation commissions to maximize planning funding and address minor inconsistencies in the guidelines;

WHEREAS, the Active Transportation Program Guidelines require metropolitan planning organizations to submit their ATP Regional Guidelines the Commission by April 21, 2022;

WHEREAS, attached with this Resolution as Exhibit "A" is SCAG's 2023 Active Transportation Program Regional Guidelines; and

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that it approves SCAG's 2023 Active Transportation Program Regional Guidelines.

Attachment: Resolution No. 22-642-2 - Regional Program Guidelines (2023 Active Transportation Program Regional Guidelines)

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BE IT FURTHER RESOLVED THAT:

1. The Regional Council, authorizes SCAG staff to submit the 2023 Active Transportation Regional Guidelines to the California Transportation Commission for approval.

   PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a meeting held this 7th day of April, 2022.

_____

Clint Lorimore
President, SCAG
Mayor, Eastvale

Attested by:

_____

Kome Ajise
Executive Director

Approved as to Form:

_____

Michael R.W. Houston
Chief Counsel

Active Transportation Program – Cycle 6
Transportation Committee

Cory Wilkerson – Active Transportation Program Manager

Mobility Planning and Goods Movement

April 7, 2022

www.scag.ca.gov

Funding Availability

- Programs 4 Years of Funds
  - Fiscal years 2023/24, 2024/25, 2025/26, and 2026/27

- Cycle 6 – Funding Estimate
  - $650,740,000 over four years

- Funding Distribution
  - 50% for Statewide Component
  - 10% for Small Urban and Rural Component
  - 40% for Metropolitan Planning Organization Component

- SCAG MPO Draft Funding Estimate
  - $137,679,000 over four years

SCAG Regional Program Funding Distribution

- 5% to Planning and Capacity Building Projects
  - $6,884,000 over four years

	Population	%	$
Imperial	179,702	1%	$66
Los Angeles	10,014,009	53%	$3,662
Orange	3,186,989	17%	$1,165
Riverside	2,418,185	13%	$884
San Bernardino	2,181,654	12%	$798
Ventura	843,843	4%	$309
	18,824,382	100%	$6,884

- 95% to Implementation Projects
  - $130,795,000 over four years

	Population	%	$
Imperial	179,702	1%	$1,249
Los Angeles	10,014,009	53%	$69,579
Orange	3,186,989	17%	$22,144
Riverside	2,418,185	13%	$16,802
San Bernardino	2,181,654	12%	$15,159
Ventura	843,843	4%	$5,863
	18,824,382	100%	$130,795

ATP Cycle 6 - Schedule

- March 16-17, 2022 – CTC adopts ATP Guidelines and Call for Projects

- April 7, 2022 – SCAG adopts Regional ATP Guidelines

- June 15, 2022 – Project Applications Deadline (postmark date)

- October 21, 2022 – CTC Statewide Recommendations

- December 7-8, 2022 – CTC adopts Statewide Projects List

- April 6, 2023 – SCAG adopts MPO Recommendations

- April 21, 2023 – Deadline to submit MPO Recommendations

- June 2023 – CTC adopts MPO Projects List

Thank You!

Cory Wilkerson
wilkerson@scag.ca.gov
(213) 236–1992
www.scag.ca.gov

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Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
April 7, 2022

EXECUTIVE DIRECTOR'S APPROVAL

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

From: Sarah Dominguez, Program Manager II
(213) 236-1918, dominguezs@scag.ca.gov

Subject: Policy Development Framework for Connect SoCal 2024

RECOMMENDED ACTION FOR CEHD, EEC AND TC:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
In July 2021, the Executive Administration Committee convened for a strategic planning session. One action identified during that session was to create a Policy Development Framework for Connect SoCal 2024. Connect SoCal 2024, the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), will be prepared by SCAG over the next two years, in anticipation of an April 2024 adoption date. SCAG will build from the strategies and policies established in Connect SoCal 2020, such as the Core Vision and Key Connections. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues in order to put forth a plan that addresses the region's evolving needs, challenges and opportunities. The attached draft Policy Development Framework for Connect SoCal 2024 outlines the approach for policy development with the existing Policy Committees and three new sub-committees.

BACKGROUND:

What is Connect SoCal 2024?
SCAG prepares a long-range RTP/SCS every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable growth.

SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by

the SCAG Regional Council in 2020. The pillars of the Connect SoCal—the *Core Vision* and *Key Connections*—are anticipated to continue into the next plan. The *Core Vision* centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The *Key Connections* augment the *Core Vision* of the plan to address trends and emerging challenges. These *Key Connections* lie at the intersection of land use, transportation and innovation to accelerate progress on regional planning goals. For this plan development cycle, SCAG staff will focus on process improvements and data updates and refinements. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues in order to put forth a plan that addresses the region's evolving needs, challenges and opportunities.

Connect SoCal 2024: Status Update
As described at the February 2022 Joint Policy Committee Meeting, SCAG is now entering into the "Data Collection and Policy Development" phase of plan development.

Throughout 2022, staff will be continuing with research to better understand the trends and existing conditions in the region. This phase also includes steps to understand the existing conditions and planning occurring at the local jurisdiction level through the Local Data Exchange process and engagement with County Transportation Commissions on the Project List later this year. Over the course of the next year and in the first half of 2023, SCAG staff will be seeking direction from our policy makers, through the relevant Policy Committees, on the priorities and strategies for Connect SoCal 2024 to augment and help better align plans and investments across the region.

Phases of Connect SoCal 2024 Development
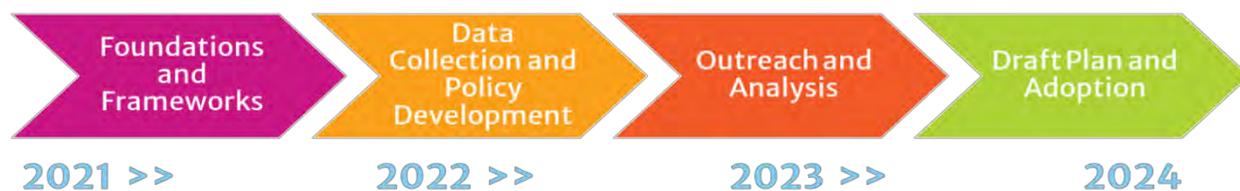
Policy Development Framework for Connect SoCal 2024
In July 2021, President Lorimore convened a strategic planning session for the Executive Administration Committee (EAC) and executive staff to establish high-level work goals and priorities for work planning for the year. The resulting EAC Strategic Work Plan identified elevating and expanding policy leadership as a central measure to advancing the EAC's goals and priorities. Among the tasks assigned to staff to expand policy leadership was the development of a Policy Development Framework for Connect SoCal 2024. Per the EAC Strategic Work Plan:

"Working with the Executive Officers and the Policy Committee Chairs and Vice Chairs to develop a Policy Development Framework for 2024 Connect SoCal that identifies priority policy issues for deeper discussion and establishes a sub-committee structure for policy education, engagement, and consensus building to guide visionary policy development (March 2022)"

The attached draft Policy Development Framework for Connect SoCal 2024 includes the preliminary plan vision and goals, key policy priorities, and an outline for the focus and responsibility of each Policy Subcommittee and three new sub-committees to consider opportunities to incorporate new policy direction and priorities identified by the board since 2020 into the regional plan.

In March 2022, SCAG staff shared this draft with the EAC for initial feedback. Several members highlighted the need to address or discuss water in relationship to planned development. Staff noted that in Connect SoCal 2020 we incorporated water considerations through the Housing Supportive Infrastructure Key Connection and through analysis in the Program Environmental Impact Report. Staff will explore how best to address this issue within the requirements and goals for Connect SoCal 2024.

Next Steps
SCAG staff will incorporate feedback and input from each Policy Committee into a revised Policy Development Framework before seeking a recommendation for adoption by the EAC and RC in June 2022.

Following adoption, SCAG will circulate a survey to all members, anticipated in June of this year, to assess interest in policy issues and in serving on one of the sub-committees. Following the results of this survey, SCAG will work with the President and Executive Officers establish the sub-committees and prepare a more detailed policy committee agenda outlook for each of the Committees to illustrate the progression of policy discussions leading up to plan analysis and production in Summer 2023.

Later this year, SCAG will be onboarding a consultant to assist with Public and Stakeholder Engagement for the plan. Early deliverables from that work will include educational materials to help stakeholders better understand the regional planning process as well as issue papers to inform the policy development process.

FISCAL IMPACT:
Work associated with this item is included in the FY 21-22 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. CSC24_PolicyDevelopmentFramework
2. PowerPoint Presentation - Policy Development Framework

Draft Policy Development Framework for Connect SoCal 2024

Connect SoCal 2024, the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), will be prepared by SCAG over the next two years, in anticipation of an April 2024 adoption date. Prepared in response to direction by the Regional Council, the Draft Policy Development Framework presents the Draft Plan Vision and Goals, Policy Priorities to be expanded and refined through the planning process to advance the vision and goals, and a policy development leadership structure and outlook to foster policy education, engagement, consensus building and decision-making.

DRAFT PLAN VISION AND GOALS

In January 2022, staff began engaging with stakeholders through the Regional Planning Working Groups on the draft Goals & Vision for Connect SoCal 2024.

The draft Vision is meant to capture what we want the region to be by 2050 and is supported by four draft Goals, each centered around a key theme (Mobility, Communities, the Environment, and the Economy). These goals will each be further defined by supporting sub-Goals. In addition, staff aim to integrate overarching through lines of Equity and Resilience across the goals.

DRAFT VISION STATEMENT

Option 1: A healthy, equitable and resilient region that works together to plan effectively for the challenges of tomorrow.

Option 2: A healthy, accessible and connected region for a more resilient and equitable future.

DRAFT GOALS

Mobility: Build and maintain a robust transportation network.

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

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

- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.

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

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality and reduce greenhouse gas emissions.
- Conserve the region's resources.

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

- Improve access to jobs and educational resources.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.

After engaging with stakeholders to add to, edit, and modify the above draft statements, staff will bring these draft Vision and Goals concurrently to each Policy Committees in June 2022 alongside draft plan Performance Measures.

POLICY PRIORITIES

The Draft Policy Priorities are based upon policy direction established in Connect SoCal 2020 and recent Regional Council actions to address three of the emerging issues facing the region. The pillars of Connect SoCal 2020—the *Core Vision* and *Key Connections*—are outlined below followed by a summary of the emerging issues and related actions.

CORE VISION

Rooted in the 2008 and 2012 RTP/SCS plans, Connect SoCal's *Core Vision* centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets.

