



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

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Transportation
Tim Sandoval, Pomona

MEETING OF THE

TRANSPORTATION COMMITTEE

Members of the Public are Welcome to Attend In-Person & Remotely

Thursday, October 5, 2023

9:30 a.m. – 11:30 a.m.

To Attend In-Person:

**SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Watch or View Only:

<https://scag.ca.gov/scag-tv-livestream>

To Attend and Participate on Your Computer:

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To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 253 270 430**

PUBLIC ADVISORY

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

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



Instructions for Attending the Meeting

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

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/253270430>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 253 270 430**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

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

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, October 4, 2023**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, October 4, 2023, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

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

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

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

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TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

| | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Elizabeth Becerra City of Victorville - City Hall 14343 Civic Drive Conference Room A Victorville, CA 92392</p> | <p>Daniel Brotman City of Glendale - City Hall 613 E Broadway, Suite 200 Glendale, CA 91206</p> | <p>Denise Delgado City of Coachella - City Hall 1515 6th Street Coachella, CA 92236</p> |
| <p>Andrew Do County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701</p> | <p>Jonathan Dumitru City of Orange - City Hall 300 E Chapman Avenue Orange, CA 92866</p> | <p>J. John Dutrey City of Montclair - City Hall 5111 Benito Street, Mayor's Office Montclair, CA 91763</p> |
| <p>James Gazeley City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717</p> | <p>Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Room Santa Clarita, CA 91355</p> | <p>Brian Goodell City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p> |
| <p>Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832</p> | <p>Trish Kelley City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p> | <p>Linda Krupa City of Hemet - City Hall 445 E Florida Avenue Sister City Room Hemet, CA 92543</p> |
| <p>Malcolm Lilienthal City of Hemet - City Hall 445 E Florida Avenue Sister City Room Hemet, CA 92543</p> | <p>Richard Loa Law Offices of Richard Loa 536 East Palmdale Boulevard Palmdale, CA 93550</p> | <p>Ken Mann City of Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p> |
| <p>Steve Manos City of Lake Elsinore - City Hall 130 South Main Street Conference Room B Lake Elsinore, CA 92530</p> | <p>Marsha McLean City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor Orchard Room Santa Clarita, CA 91355</p> | <p>L. Dennis Michael City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730</p> |
| <p>Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p> | <p>Ara Najarian 50 N Brand Boulevard, Suite 830 Conference Room Glendale, CA 91203</p> | <p>Maria Nava-Froelich Calipatria Unified School District 501 W. Main Street, Room 4 Calipatria, CA 92233</p> |



TRANSPORTATION COMMITTEE AGENDA

| | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Frank J. Navarro City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, CA 92324</p> | <p>Sharona Nazarian City of Beverly Hills - City Hall 455 N. Rexford Drive Beverly Hills, CA 90210</p> | <p>Ed Reece City of Claremont - City Hall 207 Harvard Avenue Council Office Room Claremont, CA 91711</p> |
| <p>Suely Saro City of Long Beach - City Hall 400 W Ocean Boulevard, 11th Floor Long Beach, CA 90802</p> | <p>Zak Schwank City of Temecula - City Hall 41000 Main Street Mayor's Office, Third Floor Temecula CA, 92590</p> | <p>Marty Simonoff City of Brea - City Hall 1 Civic Center Circle Management Services Room Brea, CA 92821</p> |
| <p>Jeremy Smith City of Canyon Lake - City Hall 31516 Railroad Canyon Road, Suite 5 Canyon Lake, CA 92587</p> | <p>Ward Smith City of Placentia Civic Center City Council Chambers 401 E. Chapman Avenue Placentia, CA 92870</p> | <p>Hilda Solis Kenneth Hahn Hall of Administration 500 West Temple Street, Room 856 Los Angeles, CA 90012</p> |
| <p>Cynthia Sternquist 6131 Camellia Avenue Temple City, CA 91780</p> | <p>Michael M. Vargas City of Perris - City Hall 101 N. D Street Office of the Mayor Perris, CA 92570</p> | <p>Scott Voigts County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701</p> |
| <p>Donald P. Wagner County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701</p> | <p>Alan D. Wapner City of Ontario - City Hall 303 East B Street Conference Room 1 Ontario, CA 91764</p> | <p>Jeff Wood Lakewood City Council Chamber/Offices 5000 Clark Avenue Lakewood, CA 90712</p> |

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



TC - Transportation Committee *Members – October 2023*

1. **Hon. Jeff Wood**
Lakewood, RC District 24
2. **Hon. Tim Sandoval**
TC Chair, Pomona, RC District 38
3. **Hon. Mike Judge**
TC Vice Chair, VCTC
4. **Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
5. **Hon. Konstantine Anthony**
Burbank, RC District 42
6. **Hon. Kathryn Barger**
Los Angeles County
7. **Hon. Elizabeth Becerra**
Victorville, RC District 65
8. **Hon. Brian Berkson**
Jurupa Valley, Pres. Appt. (Member at Large)
9. **Hon. Russell Betts**
Desert Hot Springs, CVAG
10. **Hon. Daniel Brotman**
Glendale, AVCJPA
11. **Hon. Art Brown**
Buena Park, RC District 21
12. **Hon. Ross Chun**
Aliso Viejo, OCCOG
13. **Hon. Denise Delgado**
Coachella, Pres. Appt. (Member at Large)
14. **Sup. Andrew Do**
Orange County CoC
15. **Hon. Jon Dumitru**
Orange, RC District 17

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TRANSPORTATION COMMITTEE AGENDA

- 16. Hon. JJohn Dutrey**
Montclair, SBCTA
- 17. Hon. James Gazeley**
Lomita, RC District 39
- 18. Hon. Jason Gibbs**
Santa Clarita, NCTC
- 19. Hon. Brian Goodell**
OCTA Representative
- 20. Sup. Curt Hagman**
San Bernardino County
- 21. Hon. Jan C. Harnik**
RCTC
- 22. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 23. Hon. Heather Hutt**
Los Angeles, RC District 57
- 24. Hon. Fred Jung**
Fullerton, OCCOG
- 25. Hon. Trish Kelley**
TCA Representative
- 26. Hon. Paul Krekorian**
Los Angeles, RC District 49/Public Transit Rep.
- 27. Hon. Linda Krupa**
Hemet, RC District 3
- 28. Hon. Bridgett Lewis**
Torrance, Pres. Appt (Member at Large)
- 29. Malcolm Lilienthal**
Hemet, WRCOG
- 30. Hon. Richard Loa**
Palmdale, NCTC
- 31. Hon. Clint Lorimore**
Eastvale, RC District 4

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- 32. Hon. Ken Mann**
Lancaster, RC District 43
- 33. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 34. Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member
- 35. Hon. Ray Marquez**
Chino Hills, RC District 10
- 36. Hon. Larry McCallon**
Highland, RC District 7/Air District Rep.
- 37. Hon. Marsha McLean**
Santa Clarita, Pres. Appt. (Member at Large)
- 38. Hon. Tim McOsker**
Los Angeles, RC District 62
- 39. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 40. Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)
- 41. Hon. Carol Moore**
Laguna Woods, OCCOG
- 42. Hon. Ara Najarian**
Glendale, SFVCOG
- 43. Hon. Maria Nava-Froelich**
ICTC
- 44. Hon. Frank Navarro**
Colton, RC District 6
- 45. Hon. Sharona Nazarian**
Beverly Hills, WSCCOG
- 46. Hon. Gil Rebollar**
Brawley, RC District 1
- 47. Hon. Ed Reece**
Claremont, SGVCOG

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

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

- 50. Hon. Suely Saro**
Long Beach, RC District 29

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

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

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

- 54. Hon. Ward Smith**
Placentia, OCCOG

- 55. Hon. Jose Luis Solache**
Lynwood, RC District 26

- 56. Sup. Hilda Solis**
Los Angeles County

- 57. Hon. Wes Speake**
Corona, WRCOG

- 58. Sup. Karen Spiegel**
Riverside County

- 59. Hon. Cynthia Sternquist**
Temple City, SGVCOG

- 60. Hon. Steve Tye**
Diamond Bar, RC District 37

- 61. Hon. Michael Vargas**
Riverside County CoC

- 62. Hon. Scott Voigts**
Lake Forest, OCCOG

- 63. Sup. Donald Wagner**
Orange County

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TRANSPORTATION COMMITTEE AGENDA

64. Hon. Colleen Wallace
Banning, WRCOG

65. Hon. Alan Wapner
SBCTA

66. Hon. Thomas Wong
Monterey Park, SGVCOG

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, October 5, 2023
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 Tim Sandoval, Chair)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – July 6, 2023 PPG. 10
2. 2025 Federal Transportation Improvement Program (FTIP) Guidelines PPG. 20