- Sustainable Development
- System Preservation & Resilience
- Demand & System Management

- Transit Backbone
- Complete Streets
- Goods Movement

Many of the policies and strategies summarized as the *Core Vision* of the plan are reflective of the policies and projects developed at the local level and gathered by SCAG through the plan development process (through the Local Data Exchange with Local Jurisdictions and Project List submissions from County Transportation Commissions). The Core Vision strategies will be discussed during plan development to identify barriers to implementation and opportunities for enhancement.

KEY CONNECTIONS

Connect SoCal 2020 introduced *Key Connections* that build on the *Core Vision* to leverage technology or advance policy needed to accelerate reaching plan goals. Key Connections identify critical regional strategies to "close the gap" between what could be accomplished through intensification of core planning strategies alone, and what must be done to meet increasingly aggressive greenhouse gas reduction goals. The Key Connections lie at the intersection of land use, transportation and innovation, aiming to coalesce policy discussions and advance promising strategies for leveraging new technologies and partnerships to accelerate progress on regional planning goals. The policies and strategies identified as *Key Connections* became the focal point for SCAG implementation efforts in directing research priorities and local technical assistance.

- Smart Cities & Job Centers
- Housing Supportive Infrastructure
- Go Zones

- Accelerated Electrification
- Shared Mobility & Mobility as A Service (MaaS)

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In developing both the Core Vision and Key Connections, SCAG works with stakeholders, identifies trends and data in the region, assesses local best practices and researches the efficacy of different strategies. SCAG also needs strategic input and direction from Policy Committee members and the Regional Council.

EMERGING ISSUES

There are three salient and interconnected challenges facing our region: equity, resilience, and the economy. Actions by SCAG's Regional Council over the past year and a half provide a policy foundation for work on the next plan development and expanded policy focus on these emerging issue areas.

Equity

On July 2, 2020, the Regional Council adopted Resolution No. 20-623-2[1] on Racial and Social Justice, affirming SCAG's commitment to meaningfully advance justice, equity, diversity and inclusion, and establishing the Special Committee on Equity and Social Justice to advance social justice throughout the agency.

On May 6, 2021, the Regional Council adopted the Racial Equity Early Action Plan[2], the purpose of which is to guide and sustain SCAG's regional leadership in service of equity and social justice. It reflects discussions and feedback provided to the Special Committee on the definition of equity and overarching goals and strategies to advance racial equity through SCAG's policies, practices and activities.

Resilience

On January 7, 2021, the Regional Council adopted Resolution No. 21-628-1[3] on Climate Change Action that affirms a climate change crisis in Southern California and identifies actions for SCAG to undertake, including: developing a regional resilience framework, initiating a regional climate planning network, and developing a regional advanced mitigation program (RAMP).

Economy

On July 1, 2021, the Regional Council adopted the Inclusive Economic Recovery Strategy (IERS) Final Report and Recommendations[4], which identifies five core principles to drive SCAG's work and to act as a lens for identifying recommendations:

1. Center the economic recovery strategy on racial and gender equity; focusing in reducing the racial wealth gap;
2. Focus on rebuilding the middle class with high road employment;
3. Ensure that all strategies contribute to a climate ready region;
4. Tailor strategies to the needs of both industry sectors and geographic subregions; and
5. Bring new and diverse voices to the table.

On February 4, 2021, the Regional Council adopted Resolution No. 21-629-2[5] to establish a Broadband Action Plan to assist in bridging the digital divide. The Broadband Action Plan includes incorporating

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[1] https://scag.ca.gov/sites/main/files/file-attachments/rc070220agn01.pdf?1602368143
[2] https://scag.ca.gov/sites/main/files/file-attachments/rc050621fullpacket.pdf#page=91
[3] https://scag.ca.gov/sites/main/files/file-attachments/rc010721fullpacket.pdf#page=12
[4] https://scag.ca.gov/sites/main/files/file-attachments/rc070121fullpacket.pdf#page=13
[5] https://scag.ca.gov/sites/main/files/file-attachments/rc020421fullpacket.pdf#page=13

broadband planning, data and research findings, and strategies, as appropriate, into existing SCAG programs and future Regional Transportation Plan/Sustainable Communities Strategies.

POLICY DEVELOPMENT: LEADERSHIP & OUTLOOK

Policy discussions that occur during SCAG's Policy Committee meetings provide valuable direction to staff on areas for further research, potential strategies to address regional challenges, and priorities for what to include in the proposed plan.

Staff will bring forward informational and discussion items related to the relevant *Core Vision* and *Key Connections*; highlighting context and data from staff research; perspectives from academics, researchers or policy experts; and insights from local practitioners. Presentations may also focus on current subregional efforts and best practices to address the Connect SoCal 2020 Key Connections, as well as emerging trends and new issues related to each *Core Vision* or *Key Connection*. The plan issue areas organized by Policy Committee are outlined in the table below.

MAIN POLICY COMMITTEES

TRANSPORTATION COMMITTEE	COMMUNITY, ECONOMIC, HUMAN DEVELOPMENT COMMITTEE	ENERGY AND ENVIRONMENT COMMITTEE
Core Vision		
• System Preservation & Resilience • Demand & System Management • Transit Backbone • Complete Streets • Goods Movement	• Sustainable Development	• Sustainable Development
Key Connections		
• Go Zones • Shared Mobility & MaaS • Smart Cities & Job Centers	• Smart Cities & Job Centers • Housing Supportive Infrastructure	• Accelerated Electrification
		Environmental Compliance
		• PEIR • Transportation Conformity • Environmental Justice • SB 375 Technical Methodology

JOINT POLICY COMMITTEE

The issues facing the region are intersectional and often do not neatly fit within one committee. For that reason, it is occasionally necessary to hold a Joint Policy Committee meeting of members from all three Policy Committees (Transportation; Community, Economic, Human Development; and Energy and

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Environment) to share pertinent information, discuss key plan development issues or seek coordinated actions or recommendations.

SPECIAL CONNECT SOCAL 2024 SUB-COMMITTEES

As discussed at the February 2022 Joint Policy Committee Meeting, there are a number of trends disrupted by the pandemic and emerging issues setting the context for the next Connect SoCal. To help dive deeper into key areas for Connect SoCal, SCAG will establish three new sub-committees.

These three sub-committees will be comprised of members from each county as well as select non-voting members representing business or civic leaders with unique and valuable perspective on the given sub-committee focus area.

These sub-committees will prepare and make recommendations to SCAG Policy Committees on how to address these emerging issues within Connect SoCal 2024.

NEXT GENERATION INFRASTRUCTURE	RESILIENCE & CONSERVATION	RESTORATIVE JUSTICE
Purpose: Build on the recommendations for the Inclusive Economic Recovery Strategy to identify ways Connect SoCal can ensure opportunities for all; and explore solutions for making the most of existing infrastructure to maintain and improve levels of service such as through innovations in Broadband and System Demand Management.	*Purpose:* Advance the direction set in the SCAG Regional Council Resolution on Climate Change Action to consider opportunities for enhanced conservation and how can Connect SoCal support our communities in adapting to changing conditions or mitigating risks to become more resilient.	*Purpose:* Identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how our planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG's environmental justice communities.

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Policy Development Framework

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

April 7, 2021

www.scag.ca.gov

Policy Development Framework Overview

- **Draft Vision and Goals**
  - Mobility, Communities, Environment, Economy

- **Policy Priorities**
  - Core Vision
  - Key Connections
  - Emerging Issues

- **Policy Development:** Leadership & Outlook

Draft Connect SoCal 2024 Vision and Goals

- **Vision Statement** to capture what we want the region to be

- Four simplified Goals
  - Themes: **Mobility**, **Communities**, **Environment**, and **Economy**
  - Further defined through sub-goals

- Overarching through lines to integrate into the 2024 cycle: **Equity** and **Resilience**

Policy Priorities

CORE VISION

- Sustainable Development
- System Preservation & Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

KEY CONNECTIONS

- Smart Cities & Job Centers
- Housing Supportive Infrastructure
- Go Zones
- Accelerated Electrification
- Shared Mobility & Mobility as A Service (MaaS)

EMERGING ISSUES

- Equity
- Resilience
- Economy

Policy Development: Leadership & Outlook

TRANSPORTATION COMMITTEE	COMMUNITY, ECONOMIC, HUMAN DEV COMMITTEE	ENERGY & ENVIRONMENT COMMITTEE

CORE VISION

- System Preservation & Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

- Sustainable Development

- Sustainable Development

KEY CONNECTIONS

- Smart Cities & Job Centers
- Shared Mobility & Mobility as a Service (MaaS)
- Go Zones

- Smart Cities & Job Centers
- Housing Supportive Infrastructure

- Accelerated Electrification

ENVIRONMENTAL COMPLIANCE

- PEIR
- Transportation Conformity
- Environmental Justice
- SB 375 Technical Methodology

Transportation Committee

CORE VISION

- System Preservation & Resilience

- Demand & System Management

- Transit Backbone

- Complete Streets

- Goods Movement

KEY CONNECTIONS

- Smart Cities & Job Centers

- Shared Mobility & Mobility as a Service (MaaS)

- Go Zones

Community, Economic, Human Development Committee

CORE VISION

- Sustainable Development

KEY CONNECTIONS

- Smart Cities & Job Centers
- Housing Supportive Infrastructure

Energy and Environment Committee

CORE VISION

- Sustainable Development

KEY CONNECTIONS

- Accelerated Electrification

ENVIRONMENTAL COMPLIANCE

- PEIR
- Transportation Conformity
- Environmental Justice
- SB 375 Technical Methodology

Special Connect SoCal 2024 Sub-Committees

NEXT GENERATION INFRASTRUCTURE

PURPOSE

Build on the recommendations for the Inclusive Economic Recovery Strategy to identify ways Connect SoCal can ensure opportunities for all; and explore solutions for making the most of existing infrastructure to maintain and improve levels of service such as through innovations in Broadband and System Demand Management.

RESILIENCE & CONSERVATION

PURPOSE

Advance the direction set in the SCAG Regional Council Resolution on Climate Change Action to consider opportunities for enhanced conservation and how can Connect SoCal support our communities in adapting to changing conditions or mitigating risks to become more resilient.

RESTORATIVE JUSTICE

PURPOSE

Identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how our planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG's environmental justice communities.

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Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
April 7, 2022

To: Transportation Committee (TC)

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

Subject: SCAG and UC Davis: COVID-19 Mobility Study Update

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

RECOMMENDED ACTION:
Information Only - No Action Required

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

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

This presentation shares updated findings from the survey, conducted in Fall 2020 and Summer 2021.