Receive and File

3. Acceptance of FY24 Office of Traffic Safety Grant Funds PPG. 23
4. Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice Award Recommendation PPG. 28
5. South Coast Air Quality Management District Rule 2202 Amendment PPG. 42
6. Transit Ridership Update PPG. 46
7. LOSSAN Rail Corridor Resiliency Subcommittee Update PPG. 53
8. Regional Early Action Planning (REAP) 2.0 Program Update PPG. 56
9. Gas Tax Revenue Decline and Zero Emission Vehicle Transition PPG. 63



TRANSPORTATION COMMITTEE AGENDA

INFORMATION ITEMS

- | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|
| 10. Transportation Committee Outlook and Future Agenda Items <i>(Annie Nam, Deputy Director)</i> | 5 Mins. | PPG. 73 |
| 11. Smart Cities Update: Future Communities (FCPP) & Mobility Innovations (SCP Call 3) <i>(Marisa Laderach, Senior Regional Planner)</i> | 25 Mins. | PPG. 77 |
| 12. Regional Mobility Hubs Strategy <i>(Priscilla Freduah-Agyemang, Senior Regional Planner)</i> | 15 Mins. | PPG. 93 |
| 13. Transportation System Performance Update - Vehicle Miles Traveled <i>(Jeremy Marks, Assistant Regional Planner)</i> | 10 Mins. | PPG. 108 |

CHAIR'S REPORT

(The Honorable Tim Sandoval, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(David Salgado, Government Affairs Officer, SCAG Staff)

ANNOUNCEMENTS

ADJOURNMENT



MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, JULY 6, 2023

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). A quorum was present.

Members Present:

| | |
|-------------------------------------------------------|-----------------------|
| Hon. Konstantine Anthony | District 42 |
| Hon. Kathryn Barger | Los Angeles County |
| Hon. Liz Becerra, SBCTA/SBCTA | District 65 |
| Hon. Brian Berkson | Jurupa Valley |
| Hon. Russel Betts, Desert Hot Springs | CVAG |
| Hon. Art Brown, OCTA | District 21 |
| Hon. Ross Chun, Aliso Viejo | OCCOG |
| Hon. Denise Delgado, Coachella | Pres. Appt. |
| Hon. Andrew Do | Orange County |
| Hon. Darrell Dorris | North LA County |
| Hon. Jonathan Dumitru, Orange | District 17 |
| Hon. John Dutrey, Montclair | SBCTA/SBCCOG |
| Hon. James Gazeley, SBCCOG | 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, VCOG | District 45 |
| Hon. Mike T. Judge, Simi Valley (Vice Chair) | VCTC |
| Hon. Fred Jung, Fullerton | OCCOG |
| Hon. Trish Kelley, Mission Viejo | OCCOG |
| Hon. Linda Krupa, Hemet | WRCOG |
| Hon. Bridgett Lewis, Torrance | Pres. Appt. |



| | |
|------------------------------------------|-------------------|
| Hon. Malcolm Lilienthal, Hemet | WRCOG |
| Hon. Richard Loa, Palmdale | NCTC |
| Hon. Clint Lorimore, Eastvale | District 4 |
| Hon. Ken Mann, Lancaster | District 43 |
| Hon. Steve Manos, Lake Elsinore | District 63 |
| Hon. Ray Marquez, Chino Hills | District 10 |
| Hon. Marsha McLean, NLAC | District 67 |
| Hon. L. Dennis Michael | District 9 |
| Hon. Linda Molina | Calimesa |
| Hon. Carol Moore, Laguna Woods | OCCOG |
| Hon. Ara Najarian, Glendale | AVCJPA |
| Hon. Maria Nava-Froelich | ICTC |
| Hon. Frank Navarro, Colton | District 6 |
| Hon. Sharona Nazarian, Beverly Hills | WSCCOG |
| Hon. Jon Primuth, S. Pasadena | AVCJPA |
| Hon. Gil Rebolgar, ICTC | District 1 |
| Hon. Ed Reece | SGVCOG |
| Hon. Ali Saleh, Bell | District 27 |
| Hon. Tim Sandoval, Pomona (Chair) | District 38 |
| Hon. Suely Saro, Long Beach | District 29 |
| Hon. Zak Schwank, Temecula | District 5 |
| Hon. Marty Simonoff, Brea | District 22 |
| Hon. Ward Smith, Placentia | OCCOG |
| Hon. Speake, Wes, Corona | WRCOG |
| Hon. Karen Spiegel | Riverside County |
| Hon. Cynthia Sternquist, Temple City | SGVCOG |
| Hon. Steve Tye | District 37 |
| Hon. Michael Vargas | Riverside County |
| Hon. Scott Voigts, Lake Forest | OCCOG |
| Hon. Don Wagner | Orange County |
| Hon. Wallace, Colleen, Banning | WRCOG |
| Hon. Alan Wapner, Ontario | SBCTA/SBCOG |
| Hon. Thomas Wong, Monterey Park | SGVCOG |
| Mr. Paul Marquez, Caltrans District 7 | Ex-Officio Member |

Members Not Present:

| | |
|--------------------------------------|-------------|
| Hon. Adele Andrade-Stadler, Alhambra | District 34 |
| Hon. Heather Hutt, Los Angeles | District 45 |
| Hon. Paul Krekorian | District 49 |
| Hon. Larry McCallon, SBCTA | District 7 |



| | |
|---------------------------------|--------------------|
| Hon. Crystal Ruiz, San Jacinto | WRCOG |
| Hon. Jeremy Smith, Canyon Lake | Canyon Lake |
| Hon. Jose Luis Solache, Lynwood | District 26 |
| Hon. Hilda Solis | Los Angeles County |

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Tim Sandoval, Pomona, District 38, called the meeting to order at 9:30 a.m. Hon. Gil Rebollar, ICTC, District 1, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

Chair Sandoval 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. He reminded the public to submit comments via email to TCPublicComment@scag.ca.gov.

Ruben Duran, Board Counsel, acknowledged there were no public comments received by email before or after the deadline.

Seeing no public comment speakers, Chair Sandoval closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CONSENT CALENDAR

Chair Sandoval opened the Public Comment Period.

Seeing no public comment speakers, Chair Sandoval closed the Public Comment Period.

Approval Items

1. Minutes of the Meeting – June 1, 2023

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items
 3. REAP 2.0 Program Call for Applications Update
-

4. Connect SoCal 2024: Policy Framework
5. Draft Connect SoCal 2024 Performance Measures
6. Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Additional Stakeholder Outreach and Preliminary Outline of Draft Contents
7. Regional Transit Target Setting
8. Transit Ridership Update

A MOTION was made (Brown) to approve Consent Calendar Item 1 and Receive and File items 2 through 8. The motion was SECONDED (Judge) and passed by the following roll call votes.

AYES: Barger, Becerra, Berkson, Brown, Chun, Dorris, Dumitru, Dutrey, Gazeley, Gibbs, Goodell, Hagman, Harnik, Judge, Jung, Kelley, Krupa, Lewis, Lilienthal, Loa, Lorimore, Mann, Manos, Marquez, Mclean, Michael, Molina, Moore, Najarian, Nava-Froelich, Navarro, Primuth, Rebollar, Reece, Saleh, Sandoval, Saro, Schwank, Simonoff, W. Smith, Speake, Sternquist, Tye, Vargas, Wagner, Wallace, Wapner, Wong (48)

NOES: None (0)

ABSTAIN: None (0)

ACTION ITEM

9. REAP 2.0 CTC Partnership Program Award List

There were no public comments for this item.

Nolan Borgman, SCAG staff, reported on the REAP 2.0 Partnership Program Award List. Mr. Borgman stated the County Transportation Commission (CTC) Partnership program was an \$80 million competitive program to fund transformative projects throughout the region. He noted a call for proposals was released April 2023 and that a project selection process was undertaken, and a list of projects had been identified for final funding approval. He reviewed the project scoring system and evaluation process. Mr. Borgman reported thirty-seven (37) proposals were submitted totaling \$115 million and that it was being recommended that twenty-seven (27) projects be funded and six (6) for partial funding. He noted that approximately \$34 million was recommended for projects that

increase transit ridership, \$36 million to support multimodal communities and \$9 million to support projects designed to shift travel behavior. He reviewed award recommendations for each county and next steps following approval by the Transportation Committee and Regional Council.

A MOTION was made (Barger) to recommend that the Regional Council: 1) approve the REAP 2.0 CTC Partnership Program Project Award List and Contingency List; and 2) authorize the SCAG Executive Director or his designee to enter into agreements with the designated County Transportation Commissions under this program and execute all documents incident to the agreements. The motion was SECONDED (Judge) and passed by the following roll call votes.