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

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

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

- As of Summer 2021, 29% of respondents were working a hybrid schedule to some degree, compared to 15% pre-pandemic. Only 14% of respondents commute physically to the office every day, compared to 44% pre-pandemic.
- Physical commuting frequency dropped across all income groups, but the decrease was most significant at higher income levels. Low-income workers were less likely to remote work in all time periods.
- By summer 2021, non-commuting trips recovered quicker than commuting trips for all modes.
- As of Summer 2021, 58% of respondents were still concerned with taking public transportation due to COVID.
- Higher income households reduced commute trips the most compared to pre-pandemic level across all modes. Low-income households reduced non-commuting trips the most across all modes.
- Both the adoption and frequency of online (non-grocery) shopping increased in the initial stage of the pandemic, compared to pre-pandemic levels. As of Summer 2021, the frequency of online shopping remained above pre-pandemic levels.

FISCAL IMPACT:
Work associated with this item is included in the FY 2020-21 Overall Work Program (OWP) budget under project number 22-290.4827.02 and 22-290.4827.03, Mobility Innovations & Incentives-Revealed Preference Demonstration Study, and 22-290.4828.02, Mobility Innovations & Incentives – Equity Analysis.

ATTACHMENT(S):

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

CONNECT SoCal

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

SCAG Transportation Policy Committee Meeting

Dr. Giovanni Circella

Director, 3 Revolutions Future Mobility Program, University of California, Davis

April 7, 2022

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Driving has recovered faster than Transit in the SCAG Region

SCAG Region Routing Requests

Source: Apple Mobility Trends
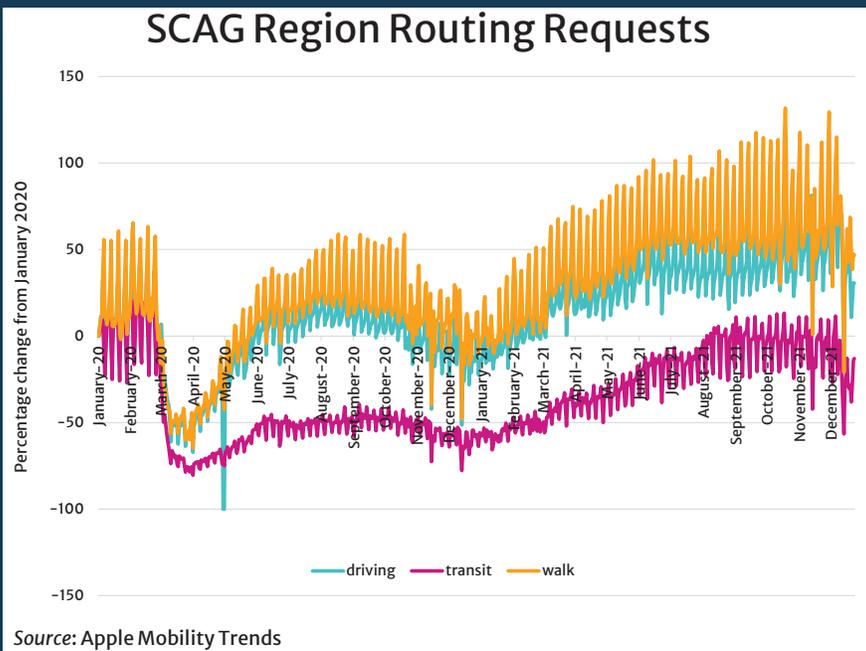
- Changes observed during the pandemic:
  - Steep decline in use of public transportation
  - Sharp reduction in use of shared mobility
  - Suspension of pooled rides (e.g., UberPOOL, Lyft Share)
  - Temporary reductions in vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions
  - Increase in adoption of remote work
  - Significant employment losses
- By the end of 2021, car travel has largely recovered, but AM peak travel remains below pre-pandemic levels.
- The pandemic also prompted changes in transportation supply that could affect future demand.

Presentation Outline

- Overall Analysis Approach
  - Look at travel behavior trends over time
  - Understand correlations with underlying demographics– by income, location, other factors
- Research Questions
  - Commuting Trip Trends
    - Reductions in physical commuting and rise of alternative work forms
    - Increased popularity of *hybrid* forms of work and impact on work trips
  - Mode Distribution
    - Mode choice for commute and non-commute trips
    - Attitudes about COVID concerns related to transit usage
  - Changes in e-commerce adoption and usage

UC Davis COVID-19 Mobility Study

- Research on temporary vs. longer-term impacts of the pandemic
- Builds upon previous mobility survey work done at UC Davis. More information at postcovid19mobility.ucdavis.edu
- Two survey phases in the SCAG Region:
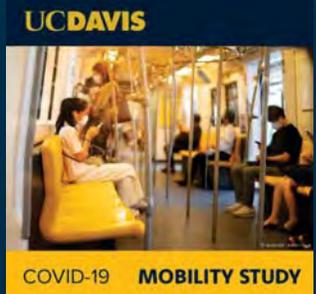
	Fall 2020 Survey	Summer 2021 Survey
Sampling Methods	Recall of previous participants + opinion panel + convenience sample	Recall of previous participants + opinion panel + convenience sample + stratified random sample
Recruitment Methods	Direct email	Direct email + mailing out of survey invitations and paper questionnaires
# of Respondents	4,606	3,223
Survey Administration	Dec 2020 – Jan 2021	Jul – Sep 2021
Surveyed Time Period(s)	Nov/Dec 2019 (retrospective), Nov/Dec 2020	Before Mar 2020 (retrospective), Jun/Jul 2021, Jun/Jul 2022 (expectations)

Initial Findings: Commuting Trends

- Remote work most widespread in Fall 2020. Physical commute has partially rebounded by Summer 2021.

- As of Summer 2021, many continued to work from home, with popularity of hybrid schedules that combine remote and in-person work.

- Higher-income and better-educated segments of the population are more likely to work remotely.
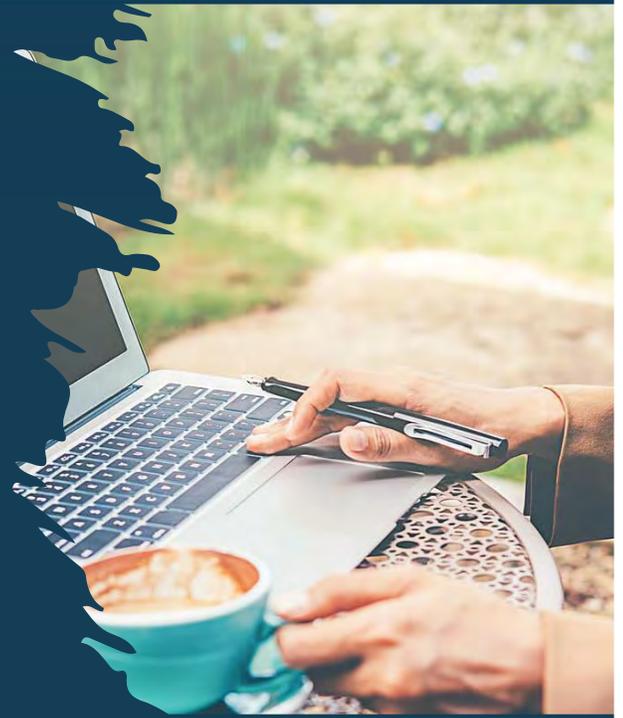
Reduction in Physical Commuting

As of Summer 2021, 29% of respondents were working a hybrid schedule to some degree, compared to 15% pre-pandemic.

As of Summer 2021, only 14% of respondents commute physically to the office every day, compared to 44% pre-pandemic.

A significant portion of respondents expect to continue hybrid work to some degree.
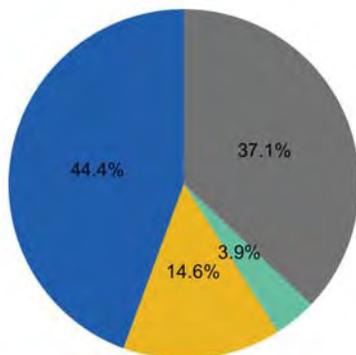
Fall 2019	Summer 2021	Summer 2022 (Expectations)
44.4% / 37.1% / 3.9% / 14.6%	14.3% / 37.0% / 29.5% / 19.2%	17.8% / 34.4% / 39.4% / 8.3%
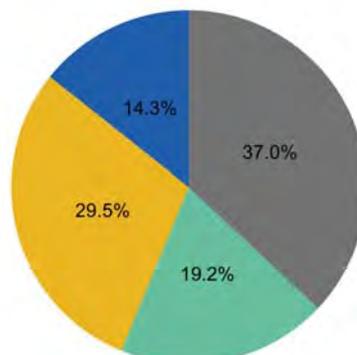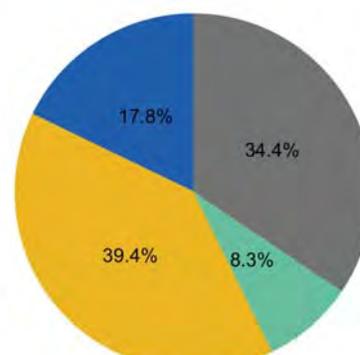
Commute Status
- Commuters
- Hybrid users
- Teleworkers
- Non-student & non-employee

Frequency of physical commute below pre-pandemic levels

Physical Commute Adoption and Frequency

- % commuters (physically travel at least once a week)
- mean of days per month among commuters
- mean of days per month everyone employed
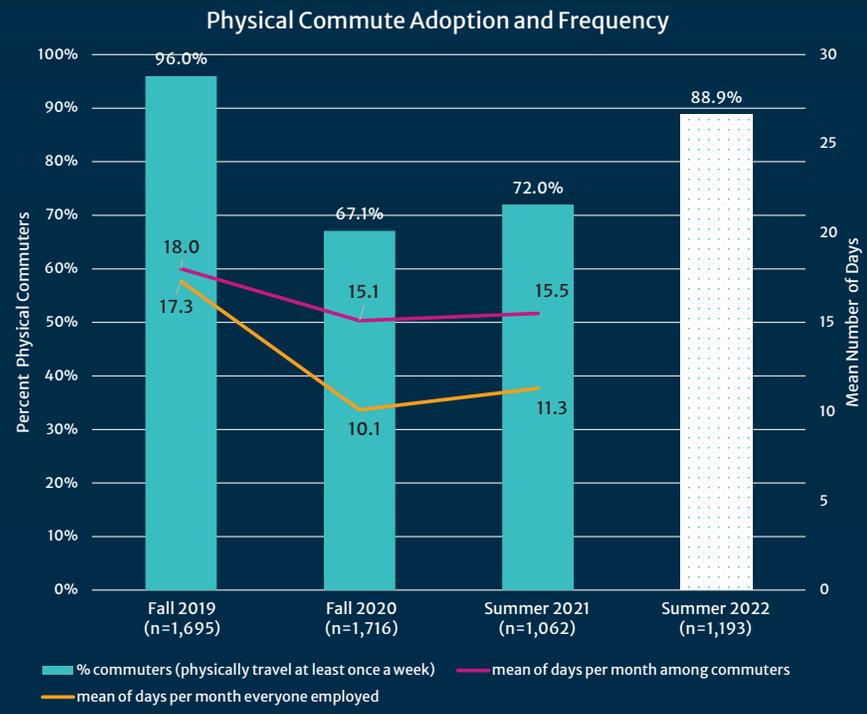
- The number of respondents who physically commute at least once a week has increased since Fall 2020, and is projected to continue increasing through 2022.