AYES: Barger, Becerra, Berkson, Brown, Chun, Delgado, Dorris, Dumitru, Dutrey, Gazeley, Gibbs, Goodell, Hagman, Harnik, Hernandez, Judge, Jung, Kelley, Krupa, Lewis, Lillienthal, Loa, Lorimore, Mann, Manos, Mclean, Michael, Molina, Moore, Najarian, Nava-Froelich, Navarro, Rebollar, Reece, Saleh, Sandoval, Saro, Schwank, Simonoff, W. Smith, Speake, Sternquist, Tye, Vargas, Voigts, Wagner, Wallace, Wapner, Wong (49)

NOES: None (0)

ABSTAIN: None (0)

10. REAP 2.0 Regional Pilot Initiatives Framework

There were no public comments for this item.

Nolan Borgman, SCAG staff, presented a report on the REAP 2.0 Regional Pilot Initiatives (RPI) Program Framework. He stated the program provides \$15 million in funding for projects that have the potential to change transportation and housing paradigms toward more sustainable communities. He reviewed the program development steps, including industry research and stakeholder survey. He noted that the RPI seeks to develop partnerships to advance REAP 2.0 and Connect SoCal 2024 goals. He shared program areas, including big data, accelerating active transportation, mobility hubs and curb space management. He noted next steps include continued partnership development and developing program scopes of work for each focus area.

Hon. Wes Speake, Corona, WRCOG, commented in support of an approach which includes linking housing, transportation and jobs and that continued effort can be made to reward cities that build housing near job rich areas.

A MOTION was made (Wallace) to recommend that the Regional Council approve the REAP 2.0 Regional Pilot Initiatives Program Framework. The motion was SECONDED (Speake) and passed by the following roll call votes.

AYES: Barger, Becerra, Berkson, Betts, Brown, Chun, Delgado, Dorris, Dumitru, Dutrey, Gazeley, Gibbs, Goodell, Hagman, Harnik, Hernandez, Judge, Jung, Kelley, Krupa, Lewis, Lilienthal, Loa, Lorimore, Mann, Manos, Mclean, Michael, Molina, Moore, Nava-Froelich, Navarro, Rebollar, Reece, Saleh, Sandoval, Saro, Schwank, W. Smith, Speake, Spiegel, Sternquist, Tye, Vargas, Voigts, Wagner, Wallace, Wapner, Wong (49)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

11. LOSSAN Rail Corridor Resiliency Subcommittee Update

There were no public comments for this item.

Catherine Blakespear, State Senator, provided an update on the LOSSAN Rail Corridor Resiliency Subcommittee. She noted the LOSSAN corridor extends from San Luis Obispo on the central coast to San Diego in the south, much of it along the coastline. She noted that its 351 miles in length and is the second busiest rail passenger corridor in the country. She shared that it is also a goods movement and transit service connecting six counties. Ms. Blakespear reported service in the southern portion has seen frequent and significant service disruptions over the past several months due to geographic events along the coastline such as erosion and other natural activities preventing service from south Orange County to San Diego. She noted during disruptions passengers are required to undertake a 90-minute bus bridge to complete the trip. Ms. Blakespear stated due to this emergent situation the LOSSAN Corridor Resiliency Subcommittee has been established to understand the scope of the situation and develop an appropriate response.

12. Connect SoCal 2024: Outreach Update

There were no public comments for this item.

Sarah Dominguez, SCAG staff, provided an update on Connect SoCal 2024. Ms. Dominguez stated public outreach was required for proper plan development and an outreach effort was recently concluded. She noted that talking with the public was an essential part of plan development to ensure the plan is guided by public input and is consistent with public concerns. Ms. Dominguez reported that 20 in-person workshops, 7 virtual workshops, 20 pop-up and street team engagements were recently completed involving 15 community partners and a nationwide advertising campaign which resulted in gathering over 3,600 surveys. She shared that outreach

participants responded that top issues facing residents are a shortage of affordable and diverse housing options, limited reliable travel options to everyday destinations beside driving and climate change impacts. When asked about future vision for the region, the top responses include a healthy environment, a prosperous economy with equal opportunity and safe modes of travel.

She reported that input from stakeholder groups reflects concerns that limited transportation options and housing affordability affect quality of life, particularly in historically disinvested areas. Also, infrastructure improvements should be coupled with direct benefits and protections for residents and small businesses at risk of displacement and a desire for continued engagement with community partners on Connect SoCal implementation including updates on strategies and performance metrics.

Hon. Suely Saro, Long Beach, District 29, asked if there was interaction with school age students who often use transit to get to school or those college age who travel frequently to campus as an effort ought to be made to reach out to them. Ms. Dominguez responded that much of the interaction with those demographics was through the community-based organizations and social media rather than through the public workshops.

Hon. Liz Becerra, Victorville, District 65, asked if future workshops could be closer to Victorville as the recently scheduled workshop was a one-hour drive.

CHAIR'S REPORT

Chair Sandoval reported that an agreement had been reached on a \$310 billion state budget and that the agreement includes \$2 billion to support the Transit and Intercity Rail Capital Program. He shared that it also includes \$1.1 billion for the newly created Zero-Emission Transit Capital Program. Chair Sandoval introduced new committee member Adele Andrade-Stadler, Alhambra, District 34.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported that Metrolink's Ventura County Line service will now operate seven days a week with the introduction of new Sunday service. He noted that weekend trains were running two roundtrips per day on Saturday and Sunday. He noted that supplemental service was also being provided by the Amtrak Pacific Surfliner. He shared that the City of Camarillo was moving forward with a planned pedestrian tunnel at its train station that would decrease the time it takes to walk between platforms. He explained that there was currently a pedestrian overcrossing that runs parallel to Highway 101, but it takes about five minutes to cross the bridge. He also reported that LA Metro had received a \$38.3 million grant from the Federal Railroad Administration (FRA) for the agency's Doran Street Grade Separation Project, which seeks to eliminate a street level railroad crossing to improve safety for Metrolink, Amtrak, and freight



trains operating in the cities of Glendale and Los Angeles. He also reported that ridership is currently at about 45% of pre-Pandemic levels and there are trending changes in trip types. He noted that Pre-Pandemic, 80% of trips were commute trips. He noted that the percentage of non-commute trips had more than doubled, from 20% pre-Pandemic to currently 48%.

STAFF REPORT

Erik Rodriguez, SCAG staff, reported that the first meeting of SCAG’s Greenprint Technical Advisory Committee was scheduled for July 26, 2023 from 2:00 – 5:00 p.m. He noted that the second meeting would be August 28, 2023. He thanked members of the committee who would also serve on the Greenprint TAC.