- Trip frequency is integral to fully understanding travel behavior changes and the impact on VMT and congestion.

- The frequency of trips is recovering slower due to the increased adoption of a hybrid work model, and will likely remain below pre–pandemic levels.

Higher income workers had a larger drop in commute trips

Physical commute – Less than $50,000

- % commuters (physically travel at least once a week)
- mean of days per month among commuters
- mean of days per month among everyone employed

Physical commute – $50,000 to $100,000

- % commuters (physically travel at least once a week)
- mean of days per month among commuters
- mean of days per month among everyone employed

Physical commute – More than $100,000

- % commuters (physically travel at least once a week)
- mean of days per month among commuters
- mean of days per month among everyone employed

- Low–income workers were less likely to remote work in all time periods.
- Higher income correlated with higher likelihood of remote work.
- Physical commuting frequency dropped across all income groups, but the decrease was most significant at higher income levels.

Initial Findings: Trip generation and mode usage

- Before the pandemic, higher-income individuals had higher trip frequency for both commuting and non-commuting purposes.
- By summer 2021, non-commuting trips bounced back quicker than commuting trips, for both auto-based modes and public transit.
- By summer 2021, high-income individuals reduced commuting trips the most for all modes comparing to pre-pandemic level, while low-income individuals reduced commuting trips the least.
- Low–income individuals reduced the non-commuting trips the most for all modes comparing to pre-pandemic level.

Concern for COVID-19 risk gas decreased since the height of the pandemic, but significant worries still remain

I feel uncomfortable using public transportation due to concerns about pathogens e.g.,COVID-19 or other.

Fall 2020: 36%, 32%, 13%, 9%, 11%
Summer 2021: 29%, 29%, 16%, 14%, 12%

Legend: Strongly Disagree, Somewhat disagree, Neither agree nor disagree, Somewhat agree, Strongly agree
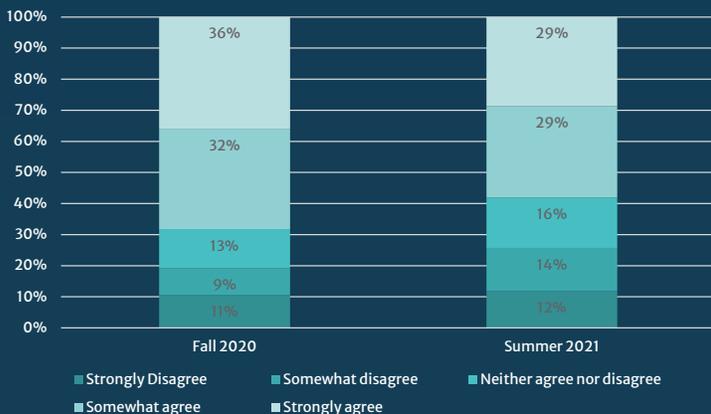
I am concerned about the health impacts of the COVID-19 pandemic in my country.
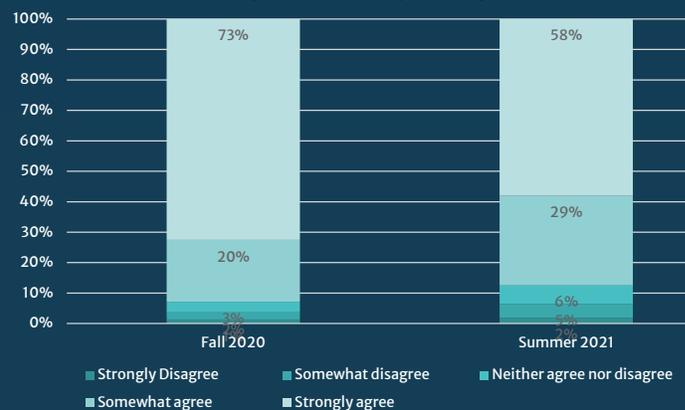
Fall 2020: 73%, 20%, 3%
Summer 2021: 58%, 29%, 6%, 5%

Legend: Strongly Disagree, Somewhat disagree, Neither agree nor disagree, Somewhat agree, Strongly agree

As of Summer 2021, 58% of respondents were still concerned with taking public transportation due to COVID.

Trip frequency reductions by mode
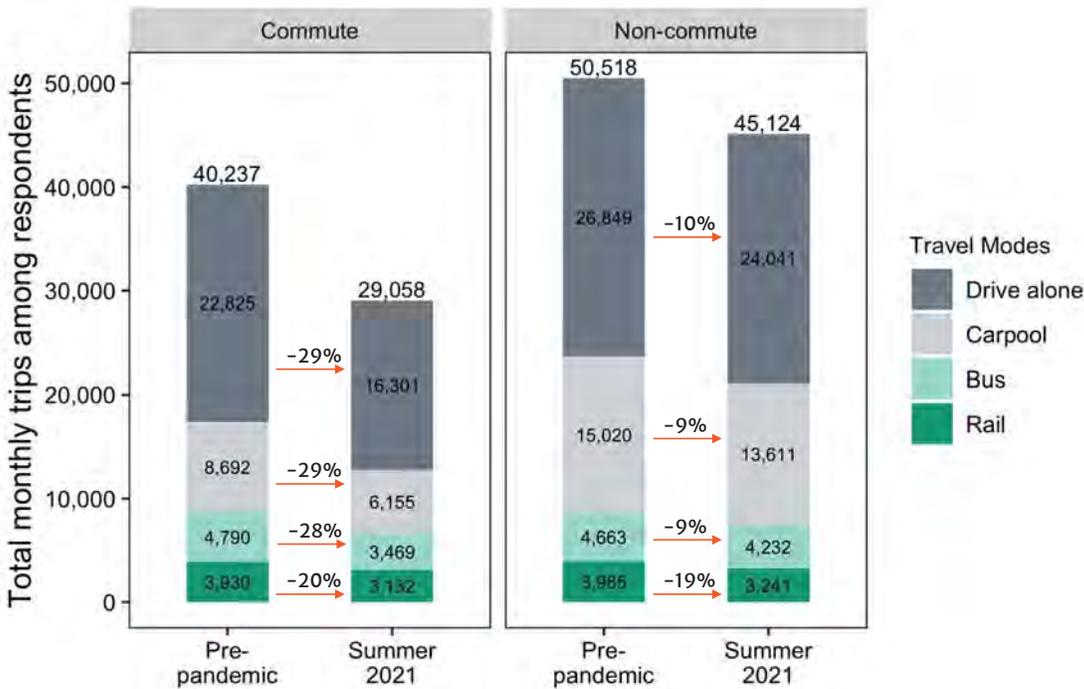
- By summer 2021, non-commuting trips recovered quicker than commuting trips for all modes.

- The reduction in transit usage was greater for commute trips than non-commute trips.

Mode use by income group and trip purpose
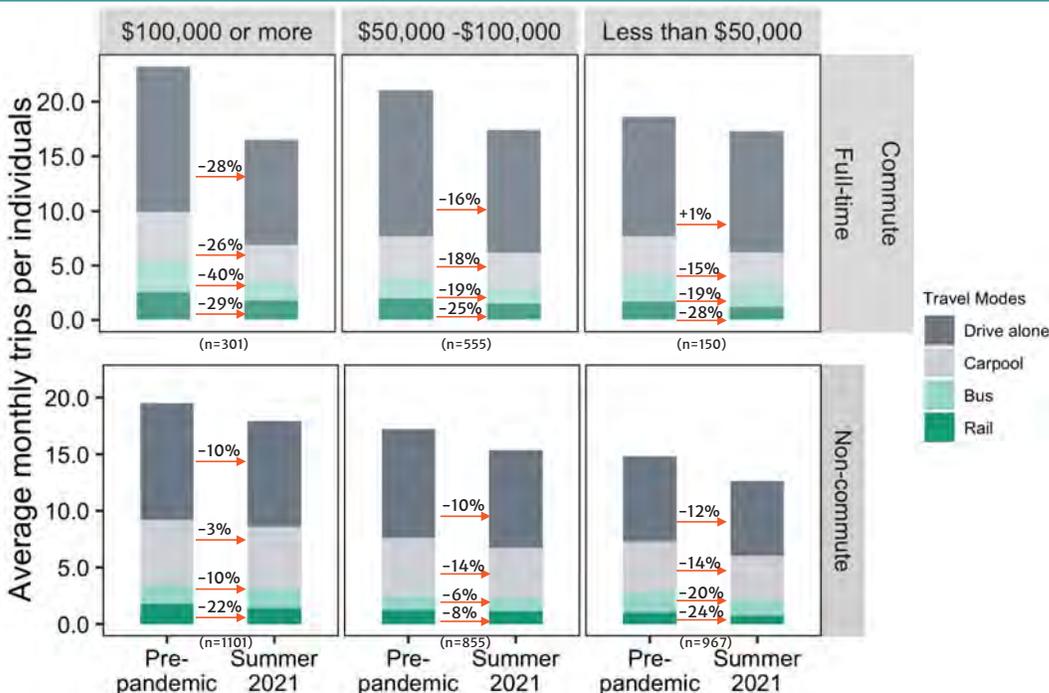
Commuting Trips

- Higher income households reduced trips the most compared to pre-pandemic level, both overall and across all modes.

- The largest percentage reduction in transit trips was for bus users at the highest income level.

- Low-income individuals reduced commuting trips the least and increased drive-alone trips by 1%.

Non-commuting Trips

- Low-income households reduced the most across all modes.

Initial Findings: E-commerce, eating out and food deliveries

- The adoption and frequency of online shopping increased in the initial stage of the pandemic and remained above pre-pandemic levels in Summer 2021.

- Eating out in restaurants decreased during the pandemic but is expected to return to pre-pandemic levels by 2022.

- The adoption and frequency of takeout and grocery delivery initially increased during the pandemic but started to decrease in Summer 2021 and will likely get close to pre-pandemic levels in 2022.