ADJOURNMENT

There being no further business, Chair Sandoval adjourned the meeting of the Transportation Committee at 10:57 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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| MEMBERS | CITY | Representing | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN | FEB |
|------------------------|---------------------|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Anthony, Konstantine | Burbank | District 42 | 1 | 1 | | | | | | | |
| Andrade-Stadler, Adele | | | | | | | | | | | |
| Barger, Kathryn | | Los Angeles County | | 1 | | | | | | | |
| Becerra, Liz | Victorville | District 65 | 1 | 1 | | | | | | | |
| Berkson, Brian | Jurupa Valley | Pres Appt. | 1 | 1 | | | | | | | |
| Betts, Russell | Desert Hot Springs | CVAG | | 1 | | | | | | | |
| Brown, Art | Buena Park | District 21 | 1 | 1 | | | | | | | |
| Chun, Ross | Aliso Viejo | OCTA | 1 | 1 | | | | | | | |
| Delgado, Denise | Coachella | Pres. Appt. | 1 | 1 | | | | | | | |
| Do, Andrew | | Orange County | 1 | 1 | | | | | | | |
| Dorris, Darrell | Lancaster | NCTC | 1 | 1 | | | | | | | |
| Dumitru, Jonathan | Orange County | District 17 | | 1 | | | | | | | |
| Dutrey, J. John | Montclair | SBCTA | 1 | 1 | | | | | | | |
| Gazeley, James | Lomita | District 39 | 1 | 1 | | | | | | | |
| Gibbs, Jason | Santa Clarita | NCTC | | 1 | | | | | | | |
| Goodell, Brian | Mission Viejo | OCTA | 1 | 1 | | | | | | | |
| Hagman, Curt | | San Bernardino Cnty | 1 | 1 | | | | | | | |
| Harnik, Jan | Palm Desert | RCTC | 1 | 1 | | | | | | | |
| Hernandez, Laura | Prt Hueneme | District 45 | | 1 | | | | | | | |
| Hutt, Heather | Los Angeles | District 57 | | | | | | | | | |
| Judge, Mike | Simi Valley | VCTC | 1 | 1 | | | | | | | |
| Jung, Fred | | OCCOG | 1 | 1 | | | | | | | |
| Kelley, Trish | Mission Viejo | OCCOG | 1 | 1 | | | | | | | |
| Krekorian, Paul | Public Transit Rep | District 49 | | | | | | | | | |
| Krupa, Linda | Hemet | WRCOG | 1 | 1 | | | | | | | |
| Lewis, Bridgett | Torrance | Pres. Appt. | | 1 | | | | | | | |
| Lilienthal, Malcolm | Hemet | WRCOG | 1 | 1 | | | | | | | |
| Loa, Richard | Palmdale | NCTC | | 1 | | | | | | | |
| Lorimore, Clint | Eastvale | District 4 | 1 | 1 | | | | | | | |
| Mann, Ken | No. L.A. County | District 43 | 1 | 1 | | | | | | | |
| Manos, Steve | Lake Elsinore | District 63 | 1 | 1 | | | | | | | |
| Marquez, Paul | Caltrans District 7 | Ex-Officio | 1 | 1 | | | | | | | |
| Marquez, Ray | Chino Hills | District 10 | 1 | 1 | | | | | | | |
| McCallon, Larry | SBCTA/SBCCOG | District 7 | | | | | | | | | |
| McLean, Marsha | No. L.A. County | District 67 | 1 | 1 | | | | | | | |
| Michael, L. Dennis | Rancho Cucamonga | District 9 | 1 | 1 | | | | | | | |
| Molina, Linda | Calimesa | Pres. Appt. | 1 | 1 | | | | | | | |
| Moore, Carol | Laguna Woods | OCCOG | 1 | 1 | | | | | | | |
| Najarian, Ara | Glendale | AVCJPA | 1 | 1 | | | | | | | |
| Nava-Froelich, Maria | | ICTC | 1 | 1 | | | | | | | |
| Navarro, Frank | Colton | District 6 | | 1 | | | | | | | |
| Nazarian, Sharona | Beverly Hills | WSCCOG | 1 | 1 | | | | | | | |
| Primuth, Jon | S. Pasadena | AVCJPA | | 1 | | | | | | | |
| Rebollar, Gil | ICTC | District 1 | 1 | 1 | | | | | | | |
| Reece, Ed | Claremont | SGVCOG | 1 | 1 | | | | | | | |
| Ruiz, Crystal | San Jacinto | WRCOG | 1 | | | | | | | | |

| | | | | | | | | | | |
|---------------------|---------------|--------------------|---|---|--|--|--|--|--|--|
| Saleh, Ali | City of Bell | GCCOG | 1 | 1 | | | | | | |
| Sandoval, Tim | Pomona | District 38 | 1 | 1 | | | | | | |
| Saro, Suely | Long Beach | District 29 | 1 | 1 | | | | | | |
| Schwank, Zak | Temecula | District 5 | 1 | 1 | | | | | | |
| Simonoff, Marty | Brea | District 22 | 1 | 1 | | | | | | |
| Smith, Jeremy | Canyon Lake | Canyon Lake | | | | | | | | |
| Smith, Ward | Placentia | OCCOG | 1 | 1 | | | | | | |
| Solache, Jose Luis | Lynwood | District 26 | 1 | | | | | | | |
| Solis, Hilda | | Los Angeles County | | | | | | | | |
| Speake, Wes | Corona | WRCOG | 1 | 1 | | | | | | |
| Spiegel, Karen | | Riverside County | | 1 | | | | | | |
| Sternquist, Cynthia | Temple City | SGVCOG | 1 | 1 | | | | | | |
| Tye, Steve | Diamond Bar | District 37 | | 1 | | | | | | |
| Vargas, Michael | | Riverside County | | 1 | | | | | | |
| Voigts, Scott | Lake Forest | Orange County | | 1 | | | | | | |
| Wagner, Don | Orange County | Orange County | 1 | 1 | | | | | | |
| Wallace, Colleen | Banning | WRCOG | 1 | 1 | | | | | | |
| Wapner, Alan | | SBCTA | 1 | 1 | | | | | | |
| Wong, Thomas | Monterey Park | SGVCOG | 1 | 1 | | | | | | |



AGENDA ITEM 2
REPORT

Southern California Association of Governments
October 5, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Pablo Gutierrez, Planning Supervisor
(213) 236-1929, gutierre@scag.ca.gov

Subject: 2025 Federal Transportation Improvement Program (FTIP) Guidelines

RECOMMENDED ACTION:

Recommend that the Regional Council approve the 2025 Federal Transportation Improvement Program (FTIP) 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:

SCAG is required under both federal and state laws to develop and update the Federal Transportation Improvement Program (FTIP) periodically. The FTIP is the short-range program that effectively implements the transportation component of SCAG's Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), also known as the Connect SoCal. The FTIP is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federal approval. The Guidelines are updated prior to the FTIP update to ensure that all current legal, administrative, and technical requirements are met. These Guidelines serve as a tool for the County Transportation Commissions (CTCs) in developing and submitting their county Transportation Improvement Programs (TIPs) for inclusion into SCAG's FTIP.

SCAG staff has completed the update of the 2025 FTIP Guidelines, including appropriate coordination with the CTCs. The proposed 2025 FTIP Guidelines document is available online at: <https://scag.ca.gov/sites/main/files/file-attachments/proposed-f2023-ftip-guidelines.pdf>.

The proposed Guidelines reflect the latest federal and state statutes, including the Infrastructure Investment and Jobs Act (IIJA), and changes that reflect SCAG's commitment to advancing justice, equity, diversity, and inclusion. Any future changes or modifications to federal or state policies that affect SCAG, will be brought to the attention of the Transportation Committee and the Regional Council for potential action.

BACKGROUND:

SCAG is required under both federal and state laws to develop and update FTIP periodically. The FTIP is the short-range program that effectively implements the transportation component of SCAG's RTP/SCS, also known as the Connect SoCal. Federal law requires that the FTIP be updated at a minimum of every four years, adopted by SCAG, and sent to the Governor for approval. Consistent with state statute, SCAG, along with the other Metropolitan Planning Organizations (MPOs) in California, update the FTIP every two years to coincide with the development of the Federal Statewide Transportation Improvement Program (FSTIP). The Guidelines are updated prior to the FTIP update by SCAG staff working in collaboration with federal funding agencies, Caltrans, the CTCs, and the Transportation Conformity Working Group (TCWG) to ensure that all current legal, administrative, and technical requirements are met. These guidelines serve as a tool for the CTCs in developing and submitting their county TIPs for inclusion into SCAG's FTIP.

SCAG staff, working in collaboration with federal funding agencies, Caltrans, CTCs, and the TCWG, completed its update of the 2025 FTIP Guidelines (which are accessible at the link above). SCAG staff also held a meeting with the CTCs on July 20, 2023, to review Guideline changes. SCAG received minor comments from the CTCs, Caltrans, and our federal partners during the months of July and August 2023, and revised the document to reflect and address the comments received.

These Guidelines reflect the current process for transportation programming in the region and serve as guide to the CTCs in preparing their respective county TIPs for submittal to SCAG for incorporation into the 2025 FTIP. The following are the key updates to these Guidelines:

- FTIP development schedule outlines critical due dates for the 2025 FTIP.
- Performance measure targets have been established and are described in the Guidelines.
- Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Carbon Reduction Program (CRP) sections have been updated to reflect that project selection processes are now determined by SCAG.
- Equity Section has been updated with information on collecting equity data through SCAG's eFTIP database.
- Modeling years have been added through 2050.
- IIJA programs have been added to the Fund Sources section.

The guidelines will be modified if policies or funding programs are modified, added, and/or deleted to be consistent with applicable laws. Any changes or modifications that affect SCAG's policy will be brought to the Transportation Committee and the Regional Council for potential action.



FISCAL IMPACT:

Work associated with this item is included in the current FY 23-24 Overall Work Program 030-0146B.02 Federal Transportation Improvement Program (FTIP).



AGENDA ITEM 3
REPORT

Southern California Association of Governments
October 5, 2023

To: Executive/Administration Committee (EAC)
Transportation Committee (TC)
Regional Council (RC)
From: Alina Borja, Community Engagement Specialist
(213) 630-1449, borja@scag.ca.gov
Subject: Acceptance of FY24 Office of Traffic Safety Grant Funds

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION FOR EAC:

That the Executive/Administration Committee recommend that the Regional Council approve Resolution No. 23-659-1 authorizing SCAG to accept, if awarded, Office of Traffic Safety grant funds in the amount of \$1,354,475 to support the Go Human Campaign and authorizing the Executive Director, or his designee, the Chief Financial Officer, to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

RECOMMENDED ACTION TC:

Receive and File

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 23-659-1 authorizing SCAG to accept, if awarded, Office of Traffic Safety grant funds in the amount of \$1,354,475 to support the Go Human Campaign and authorizing the Executive Director, or his designee, the Chief Financial Officer, to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

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:

On May 1, 2014, the General Assembly adopted the Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG applied for Pedestrian/Bicycle Safety funds from the California Office of Traffic Safety in the amount of



\$1,354,475 to conduct an eighth round of Go Human safety programming and engagement across the region. On July 14, 2023, SCAG was informed that the grant award was being tentatively offered. SCAG is seeking Regional Council approval to receive the funds and authorization for the Executive Director to execute necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

BACKGROUND:

In the six-county SCAG region, walking or bicycling accounts for 8.9% of all trips, but 27% of all roadway fatalities, according to Connect SoCal, SCAG’s Adopted 2020-2045 Regional Transportation Plan (RTP). To address this, the SCAG 2014 General Assembly passed Resolution No. GA 2014-2, titled “Regional Effort to Promote Pedestrian and Bicycle Safety Initiative” to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured \$2.3 million through California Department of Transportation (Caltrans) grant funding from the statewide 2014 Active Transportation Program (ATP) call for projects to coordinate a Southern California Active Transportation Safety and Encouragement Campaign.

Using these grant resources, SCAG successfully initiated the Go Human Campaign with the launch of a first round of advertising and outreach in September of 2015 as well as six additional grant opportunities through the Office of Traffic Safety to implement safety strategies. The advertising campaign has secured more than one billion impressions to date (each time an ad is seen) regionwide through a combination of SCAG’s initial investment, as well as leveraged and donated media from local and county partners. SCAG has also completed and extended other components of the initial grant scope of work which include implementing a series of Go Human events in partnership with local cities, awarding grants to community-based organizations for community engagement, and other programming to create active transportation champions.

To continue the Go Human Campaign’s momentum, SCAG applied for additional funding in January 2023 in the amount of \$1,354,474.82 from the Office of Traffic Safety to extend the campaign into 2023 and 2024. On July 14, 2023, SCAG received notice that an award in the amount of \$1,354,475 was being tentatively offered, given final approval from National Highway Traffic Safety Administration, anticipated in October 2023. If awarded, this funding will be used to conduct traffic safety engagement strategies and programming. Funds will be used to support localized traffic safety outreach for drivers, pedestrians, and bicyclists across the region, through the multiple safety strategies, including safety messaging and co-branding, temporary safety demonstration projects, and the distribution of Community Streets Grants across the region. Funds will also be used for research development and analysis to assess existing strategies and inform new ones. SCAG is seeking Regional Council approval to receive the funds.



FISCAL IMPACT:

If awarded, SCAG will receive \$1,354,475 in grant funds from the Office of Traffic Safety that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign. SCAG will use available general funds balance to begin project work. Upon execution of the grant agreement, the grant funding will be included and reconciled in a future budget amendment during FY 2023-24 and the general fund will be reimbursed for grant expenditures.

ATTACHMENT(S):

1. Resolution No. 23-659-1 Acceptance of Traffic Safety Grant Funds



RESOLUTION NO. 23-659-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) TO ACCEPT, IF AWARDED, OFFICE OF TRAFFIC SAFETY GRANT FUNDS TO SUPPORT THE SOUTHERN CALIFORNIA GO HUMAN CAMPAIGN

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

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;

WHEREAS, on average, 1,500 people are killed and 136,000 are injured in traffic collisions throughout the SCAG region every year;

WHEREAS, SCAG has applied for an award of \$1,354,475 in Office of Traffic Safety, Pedestrian/Bicycle Safety Funds ("Grant Funds"), to support the Active Transportation Safety and Encouragement Campaign;

WHEREAS, the mission of the California Office of Traffic Safety is to "Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways"; and

WHEREAS, the Grant Funds will be used for the Southern California Active Transportation Safety and Encouragement Campaign, which will involve consulting services to extend the Go Human Safety and Encouragement Campaign and support Community Outreach and Engagement strategies focused on traffic safety.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept and administer the Grant Funds to support the Southern California Active Transportation Safety and Encouragement Campaign.

BE IT FURTHER RESOLVED THAT:

- 1. That the Regional Council hereby authorizes SCAG to accept the tentative Grant Funds in the amount of \$1,354,475 Office of Traffic Safety to support the Southern California Active Transportation Safety and Encouragement Campaign.
2. That SCAG's Executive Director, or his designee, the Chief Financial Officer, is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

REGIONAL COUNCIL OFFICERS

President Art Brown, Buena Park

First Vice President Curt Hagman, County of San Bernardino

Second Vice President Cindy Allen, Long Beach

Immediate Past President Jan C. Harnik, Riverside County Transportation Commission

COMMITTEE CHAIRS

Executive/Administration Art Brown, Buena Park

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Tim Sandoval, Pomona

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of October 2023.

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Acting Chief Counsel



AGENDA ITEM 4
REPORT

Southern California Association of Governments
October 5, 2023

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

From: Lyndsey Nolan, Senior Regional Planner
310-709-5518, nolan@scag.ca.gov

Subject: Sustainable Communities Program – Civic Engagement, Equity, and
Environmental Justice Award Recommendation

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council approve the 2020 Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ) Award Recommendations and authorize staff to initiate projects.

RECOMMENDED ACTION FOR RC:

That the Regional Council: 1) Approve the 2020 Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ) Award Recommendations and authorize staff to initiate projects; and 2) Authorize the SCAG Executive Director or his designee to execute all documents and actions incident to effectuating the awards and resulting projects including any revisions to proposed scopes of work as needed for compliance with the REAP 2.0 program.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

Following the adoption of Connect SoCal every four years, SCAG releases Calls for Applications on a rolling basis to provide local technical assistance in support of Connect SoCal implementation. On September 3, 2020, the Regional Council approved the 2020 Sustainable Communities Program (SCP) Guidelines, which consisted of multiple Calls for Applications. The previous three Calls funded projects in the region supporting active transportation and safety, housing and

sustainable development, and smart cities and mobility innovations. Given the availability of additional funding sources, including up to \$3 million from Regional Early Action Planning grants of 2021 (REAP 2.0) and up to \$2 million from Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1), SCAG developed a fourth Call for Applications. On January 5, 2023, the Regional Council approved the 2020 Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ) Guidelines. SCP CEEEJ consists of two project types: Housing and Land Use Strategies (funded through REAP 2.0) and Multimodal Communities (funded through SB 1).

SCAG staff released the SCP CEEEJ Call for Applications on April 12, 2023, and extended the original deadline of May 15 to June 5 in response to multiple requests from prospective applicants. Applicants submitted a total of 17 project proposals by the June 5 deadline. Nine were submitted under the Housing and Land Use Strategies category, valued at approximately \$3.9 million, and eight were submitted under the Multimodal Communities category, valued at approximately \$3.0 million. Staff completed evaluation of proposals and identified 11 projects for funding totaling approximately \$4.3 million. Staff seeks Regional Council approval of award recommendations and authorization to initiate projects.

BACKGROUND:

Program Overview

Since 2005, SCAG's Sustainable Communities Program (SCP) - previously known as Compass Blueprint and Sustainability Planning Grants - has provided resources and direct technical assistance to jurisdictions to complete important local planning efforts to support implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal. The SCP allows SCAG to strengthen partnerships with local agencies that are responsible for land use and transportation decisions and provides local jurisdictions with multiple funding opportunities to meet the needs of their communities and support regional goals. SCAG has funded 110 projects totaling over \$21.6 million since 2016 through the SCP.

This call for applications was directed as part of the Racial Equity Early Action Plan, which the SCAG Regional Council adopted in May 2021 as part of its ongoing commitment to advancing justice, equity, diversity, and inclusion throughout Southern California, per Resolution 20-623-2. SCAG is committed to work in partnership with others to close the gap of racial injustice and better serve historically disinvested communities. SCP CEEEJ, guided by the Connect SoCal Goal "to support healthy and equitable communities," aims to prioritize resources where there is a demonstrated need, and that directly benefit Communities of Concern, SB 535 Disadvantaged Communities, and other Priority Populations by encouraging racial equity in local planning practices. For more information on SCAG's equity efforts, please review the Racial Equity Early Action Plan.

Call for Applications

The SCP CEEEJ guidelines, application, and scoring criteria were developed by SCAG staff, who facilitated robust stakeholder feedback processes, to support innovative approaches for addressing and solving regional issues. Between June 2022 and June 2023, SCAG hosted two listening sessions, four information sessions, two application workshops, and over 60 one-to-one sessions / office hours. The program identified two broad project categories that aligned with the goals of Connect SoCal implementation as well as the objectives of both funding sources: Housing and Land Use Strategies (REAP 2.0) and Multimodal Communities (SB1). Similar to past SCP calls, SCP CEEEJ was designed to serve as a broad resource program and was structured as a direct technical assistance model to assist jurisdictions in completing projects. In addition, this Call allowed for a unique Co-Applicant Partnership structure to encourage local partnerships, inclusive of a primary applicant and up to two co-applicants. Community-based organizations (CBOs) and non-profits were eligible and highly encouraged to apply as co-applicants in partnership with an eligible primary applicant.