The pandemic accelerated the adoption of e-commerce
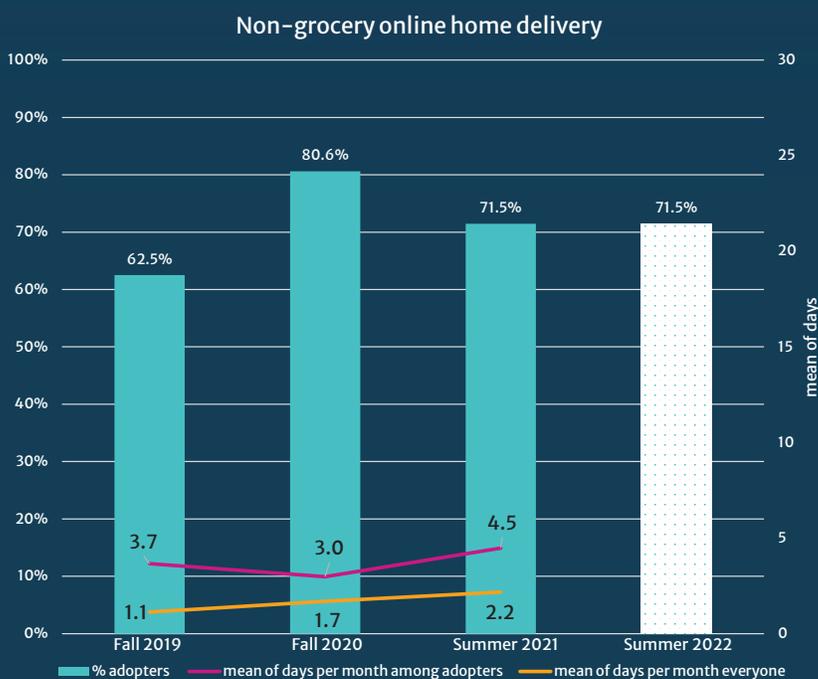
Non-grocery online home delivery

- Both the adoption and frequency of online (non-grocery) shopping increased in the initial stage of the pandemic, compared to pre-pandemic levels.

- The survey did not reveal a further expected rise in e-commerce adoption in the short term among the respondents.

Policy Implications

- During the pandemic there was a major shift to remote work and hybrid work schedules. A significant portion of workers expect to continue some form of remote or hybrid work after the pandemic is over.

- Higher income households were more likely to work from home during the pandemic, raising significant equity concerns.

- Evolving travel patterns will require consideration in planning and policy. There will be a need for expanded data collection to account for hybrid work and understand potential equity challenges in order to develop supporting policies.

- Further research on demographics of mode switch is necessary to understand the factors impacting transit usage during the pandemic to better meet the needs of current transit users and develop strategies to increase ridership.

- E-commerce adoption accelerated during the pandemic and will likely persist at high-levels beyond the pandemic, and planning for curb management strategies is crucial.

Special thanks to...

Xiatian Iogansen
Ph.D. Student
3 Revolutions Future Mobility Program
University of California, Davis

Dr. Jai Malik
Postdoctoral Researcher
3 Revolutions Future Mobility Program
University of California, Davis

Grant Matson
Program Manager
3 Revolutions Future Mobility Program
University of California, Davis

Keita Makino
Ph.D. Student
3 Revolutions Future Mobility Program
University of California, Davis

Thank you

For additional information, visit:

https://postcovid19mobility.ucdavis.edu/scag

Dr. Giovanni Circella
gcircella@ucdavis.edu
530-554-0838
www.scag.ca.gov

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
April 7, 2022

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
From:	Thomas Bellino, Senior Regional Planner (213) 236-1830, bellino@scag.ca.gov	*Kome Ajise*
Subject:	Broadband VMT Study Update	

RECOMMENED ACTION:
Information Only – No Action Required

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:
Staff previously reported to the Transportation Committee (TC) regarding its study to quantify vehicle miles traveled (VMT) and greenhouse gas (GHG) impacts of broadband access, being performed in collaboration with the California Emerging Technologies Fund (CETF), Inland Empire Regional Broadband Consortium, Broadband Consortium of the Pacific Coast, and Southern Border Broadband Consortium. The work includes both technical analysis performed by a selected consultant team, Magellan Advisors and DKS Associates, surveys and stakeholder engagement by CETF and the regional broadband consortia (RBCs), and input from an Expert Advisory Committee. Through these efforts there is now a significant and comprehensive body of work that demonstrates the potential for VMT and GHG reduction that broadband access and adoption can potentially unlock.

The topline results for the analysis year of 2045 showed that targeted improvements to broadband infrastructure in areas where there is low adoption (under 50% of households) would potentially yield a 1-2% reduction in VMT over baseline conditions, while regionwide improvements paired with expanded telework policies could yield a 15% reduction in VMT. Increased broadband adoption could be a significant tool to reduce VMT and congestion, and many low-income households and essential workers, while usually not having jobs that allow for telework, would still reduce non-work trips if they had broadband service. Additionally, the report

identifies cost savings that public agencies like Caltrans could realize by building broadband infrastructure as part of overall roadway construction projects, rather than making those upgrades in discrete projects.

The report can be found in full on SCAG's website here: https://scag.ca.gov/sites/main/files/file-attachments/transportation_broadband_strategies_to_reduce_vmt_and_ghg_final.pdf?1648508632.

BACKGROUND:
In 2019, SCAG initiated work on the California Department of Transportation (Caltrans) Sustainable Transportation Planning grant-funded project titled Transportation Broadband Strategies to Reduce VMT and GHGs (vehicle miles traveled and greenhouse gases, respectively). However, with the onset of COVID-19, it was clear that outreach and community interactions would be difficult to execute. With travel restrictions and "work from home" mandates in place, many people were forced to participate in a trial run of tele-everything which includes, teleworking, tele-medicine, remote learning, e-commerce, etc. Further, it became apparent the drastic change towards, and reliance on, digital services and other Internet-dependent phenomena have had an impact VMT and congestion, at a cursory level. As such, SCAG decided to use the observed traffic patterns in conjunction with online surveying to analyze potential impacts of broadband on VMT and GHGs.

Prior to the COVID-19 pandemic, according to the US Census, about 5% of all workers telecommuted. During the first peak of COVID-19, telework increased by approximately 40%, with some reports suggesting much higher rates. Trips to school, medical, local government, and retail and service destinations have also greatly decreased. Approximately 20% of the workforce will continue to telecommute at least one day per week post-COVID-19. While telecommuters may add trips, such as errands or shopping trips, to their routines due to their flexible schedule, it is also possible that they may combine trips and/or make them at non-peak times. Use of distance learning, tele-medicine, online government, and other online services post-pandemic are likely to continue, driving the need for broadband while reducing demand for these types of local travel.

BARRIERS:
The bulk of costs to deploy broadband comes from construction costs, especially labor. These costs are often highest for disadvantaged and rural communities, leading them to be under-served—to have no or few options for broadband available. Internet service providers must absorb these costs to reach prospective subscribers, then are disinclined to make the infrastructure available to potential competitors. Communications network infrastructure—conduit, fiber, and other physical assets—can and should be incorporated into many transportation projects at a small marginal cost. It is an investment that adds value to and capitalizes on the public right-of-way as it reduces traffic congestion and enables traffic management. Assembly Bill (AB) 41, signed by Governor Newsom on October 8, 2021, requires Caltrans to implement such "dig once" policies.

The pandemic has starkly highlighted the severe need for broadband, which is driving policy, planning, and deployment to improve access, costs, and options. This study further examines how the application of broadband infrastructure interacts with the transportation network. There is a clear physical nexus between the two, with respect to their use of the public rights-of-way. Broadband serves as a form of "digital travel" which adds another layer of interaction between the two, as the use of one mode can offset the other. New state and federal funds, including those from the Bipartisan Infrastructure Bill (per Senator Padilla's office), have the potential to improve and update infrastructure which would create other financial and practical connections such as more funding for and coordination around the installation of fiber, subsidies for low-income families, and more. Broadband, mobility, and quality of life are issues that matter to all residents across the region. The purpose of this study is to develop broadband based strategies, policies and models for leadership which would help reduce VMT and GHG emissions and help bridge the digital divide. Further, by showing the environmental and socio-economic benefits of including broadband in transportation projects, it is the intent of the study to provide a foundation which will assist local jurisdictions and other stakeholders to change broadband implementation practices and broadband based public strategies for deployment.

TECHNICAL METHODOLOGY:
Based on travel behavior, the AM and PM peak auto trips in SCAG's 2045 Activity Based Model origin-destination (OD) trip table were factored at the TAZ (transportation analysis zone) level to yield the following three potential broadband commuter markets. Note: Scenario A reflects the Connect SoCal 2045 Baseline.

Scenario B. Non-Broadband Expansion Increment – Shelter in Place Behavior (NBEI-SIPB): This scenario reflects changes to the SCAG travel demand model trip matrices using the SIPB factor for each underserved TAZ. This analysis reflects the potential incremental change in vehicle activity assuming quality broadband service is expanded to non-broadband areas and the mixed adoption of worker preference emulates the empirically observed travel characteristics during the various shelter in-place order inflection points experienced during the COVID-19 pandemic in 2020 and 2021. This analysis reflects only the incremental benefit resulting from adoption within current non-broadband areas. It does not assume any benefits associated with areas currently served by broadband in the SCAG region.

Scenario C. Non-Broadband Expansion Increment - Upper Bound Behavior (NBEI-UBB): This scenario reflects changes to the SCAG travel demand model trip matrices using the UBB factor for each underserved TAZ. This analysis shows the potential change in vehicle activity assuming quality broadband service is expanded to non-broadband areas and 100 percent of non-essential worker's preference and employer flexibility to work remotely is achieved. This analysis reflects only the incremental benefit resulting from adoption within current non-broadband areas.

Scenario D. Total Broadband – Upper Bound Behavior (TB-UBB): This scenario reflects changes to the SCAG travel demand model trip matrices using the UBB factor for all TAZs independent of existing broadband status. This analysis shows the change in travel patterns that could be expected from 100 percent broadband adoption and 100 percent non-essential worker's preference and employer telecommute flexibility in both broadband and non-broadband areas.

The VMT results for Scenarios A, B, C, and D were stratified by speed class based on SCAG's regional VMT by speed class distribution used for on-road mobile source emissions estimates/inventories. Total on-road mobile source emissions of carbon dioxide (i.e., GHG) associated with each scenario was generated using the latest emissions model EMFAC2021 developed by the California Air Resources Board. The deltas between the three broadband scenarios (Scenarios B-D) relative to the future baseline (Scenario A) yield the relative benefit of these futures. The VMT and GHG (carbon dioxide or CO2) reduction results are provided in the table below.