SCAG staff released the SCP CEEEJ Call for Applications on April 12, 2023, and extended the original deadline of May 15 to June 5 in response to multiple requests from prospective applicants. Applicants submitted a total of 17 project proposals by the June 5 deadline. Nine were submitted under the Housing and Land Use Strategies category, valued at approximately \$3.9 million, and eight were submitted under the Multimodal Communities category, valued at approximately \$3.0 million. See Table 1, for a summary of the total number of projects received by county and project category.

Table 1: Total SCP CEEEJ Applications Received

| County | <i>Housing and Land Use Strategies</i> No. of Projects Received | <i>Multimodal Communities</i> No. of Projects Received | Total Received |
|--------------------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------|-----------------------|
| Imperial | 0 | 0 | 0 |
| Los Angeles | 5 | 6 | 11 |
| Orange | 2 | 0 | 2 |
| Riverside | 1 | 1 | 2 |
| San Bernardino | 0 | 1 | 1 |
| Ventura | 1 | 0 | 1 |
| Total SCAG Region | 9 | 8 | 17 |

Out of the 17 applications received, four were determined to be ineligible: one was incomplete, two included ineligible activities, and one included an ineligible primary applicant. In addition, two applications were withdrawn by applicant teams. All six projects that are not being recommended for award came out of Los Angeles County. The remaining 11 applications were determined eligible and complete and were evaluated for funding by a selection panel consisting of SCAG staff and

external agency staff with no conflict of interest, using the scoring rubric approved by the Regional Council January 5, 2023, and included in the program guidelines.

Table 2: SCP CEEEJ Scoring Criteria

| SCORING CRITERIA | | POINTS |
|---------------------------------------------|------------------------------------------------------------------------|---------------|
| General Project Information and Eligibility | | Not scored |
| 1 | PROJECT DESIGN AND OUTCOMES | 20 |
| 1.1 | Community Vision and Summary | |
| 1.2 | Funding Objectives and SCS Implementation | |
| 1.3 | Anticipated Project Outcomes | |
| 1.4 | Scope of Work and Project Feasibility | |
| 2 | PROJECT NEED AND PRIORITY POPULATION BENEFITS | 10 |
| 2.1 | Priority Populations | |
| 2.2 | Addressing Historic/Current Inequities and Priority Population Benefit | |
| 3 | INCLUSIVE AND EQUITABLE ENGAGEMENT | 10 |
| 3.1 | Priority Population Engagement and Letters of Support | |
| 3.2 | Inclusive, Diverse, and Equitable Engagement | |
| 4 | LOCAL PARTNERSHIPS | 10 |
| 4.1 | Reciprocal Relationships and Impact | |
| 4.2 | Governance and Decision-Making | |
| Total Points | | 50 |

Award Recommendations

After evaluating and ranking proposals in each project category, staff recommend six projects totaling \$2,306,495 under the Housing and Land Use project category and five projects totaling \$1,998,070 under the Multimodal Communities category. In total, seven of the 11 projects recommended for awards include a Co-Applicant Partnership structure, with four in the Housing and Land Use Strategies category and three in the Multimodal Communities category.

The SCP CEEEJ Project List on the following page contains all projects recommended to be funded through SCP CEEEJ, organized by project category and funding source (Table 3). The individual project budgets will be refined through the scoping and procurement process.

Table 3: Summary of SCP CEEJ Projects Recommended for Award

| Housing and Land Use Strategies Projects (REAP 2.0) | | | | |
|-----------------------------------------------------|-------------|----------------------------------------------------------|-------------------|---------------------|
| Primary Applicant | County | Project Name | Requested Funding | Recommended Funding |
| County of Ventura* | Ventura | Farmworkers Housing Study and Action Plan | \$499,991 | \$499,991 |
| City of La Puente* | Los Angeles | Mixed Use Development for Underutilized Commercial Zones | \$427,350 | \$427,350 |
| City of Santa Ana* | Orange | Transformative Engagement for Zoning Code Update | \$477,200 | \$469,700 |
| City of Lancaster | Los Angeles | TOD Zones Update | \$230,560 | \$230,560 |
| City of Laguna Beach* | Orange | EIR - Downtown Specific Plan Update | \$200,000 | \$200,000 |
| City of Jurupa Valley | Riverside | Pedley Town Center Plan - Implementation | \$478,894 | \$478,894 |

| Multimodal Communities Projects (SB1) | | | | |
|---------------------------------------|----------------|---------------------------------------------------------------------------|-------------------|---------------------|
| Primary Applicant | County | Project Name | Requested Funding | Recommended Funding |
| Los Angeles County (Public Works)* | Los Angeles | East LA Moves / El Este Se Mueve - Mobility Corridor Plans | \$499,586 | \$454,586 |
| City of Los Angeles (LADOT)* | Los Angeles | Reconnecting MacArthur Park | \$500,000 | \$500,000 |
| SBCTA/SBCOG* | San Bernardino | Active Transportation Priority Projects Outreach and Engagement | \$294,765 | \$294,765 |
| City of Los Angeles (DPW/BSS) | Los Angeles | Linking Warner Center as an Active Transportation Hub to Jobs and Housing | \$499,701 | \$499,701 |
| City of Moreno Valley | Riverside | Pedestrian Access Plan | \$249,018 | \$249,018 |

* Project includes one or more Co-Applicant

Next Steps

Pending RC approval, staff will work with awardees to discuss details of their award, define scopes of work, and develop Requests for Proposals (RFPs), procure a consultant through a competitive procurement process, and enter into a Memorandum of Understanding (MOU) between the parties and SCAG. A project initiation schedule and expectations regarding period of performance will be determined by mid-October, and will be based on project complexity, funding source, and SCAG staff capacity. Not all available funds were allocated from either funding source. The reallocation of unspent resources will be reviewed and approved by the Regional Council through the budget amendment process.

FISCAL IMPACT:

Funding for staff time and selected SCP projects is included in the FY2023-24 Overall Work Program (OWP) in project 275-4823.08 Connect SoCal Implementation Call for Projects (SCP Call 4) and 305-4927.01 REAP 2.0 Early Program Initiatives.

ATTACHMENT(S):

1. PowerPoint Presentation - SCP CEEEJ Award Recommendations



Sustainable Communities Program Civic Engagement, Equity & Environmental Justice (SCP CEEEJ)

Award Recommendations

October 2023

WWW.SCAG.CA.GOV



TODAY'S RECOMMENDED ACTION FOR EEC

Recommend that the Regional Council approve the 2020 Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ) Award Recommendations and authorize staff to initiate projects.

SCP CEEEJ Goals



Support the development of plans to close the **racial equity gap**.



Support a **range of eligible** land use and transportation activities.



Prioritize efforts that benefit **Communities of Concern, SB 535 Disadvantaged Communities, and other Priority Populations**.



Encourage **equitable partnerships** between community-based organizations (CBOs) and local governments.

Funding Overview

\$5 million available



Housing & Land Use Strategies

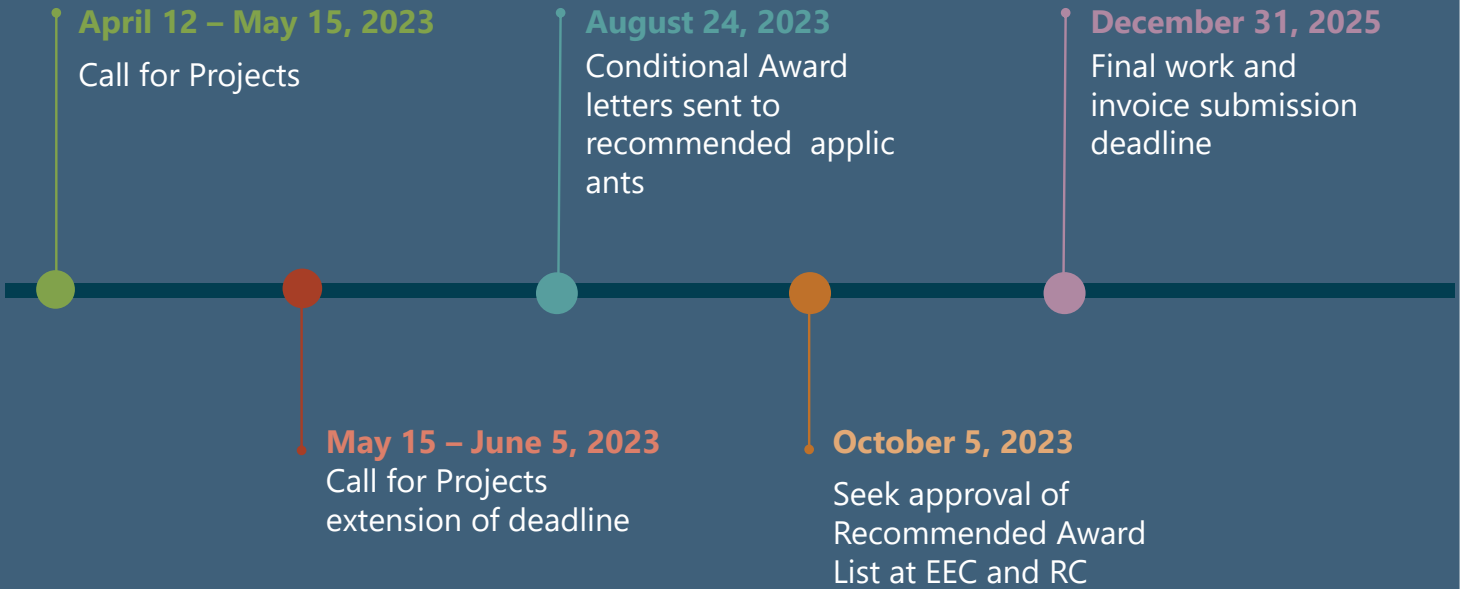
Funding Source: REAP 2.0
Available: \$3M total



Multimodal Communities

Funding Source: SB 1
Available: \$2M total

SCP CEEEJ Timeline



Application Scoring Rubric

| | |
|----------------------------------------------------------------------|-----------|
| Project Design & Outcomes | 20 |
| Community and Vision Summary | 5 |
| Funding Objectives & SCS Implementation | 5 |
| Anticipated Project Outcomes | 5 |
| Scope of Work & Project Feasibility | 5 |
| Project Need & Priority Population Benefits | 10 |
| Priority Populations | 5 |
| Addressing Historic/Current Inequities & Priority Population Benefit | 5 |
| Inclusive & Equitable Engagement | 10 |
| Priority Populations Engagement & Letters of Support | 5 |
| Inclusive, Diverse & Equitable Engagement | 5 |
| Local Partnerships | 10 |
| Reciprocal Relationships and Impact | 5 |
| Governance & Decision-making | 5 |
| Total | 50 |



SUMMARY OF PROPOSALS

SUMMARY OF PROPOSALS

Proposals Received

- 17 Proposals totaling approximately \$6.9 million
 - 9 Housing & Land Use Strategies (HLUS) projects totaling \$3.9 million
 - 8 Multimodal Communities (MM) projects totaling \$3.0 million

| County | HLUS Requested | MM Requested | Total Requested |
|--------------------------|----------------|--------------|-----------------|
| Imperial | 0 | 0 | 0 |
| Los Angeles | 5 | 6 | 11 |
| Orange | 2 | 0 | 2 |
| Riverside | 1 | 1 | 2 |
| San Bernardino | 0 | 1 | 1 |
| Ventura | 1 | 0 | 1 |
| Total SCAG Region | 9 | 8 | 17 |

Award Recommendations

| County | Quantity Requested | Quantity Funded | Quantity Unfunded | Recommended Total Award |
|--------------------------|--------------------|-----------------|-------------------|-------------------------|
| Imperial | 0 | 0 | 0 | \$0 |
| Los Angeles | 11 | 5 | 6 | \$2,112,197 |
| Orange | 2 | 2 | 0 | \$669,700 |
| Riverside | 2 | 2 | 0 | \$727,912 |
| San Bernardino | 1 | 1 | 0 | \$294,765 |
| Ventura | 1 | 1 | 0 | \$499,991 |
| Total SCAG Region | 17 | 11 | 6 | \$4,304,565 |



SCP CEEEJ RECOMMENDED AWARD LISTS

Housing & Land Use Strategies (REAP 2.0)

| Project Name | County | Request | Recommendation |
|--------------------------------------------------------------------------------------------|-------------|-----------|--------------------|
| Farmworkers Housing Study and Action Plan Ventura County | Ventura | \$499,991 | \$499,991 |
| Mixed Use Development for Underutilized Commercial Zones City of La Puente | Los Angeles | \$427,350 | \$427,350 |
| Transformative Engagement for Zoning Code Update City of Santa Ana | Orange | \$477,200 | \$469,700 |
| Transit-Oriented Development Zones Update City of Lancaster | Los Angeles | \$230,560 | \$230,560 |
| Environmental Impact Report - Downtown Specific Plan Update City of Laguna Beach | Orange | \$200,000 | \$200,000 |
| Pedley Town Center Plan – Implementation City of Jurupa Valley | Riverside | \$478,894 | \$478,894 |
| TOTAL | | | \$2,306,495 |

Multimodal Communities (SB1)

| Project Name | County | Request | Recommendation |
|-------------------------------------------------------------------------------------------------------------------|----------------|-----------|--------------------|
| East LA Moves / El Este Se Mueve Mobility Corridor Plans Los Angeles County, Department of Public Works | Los Angeles | \$499,586 | \$454,586 |
| Reconnecting MacArthur Park City of Los Angeles, Department of Transportation | Los Angeles | \$500,000 | \$500,000 |
| Active Transportation Priority Projects Outreach and Engagement SBCTA/SBCOG | San Bernardino | \$294,765 | \$294,765 |
| Linking Warner Center as Active Transportation Hub to Jobs and Housing City of Los Angeles, StreetsLA | Los Angeles | \$499,701 | \$499,701 |
| Pedestrian Access Plan City of Moreno Valley | Riverside | \$249,018 | \$249,018 |
| TOTAL | | | \$1,998,070 |

Co-Applicant Partnerships

7 out of 11 awarded projects have 1 or 2 Co-Applicants

| Project Name | Primary Applicant | Co-Applicant 1 | Co-Applicant 2 |
|-------------------------------------------------------------------|-----------------------------------------------------|-------------------------------------------------------|------------------------|
| Farmworkers Housing Study and Action Plan | Ventura County | House Farm Workers! | |
| Mixed Use Development for Underutilized Commercial Zones | City of La Puente | Active SGV | |
| Transformative Engagement for Zoning Code Update | City of Santa Ana | Charitable Ventures | The Kennedy Commission |
| Environmental Impact Report - Downtown Specific Plan Update | City of Laguna Beach | The Kennedy Commission | |
| East LA Moves / <i>El Este Se Mueve</i> – Mobility Corridor Plans | Los Angeles County Department of Public Works | Public Matters | |
| Reconnecting MacArthur Park | City of Los Angeles Department of Transportation | Central City Neighborhood Partners | |
| Active Transportation Priority Projects Outreach and Engagement | SBCTA/SBCOG | Center for Community Action and Environmental Justice | |

Next Steps

- October EEC + RC: Seek approval of Recommended Award List
- SOW refinements
- Procurements
- Execute MOUs
- Begin projects and ongoing coordination



QUESTIONS?



AGENDA ITEM 5
REPORT

Southern California Association of Governments

October 5, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Stephen Fox, Senior Regional Planner
(213) 236-1855, fox@scag.ca.gov

Subject: South Coast Air Quality Management District Rule 2202 Amendment

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 South Coast Air Quality Management District's (SCAQMD) Rule 2202 was adopted in 1995 to reduce mobile source emissions generated from employee commute trips to the workplace. Rule 2202 applies to employment worksites with 250 employees or more and currently covers approximately 1,200 worksites with over 600,000 employees in the South Coast Air Basin (SCAB) that commute during the morning peak hours. Currently, one of the primary metrics used to evaluate compliance with Rule 2202 is average vehicle ridership (AVR), which is the number of employees scheduled to report to work divided by the number of vehicles arriving at the worksite during the peak morning commute. At its August 4, 2023 Governing Board meeting, SCAQMD adopted an amendment to Rule 2202, following a series of stakeholder and public engagement events occurring over multiple months. The amendment requires additional data collection for all regulated worksites, including for Vehicle Miles Traveled (VMT). SCAQMD is exploring whether to replace AVR with VMT data as the primary performance measure, acknowledging that VMT has become more widely used to evaluate success of reducing air pollutants and greenhouse gas emissions. This staff report provides more detail on the recent Rule 2202 amendment.