Scenario	Total VMT LDA/LDT	Percent Change of Total VMT	CO_2 (tons per day)	Percent Change of Total CO_2
A: 2045 Baseline	459,090,327	-	164,369	-
B: 2045 NBEI-SIPB	454,523,915	-1.00%	163,009	-0.89%
C: 2045 NBEI-UBB	451,795,887	-1.61%	162,185	-1.43%
D: 2045 TB-UBB	400,444,110	-14.65%	148,397	-11.48%

FINDINGS:

Results indicate that broadband expansion into areas of the SCAG region that currently do not have access to quality broadband service (as defined in this study) could result in daily VMT reductions of between 4.6 million and 7.3 million depending on travel behavior and employer telecommuting policies for non-essential workers. These absolute reductions equate to a 1-2 percent reduction of regionwide daily VMT, compared to baseline. These relative benefits should be expected given that this analysis focused exclusively on a single trip purpose – the Home-Based Work trip whose activity predominantly occurs during a sub-set of a given weekday (i.e., AM and PM peak period or approximately six hours). Benefits of other trip purposes that could benefit from broadband expansion to reduce vehicle trips (e.g., e-commerce or tele-medicine) are not reflected in this analysis.

In addition, based on the operative definition of broadband vs. non-broadband area used in this analysis, expansion into currently underserved areas is projected to augment broadband service to just 6 percent of total households in the SCAG region by 2045. These non-broadband areas are

characterized as having disproportionately greater disadvantaged households and therefore a larger proportion of essential workers. The commuting characteristics of essential workers will not be affected by broadband access.

Analyzing the SCAG region as a whole (including both current broadband and non-broadband areas) and assuming 100 percent of non-essential workers telecommuting, daily VMT reductions approach 59 million which translates to nearly a 15% reduction from baseline. This should be considered the upper bound on what is possible from broadband expansion and supportive polices in the SCAG region.

The CO_2 emission reductions resulting from broadband expansion into areas of the SCAG region that currently do not have access to quality broadband service range between 0.9-1.5% compared to baseline. The regionwide upper bound analysis yields a percent reduction of CO_2 of 11.5%. The projected VMT reductions result in lower percentage reductions of daily CO_2 emissions given that the VMT reductions were applied to only the Light-Duty Auto (LDA) and Light-Duty Truck (LDT-1 and LDT-2) vehicle class and technology groups which are lower emitting vehicles. Also, by 2045 the light-duty vehicle fleet demographics/composition will reflect a relatively cleaner fleet that what exists today (i.e., fleet turnover from the market penetration of newer cleaner light-duty vehicles over time).

CONCLUSIONS:
- Broadband use can substitute for travel to significantly impact GHG emissions.
- Targeting Non-Broadband Areas (as defined in this study) will reduce VMT associated with commuting by 1 - 2%, while that number increases to 15% if applied to the entire region.
    - This is because Non-Broadband Areas within the SCAG region have a higher proportion of disadvantaged households and a higher percentage of essential workers who cannot telework under any conditions. However, many non-work trips can be substituted with broadband.
- Including network infrastructure in transportation projects substantially decreases capital expenses and facilitates market entry by broadband providers.
- More complete and detailed data on assets and demand—particularly geo-data—are needed to effectively focus public investment for the greatest impact on VMT and GHG reductions.

NEXT STEPS:
- SCAG and other regional and statewide agencies should conduct additional research.
    - The panel of Expert Advisors expressed concern about induced trips from teleworking.
    - SCAG staff would like to see more analysis of travel behavior changes under "hybrid" teleworking, which consists of partial teleworking and partial on-site working.

- SCAG should build on recent state policy changes to promote broadband in transportation planning.
- SCAG and its partner agencies should better hone the practice of including network infrastructure in planning and establish collaboration between network companies and public officials.
  - These efforts can focus on development, planning, and public works.
  - SCAG's Emerging Technology Committee could provide a forum to discuss some of these issues.
- As a region, SCAG and its partner agencies can develop incentive programs to increase telecommuting and transformation of essential jobs by engaging major employers and real estate holders.
- SCAG and its partner agencies will need to identify and procure additional funding for further studies.
- SCAG should incorporate the findings from this and future studies into Connect SoCal.
- As SCAG moves forward on all of these, there should be regular and frequent consultation with elected officials and community leaders.

FISCAL IMPACT:
Funding for this study is included in the FY23 Overall Work Program (OWP) in task 155.4863.01.

ATTACHMENT(S):
1. PowerPoint Presentation - Broadband VMT Update

Transportation Broadband Strategies to Reduce VMT and GHG Update

Broadband Access as a TDM Strategy

Tom Bellino

Senior Regional Planner, Mobility Planning & Management

April 2022

www.scag.ca.gov

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Overview of Purpose and Focus of Grant

- Grant partners with SCAG: California Emerging Technology Fund, Inland Empire Regional Broadband Consortium, Broadband Consortium of the Pacific Coast, Southern Border Broadband Consortium

- Assess the potential of broadband—ubiquitous deployment and adoption—to reduce greenhouse gas emissions (GHG)

- Evaluate the relationship between broadband, VMT and GHG

- Conduct stakeholder surveys and focus groups to assess low-income residents' ability to reduce trips

- Assess potential to reduce overall trips in the region and estimate associated GHG reduction

Broadband Expansion Market Assessment

- Screen zones for broadband adoption – under 50% adoption

- Total households: 441,712 (5.8% of Total HH)

- Non-broadband zones have significantly higher proportion of low-income households.


Broadband Adoption Ratio
0.000000 – 0.500000

SCAG Region
Regionwide

Broadband Scenarios and Analysis

	SCENARIO	TOTAL VMT LDA/LDT	PERCENT CHANGE OF TOTAL VMT	CO2 (TONS PER DAY)	PERCENT CHANGE OF TOTAL CO2
A:	2045 baseline	459,090,327	-	164,369	-
B:	Low–BB intervention shelter in place	454,523,915	-1.00%	163,009	-0.89%
C:	Low–BB intervention upper bound	451,795,887	-1.61%	162,185	-1.43%
D:	All zone intervention upper bound	400,444,110	-14.65%	148,397	-11.48%

## Volume Difference Plots

- Most Benefiting Roadways
  from Broadband Expansion
  to Non-Broadband Areas:
    - I-10
    - I-110
    - I-605
    - I-710
    - SR 215
    - SR 91
   - SR 72
    - SR 42
    - Some local arterials
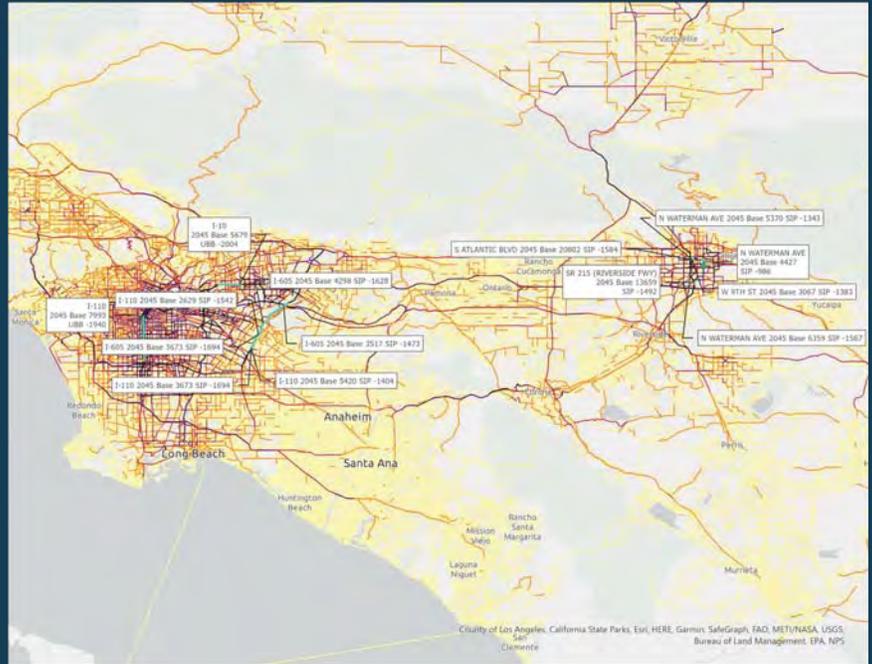
RBCs Surveying: Connectivity and Awareness of Affordable Offers

- RBCs conducted surveys and focus groups in the winter of 2021

- Targeted demographics skewed lower-income, high share of essential workers, and high share of Latino households

- Topline findings:

- 75% pay more than $25/month
- 15% have access by smartphone only
- 12% qualified for but didn't know how to sign up for affordable service
- 8% didn't trust ISP to provide service if they utilized affordable plan
- Highest "helpful" rating among a range of options was "more affordable service"

Kinds of Vehicle Trips That Can Be Reduced

	Value	Percent
Pay Bills	64	70.3%
Banking	63	69.2%
Other Shopping	43	47.3%
School or Education	42	46.2%
Health Care (Doctor Visit)	42	46.2%
Grocery Shopping	36	39.6%
Apply for a Job	31	34.1%
Post Office	29	31.9%
Pharmacy	27	29.7%
Go to DMV	27	29.7%
Work	26	28.6%
Library	23	25.3%
Getting Public Benefits	19	20.9%
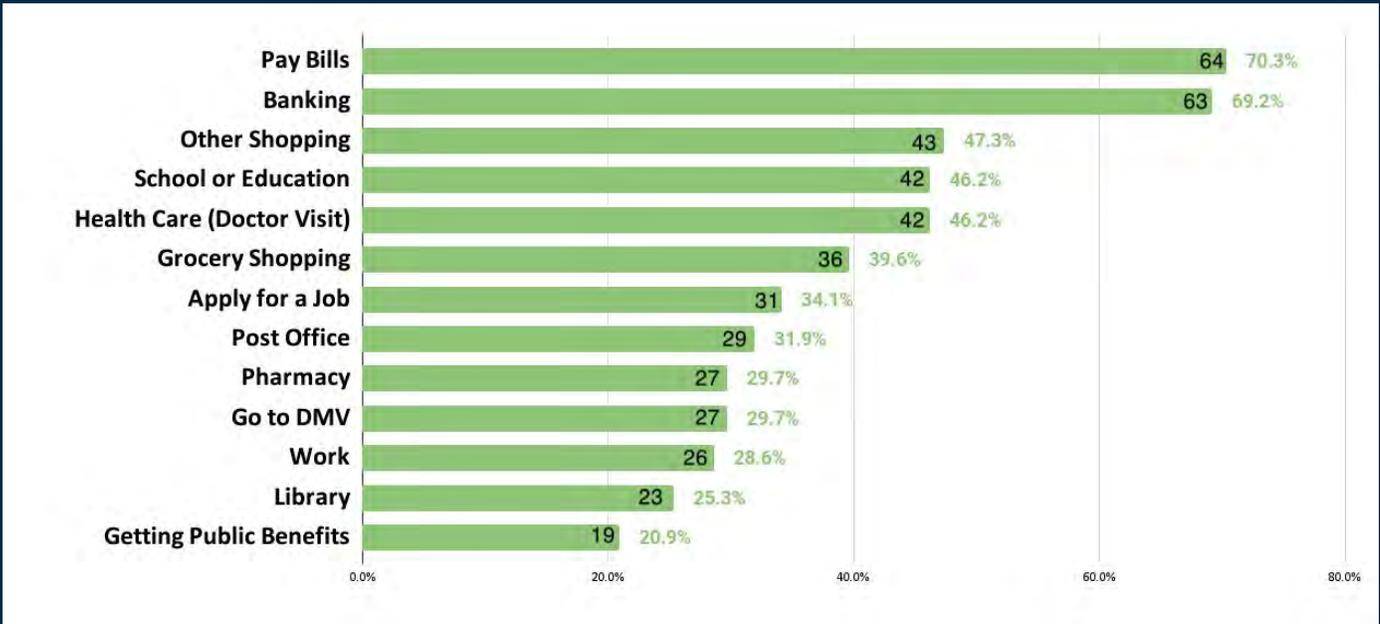
Overview of Regional Emissions Sources
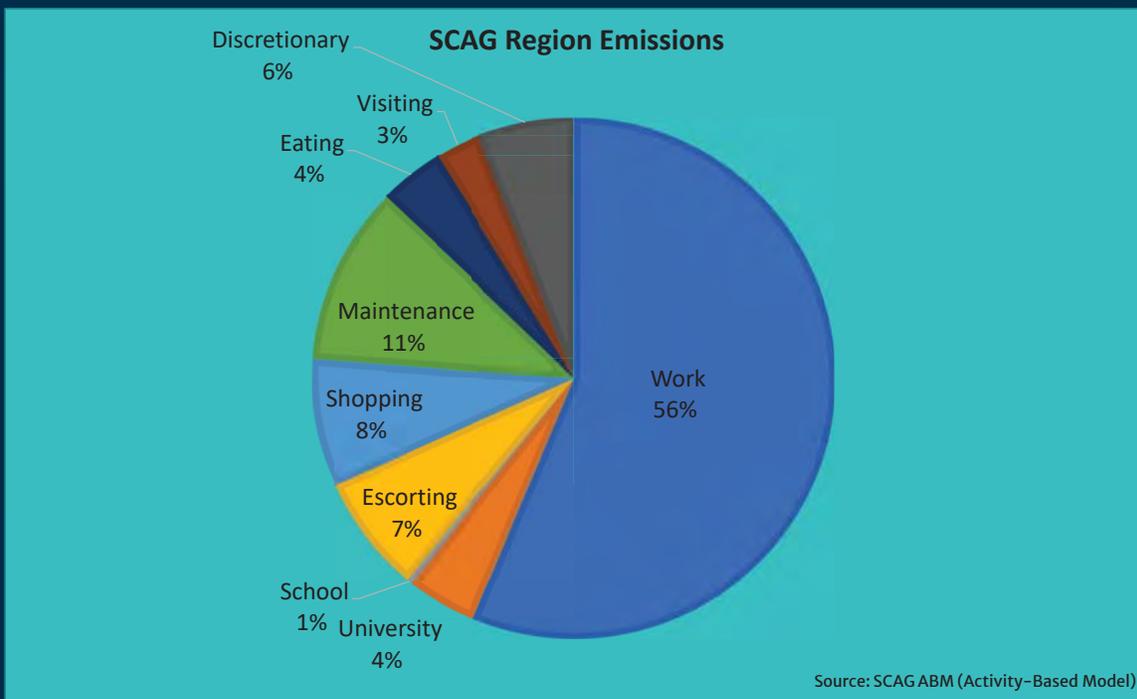
SCAG Region Emissions

- Work 56%
- Maintenance 11%
- Shopping 8%
- Escorting 7%
- University 4%
- Eating 4%
- Discretionary 6%
- Visiting 3%
- School 1%

Source: SCAG ABM (Activity–Based Model)

Conclusions

- **Broadband use can substitute for travel to significantly impact GHG emissions.**
- Targeting Non-Broadband Areas (as defined in this study) will reduce VMT associated with commuting by 1 – 2%. Upper bound benefit for entire region assuming employer telecommuting policies emulate policies during COVID-19 for non-essential workers is 15%.
- Non-Broadband Areas within the SCAG region have a higher proportion of disadvantaged households and a higher percentage of essential workers.
- More complete and detailed data on assets and demand—particularly geo-data—are needed to effectively focus public investment for the greatest impact on VMT and GHG reductions.
- Including network infrastructure in transportation projects substantially decreases capital expenses and facilitates market entry by broadband providers.

Recommended Next Steps

- Conduct additional research
  - Expert Advisors are concerned about induced trips from teleworking
  - Better understand implications of sub-100%/hybrid telework
- Build on recent state policy changes to promote broadband in transportation planning
  - Better hone the practice of including network infrastructure in planning
- Establish fora for collaboration between network companies and public officials
  - Focus on Development, Planning, and Public Works
  - Emerging Technology Committee could be good fit
- Develop programs to increase telecommuting and transformation of essential jobs
  - Engage major employers and real estate
- Identify and procure additional funding for further analysis
- Incorporate findings into RTP
- Consultation with electeds in future work

Thank you!

Questions?

Bellino@scag.ca.gov

www.scag.ca.gov

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
April 7, 2022

To:	Transportation Committee (TC)	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Scott Strelecki, Program Manager II (213) 236-1893, strelecki@scag.ca.gov	*Kome Ajise*
Subject:	Curb Space Management Study	

RECOMMENDED ACTION:
Information Only – No Action Required

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:
The primary purpose of the Curb Space Management Study (CSMS) is to take a comprehensive and multimodal review of congested and complicated curb space locations within the SCAG region. Curb space has become increasingly complex and valuable as an asset. Key areas for improvement include mobility, reduced congestion and vehicle miles travelled (VMT)/vehicle hours travelled (VHT), and air quality benefits such as Greenhouse Gas (GHG) emissions. With COVID-related impacts being critical to the region and its localities, a clear need exists to assess policies, strategies, and infrastructure investments, and their impacts on curb space activity.

The CSMS directly supports Share Mobility & Mobility as a Service, one of the Key Connections in Connect SoCal, SCAG's adopted 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). This Key Connection acknowledges that it is increasingly critical for cities to manage their curb space to ensure safe access for all people, and involving low-speed modes, ridesourcing, parking and local deliveries. The CSMS is leveraging and building upon the completion of SCAG's Last Mile Freight Delivery Study (LMFS). While the LMFS was mostly focused on the commercial delivery and pick-up of shipments, the confluence of vehicles utilizing curb space adjacent to loading zones and other commercial parking areas was quickly recognized as a pertinent issue.

The CSMS is a regional level collaborative effort divided into three parts:
- *Engagement: Outreach, participation and engagement with local jurisdictions, other agencies, education institutes, private stakeholders, community-based organizations, and communities.*
- *Assessment: Understanding the curb space management needs of the region through case study analysis of multiple cities.*
- *Policy & Strategies Consideration: Provide regional resources to support member agency curb space management interests/needs and insights on strategies related to curb space management.*

The study commenced in August 2021 and will be completed by June 2022. Staff will provide an overview of the work completed to date, as well as expected outcomes of the study.

BACKGROUND:
The curb space has become recognized as some of the most valuable and in demand public spaces in cities today. It is where movement meets access and is used in some way or form by every single resident and business.

The COVID-19 pandemic has highlighted the imbalanced nature of current curbside allocation, such as the over prioritization of personal vehicles, and the confluence of regulations. The pandemic has provided a unique opportunity to promote novel and engaging discussions about the curbside, including who has "rights" to the curb space, accessibility and equity concerns, the impact the use of curb space has on every aspect of city life, and how changes to curbside regulations can influence the desired streetscape.

One of the key objectives of the Curb Space Management Study is to identify and outline a series of strategies and recommendations to resolve curbside challenges that can be implemented in cities across the region. This study focuses specifically on a subset of SCAG member cities, referred to during the project as "target cities". The initial set of target cities include Riverside, Santa Ana, Santa Monica, and Anaheim.

The stakeholder engagement process has included the project management team, Project Advisory Committee (PAC), City Advisory Teams (CATs), community stakeholders, and other private partners and stakeholders. The PAC and CATs have provided feedback throughout the entire process including reviewed and recommended site selections, data collection, and initial pilot concept discussions. Additionally, Regional Workshops are being used to inform and educate on the curb related efforts that including all member agencies, curb side vendors and interested community-based organizations.

As part of the study's outreach efforts and focus on maximizing target city and regional goals and objectives, self-assessment surveys went out to both the target cities and the SCAG member cities at large. The intention of these surveys was to understand how their current organizations are set up in terms of leadership, modal vs. pricing prioritization, curbside inventory, enforcement, and other elements. The survey has also explored where these cities want to go with their programs, using the same scale and questions. These survey results, along with the process undertaken for the initial four target cities as part of this study, will establish a process for the identification of future target cities beyond this project.

The next steps involve site selection and data collection process. The site selection and background building involved:
1. CAT Meetings: Collect input from key staff from each city
2. PAC Meeting: Collect input from all participating stakeholders
3. Parametric Model: Consolidate existing datasets and assign weights and priorities
4. Vendor Survey: Identify challenges and opportunities for vendors
5. Stakeholder interviews: Identify challenges and opportunities for local stakeholders.

The site data collection process will involve:
1. Inventory data collection which is completed in the first phase of the project
2. Site specific data collection
3. Demand data which is derived from existing datasets and site data

The site selection process involved direct consideration from the stakeholder engagement, as well as the use of a parametric model and input from key staff and stakeholders from each city to identify segments with high curb space demand and several competing uses and user groups. To effectively complete a curbside management and assessment related study, it is essential to have a complete inventory of the curbside. This is not simply the location of the curb, but also inclusive of all relevant assets and regulations that indicate what functions and activities users can and cannot do at the curbside. These have been divided into three parts: Assets and Infrastructure, Physical Location, and Regulations. Creating a curbside inventory captures the supply side of the curb, but it is also important to understand the demand of the curbside. Hence, selected sites are also focused on capturing and understanding the curbside demand. Data was collected from across each of the cities to narrow down to three sites that are 3-4 blocks long. These sites include:

Anaheim:
- Anaheim Blvd from North St. to Wilhemina St.
- Center Street Promenade from Harbor Blvd to Anaheim Blvd, Lemon Street from Center Street Promenade to Broadway
- Betmor Lane & Mason Lane from Lewis St. to Katella Ave.

Riverside:
- University Ave. from Market St. to Lime St.
- Market St. from University Ave to 6th St.
- Orchard St. from Cortez St. to Madison St.

Santa Ana:
- 3rd St. & Ross St. from 300 ft west of Ross St. to 5th St.
- 3rd St. from Birch St. to Main St.
- Cubbon St. from Broadway to Main St., Sycamore St. from Cubbon St. to McFadden Ave.

Santa Monica:
- 2nd St. from Santa Monica Blvd to Colorado Ave.
- Ocean Ave. from Santa Monica Blvd to Colorado Ave.
- Wilshire Blvd from Princeton St. to Yale St., Harvard from Wilshire Blvd to Arizona Ave.

For the selected site locations, various data collection methods and processes on how to collect, convert and digitize curbside inventory and demand data are being explored. Once curbside information has been collected, it will be standardized and aggregated for city staff and curbside practitioners to make data driven decisions. The data will be visualized in an easy-to-understand format to allow city staff to better understand the competing uses and demands that exist at the curb. The consultant will be using their proprietary platform called CurbIQ and its Curb Viewer platform to visualize the datasets.

After data collection, standardization, and visualization, the last phase of the study will involve identifying challenges for the cities, pilot project recommendations and/or best practices along with an implementation plan. This will be separate for each city depending on their respective needs, challenges, and capacity. Based on the findings of the data collection and analysis, pilot projects and best practice review topics will be proposed. This will assist cities to make data-driven decisions when implementing curb space management strategies to mitigate observed challenges and address needs of curb users. A toolkit of pilot projects, outlining recommendations for implementation and evaluation, will also be developed. A blueprint for these pilot projects will be provided to facilitate larger scale deployment across the SCAG Region.

FISCAL IMPACT:
Funding for this project is included in the FY 22 Overall Work Program (OWP) in 145.4867.01 Curb Space Management Study.

ATTACHMENT(S):
1. PowerPoint Presentation - April_TC_CSMS_Update_Final

Curb Space Management Study

Scott Strelecki, Program Manager II
Mobility Planning and Goods Movement

Consultants: IBI Group with Consensus, Sutra Research, Cityfi, and Forward progress

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Curb Space Management Study Approach

1. **Study Overview**
   1. Purpose of the Study
2. **Stakeholder Engagement**
   1. Engagement Activity
   2. Vendor Curb Access Survey and Interviews to Date
3. **Assessment**
   1. Site Selection and Data Collection Process
   2. Site Selection
   3. Data Collection & Analysis
4. **Policy & Strategies Consideration**
   1. City policies, strategies, & recommendations
   2. Regional policies, strategies, & recommendations
5. **Next Steps**

Study Overview

Purpose of the Study

Curb space has become increasingly complex and valuable as an asset. Key areas for improvement include mobility, reduced congestion and VMT/VHT, and air quality benefits such as GHG emissions, and other recent pandemic-related impacts.

The primary purpose of the Study is to:

- Take a comprehensive and multimodal review of some of the most congested and complicated curb space locations within the SCAG region.
- Engage with stakeholders and assess data to understand the needs of users.
- Provide insights on strategies related to curb space management to support member agency curb management interests and needs.

Stakeholder Engagement

Engagement Activity

SCAG Curb Space Management Study
Engagement Activity

	PHASE 1 Data Consolidation and Existing Conditions	PHASE 2 Location Selection and Site Specific Data Collection Plan	PHASE 3 Best Practices, Policies, and Potential Pilot Projects	
	Fall 2021	**Fall/Winter 2021**	**Winter 2021-22**	**Spring 2022**	**POST PROJECT**

Attachment: PowerPoint Presentation - April_TC_CSMS_Update_Final (Curb Space Management Study)

Vendor Curb Access Survey and Interviews

Shared Mobility (Bikes, Scooters, Cars)

Micro-transit

Transportation Network Company

Food Delivery

Curb management solutions will entail trade-offs to accommodate some modes more effectively than others

Commercial Delivery

Parcel Delivery

Technology Companies

Notable Vendor Needs and Considerations

- Most want to access curb as close as possible to destination
- Frequency varies from multiple times per day to weekly
- Common dwell time ranges from a few minutes to up to 30 minutes
- Curb access needs extend to all times of the day throughout the year
- Commercial companies prefer off-street parking
- Shared mobility providers prefer on-street parking
- Need alignment of customer delivery needs with curb restrictions

Notable Vendor Needs and Considerations

Progressive Pricing only benefits some types of vendors
- Does not benefit all vendors; those with short dwell time could benefit most
- Dynamic pricing is challenging; Need consistency rather than random variability

Understanding curb regulations would help with trip & route planning

Parking availability communication depends on vendor capabilities
- Some are tech forward and use apps while others prefer static analog solutions
- Need better wayfinding and better signage (equitable)

Company size and volume dictate pricing strategy preferences
- Many smaller companies or contract driver operations prefer to access loading zones or other free space at curb
- Larger parcel companies' budget $millions for parking citations due to lack of parking availability or loading zones at the curb

Engagement to Date Indicates Alignment with SCAG Curb Space Goals

- Promote sustainability
- Better Manage Demand
- Provide Equitable, Multimodal Access
- Leverage Technology and Innovation through Public–Private Partnerships
- Improve Quality of Life and the Public Realm Through Efficient Curb Management

Assessment

Site Selection and Data Collection Process
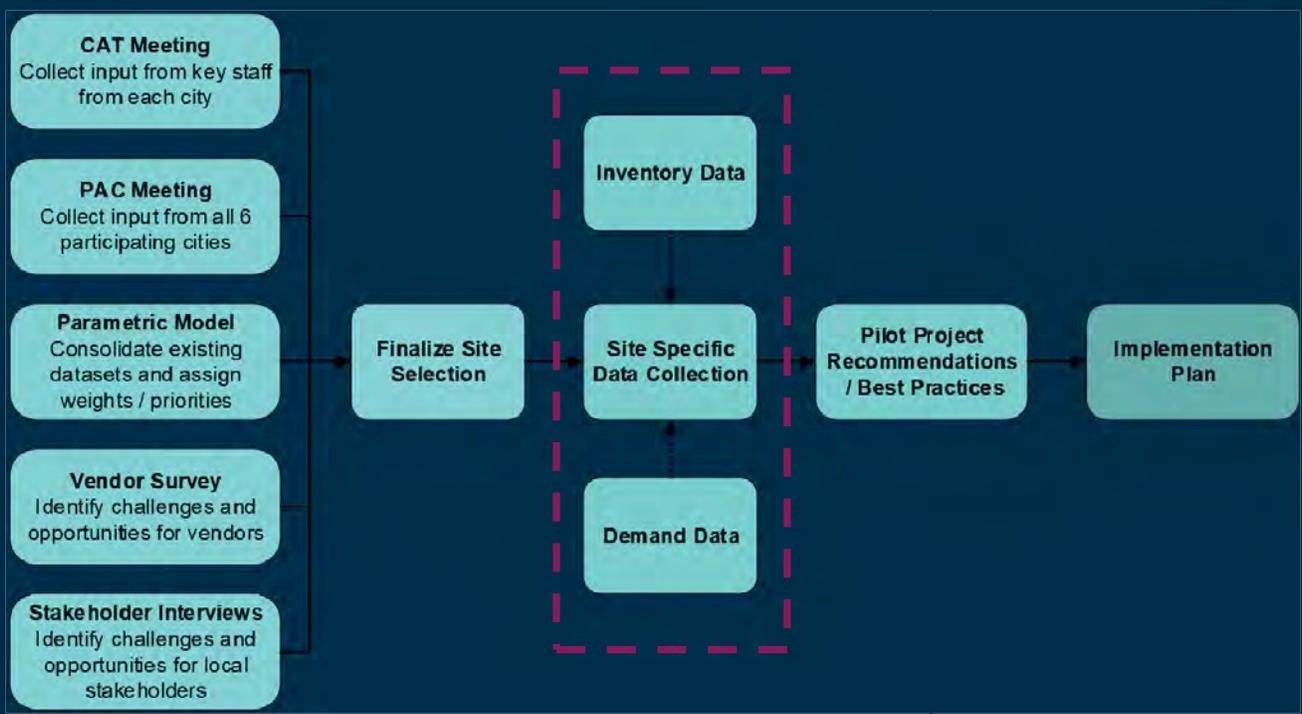
Site Selection

Sites were selected based on the presence of the following features:

- **Land use:** a mix of commercial, retail, office, healthcare, education, and residential developments

- **Transportation facilities:** presence of transit and cyclist infrastructure

- **Existing curb space uses:** on-street parking, loading zones, short-term parking spaces

Anaheim

Riverside

Santa Ana

Santa Monica
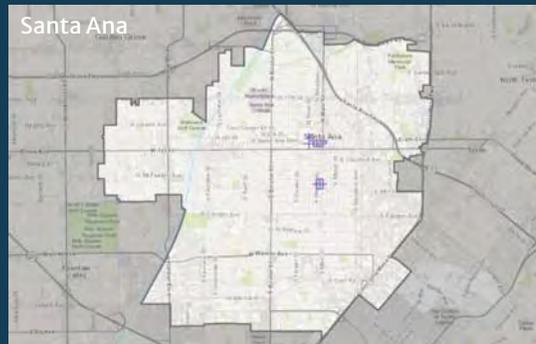
Data Collection

Collecting inventory and demand data to understand and quantify curb space operations

- **Inventory Data:** record of what exists on the curbside (e.g., curbside assets and regulations)

- **Demand Data:** events that occur at the curbside (e.g., curbside occupancy, turnover, activity, and conflicts)

Demand and Inventory Data
Inventory Data

Source: Google Earth

Policy & Strategies Consideration

City Policies, Strategies, & Recommendations

Key benefits through partnering on this study include assisting cities to make data-driven decisions when implementing curb space management strategies and mitigating observed challenges to the address needs of curb users. For cities, this final step will involve:

- Assessing study outcomes against existing policies/strategies
- Best practices & gap analysis recommendations
- Short-term v. near-term improvement recommendations
- Pilot project recommendations
- Implementation plan
  - Policies
  - Project improvements
  - Pilot project concepts/workplan

Regional Policies, Strategies, & Recommendations

From a regional standpoint, key benefits and outcomes are aligned and will inform SCAG on ways to further add value across the region. For SCAG, this final step will involve:

- Assessing study outcomes against existing policies/strategies
- Regional forum approach
- Scalability
- Implementation Plan
    - Funding Opportunities
- Connect SoCal 2024 Update

Next Steps

1. Complete stakeholder consultation – March 2022
2. Complete data collection and analysis – March 2022
3. Meet as Project Advisory Committee – April 2022
4. Meet with City Advisory Teams – April 2022
5. Public Briefings/Regionwide Workshop – May 2022
6. Finalize Recommendations – May 2022
7. Study Completion June 2022

Thank you.

Scott Strelecki
strelecki@scag.ca.gov

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