BACKGROUND:

Rule 2202 was adopted in 1995 to reduce mobile source emissions generated from employee commute trips and was last amended in 2014. Rule 2202 applies to about 1,200 worksites with over 600,000 employees that commute during peak morning hours in the SCAB. Rule 2202 provides worksites of 250 or more employees with three main compliance options to meet an emission reduction target for their worksite: (1) the Employee Commute Reduction Program (ECRP), (2)

Emission Reduction Strategies (ERS), and (3) the Air Quality Improvement Program (AQIP). Under the ECRP, employers develop and implement a rideshare program to meet an AVR target as set by SCAQMD. Under ERS, employers purchase emissions credits from credit vendors to meet an emission reduction goal, while under the AQIP, worksites pay a mitigation fee that funds a wide variety of emission reduction projects administered by SCAQMD, such as the Carl Moyer Program. Approximately 90 percent of all worksites choose the ECRP or ERS programs, split about evenly. The remaining worksites use the AQIP option.

Under the Rule 2202 ECRP option, employers conduct a survey of their employees to determine how they commute to the worksite. Employees respond by indicating how they arrived to their employment site for a week's period. Choices include driving their own vehicle, carpooling, transit, rail, biking, telecommuting, etc. In 2022, about 45 percent of worksites used the ECRP option and conducted the survey, which included about 57 percent of the 600,000+ employees covered by Rule 2202. The primary performance measure for the Rule 2202 program is AVR, which is the number of employees scheduled to report to a worksite divided by the number of vehicles arriving to the worksite during the peak morning commute. For example, if every employee drove to the worksite alone, the AVR would be 1.00, but if some employees took part in rideshare or took transit, the AVR would be higher, such as 1.25. However, since the adoption of Rule 2202 in the 1990s, VMT has become a key performance measure used by more agencies for measuring the success of reducing emissions of criteria air pollutants and greenhouse gases, as well as roadway congestion. VMT is used as a metric in various regional air quality, climate change, and transportation-related studies and programs. For example, SCAG uses VMT to evaluate the effectiveness of its Regional Transportation Plan/Sustainable Communities Strategy and the California Air Resources Board (CARB) includes VMT reductions as a control measure to reduce both criteria air pollutants and greenhouse gas emissions in the State Implementation Plan (SIP). The current Rule 2202 survey form allows for calculating VMT by employees by virtue of home and worksite address, however most worksites do not collect or report this information nor does SCAQMD.

Rule 2202 Amendment

SCAQMD is proposing to amend Rule 2202 in two phases. The first phase was approved in August 2023 by its Governing Board. The newly amended Rule 2202 requires new limited reporting for all regulated worksites, including the reporting of VMT data, telecommute activity, and business type classification for the worksite. The proposal also includes additional minor administrative changes and updates to implementation guidance documents. The second phase of rulemaking is anticipated to begin in 2025/2026 and will consider replacing AVR with VMT as the primary performance measure. The approximately one-year period between Phases 1 and 2 of the rulemaking is designed to allow ample time for SCAQMD staff and Rule 2202 employers and stakeholders to assess the VMT data, which will be collected beginning July 2025. Phase 2 will also consider compliance options for zero emission vehicles and infrastructure, evaluate the continued

use of credit options, and consider modifying rideshare options including telecommuting and the hybrid work week that have been significantly impacted by the COVID-19 pandemic.

Rulemaking Engagement Process

The recent rulemaking was vetted through an engagement process that included four working group meetings, a public workshop, and other meetings with interested stakeholders, including: transportation demand management (TDM) professionals and practitioners, employee transportation coordinators (ETCs), SCAG staff, local transit agencies, transportation management consultants, county transportation commissions (CTCs), and local municipalities.

Key Outstanding Issues

One outstanding issue emerging from the engagement process is how telecommuting, working-from-home, and remote work are defined and accounted for in the Rule 2202 program. For example, decisions need to be made regarding whether to include employees who are telecommuting from outside of SCAB or even out of state. The pandemic appears to have impacted travel behavior in significant ways and Rule 2202 may need to be adjusted to address these changes. In addition, others, including SCAQMD Governing Board member and SCAG Transportation Committee member Larry McCallon, expressed concern about the enduring relevance of a VMT performance metric with the proliferation of electric vehicles (EVs), which do not have direct impacts on air pollution and greenhouse gas emissions. SCAQMD Governing Board member and SCAG Transportation Committee member Curt Hagman, echoed Mr. McCallon's comment and expressed concern about what may be done with this new VMT data. For example, Inland Empire residents may routinely drive longer distances to their employment sites, and this could potentially have a negative impact on employees who live farther away from the worksite.

Connect SoCal 2024 includes assumptions about work from home and as reported previously by SCAG staff, working from home has long been part of the planner's toolbox for reducing travel. The significant rise of working from home following the pandemic, and the changing travel patterns which have resulted, underscore the importance of pursuing strategies that offer more transportation options for non-work trips in particular. A key component of this is fostering more connected and accessible communities that allow a wide range of trips to be accomplished within a short distance or via alternative modes. Changes to Rule 2202 that result in greater understanding of working from home and work-related commuting will help SCAG in this regard and align with SCAG's TDM Strategic Plan recommendations including the development of regional data standards and a data clearinghouse.

NEXT STEPS:

SCAG staff will follow the Rule 2202 rulemaking process and periodically brief Transportation Committee members on relevant issues and events as appropriate.



FISCAL IMPACT:

Staff work related to this project is included in the FY 2023-24 Overall Work Program (OWP) under project 010.1631.02 Transportation Demand Management (TDM) Planning.



AGENDA ITEM 6
REPORT

Southern California Association of Governments
October 5, 2023

To: Transportation Committee (TC)
From: Krista Yost, Assistant Regional Planner
(213) 630-1503, yost@scag.ca.gov
Subject: Transit Ridership Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

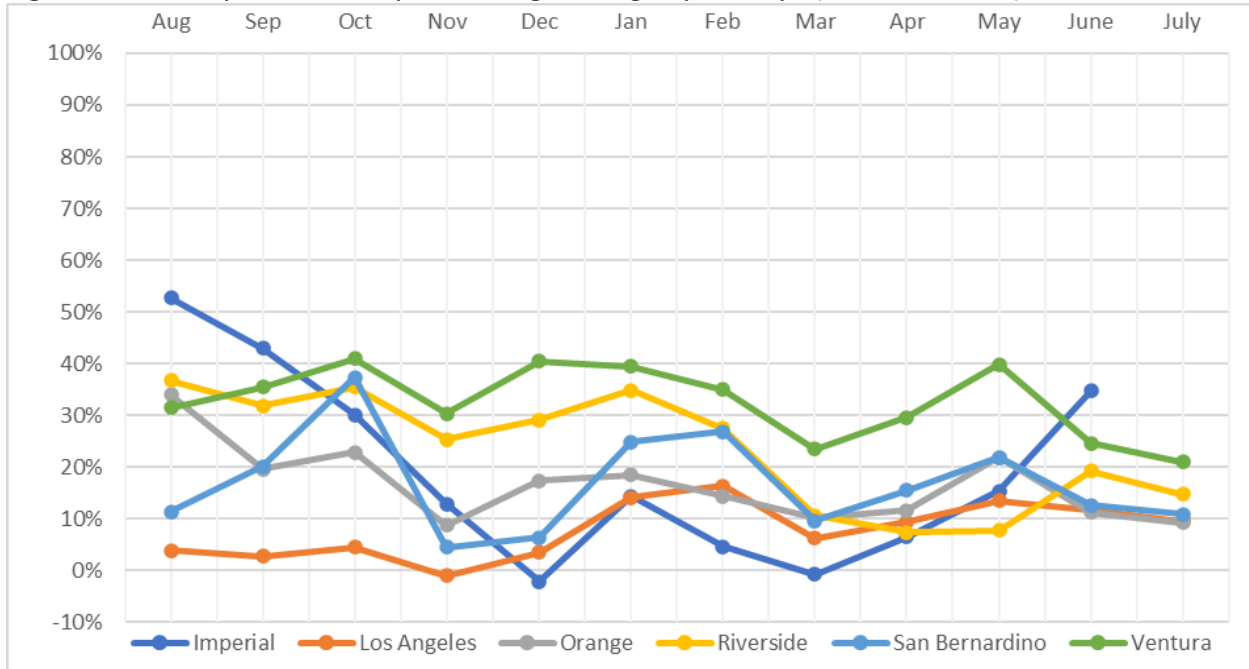
EXECUTIVE SUMMARY:

Since before the pandemic, SCAG staff has monitored transit system performance and reported it to the Regional Transit Technical Advisory Committee and in Connect SoCal. In response to past Transportation Committee member comments, staff committed to presenting quarterly transit ridership data for transit operators across the region. Though transit ridership has improved over the course of the past several years, it is still significantly less than it was prior to the COVID-19 pandemic. Overall, the region's bus ridership levels are currently 26% below what they were pre-pandemic. For Metro, bus ridership has recovered more than rail ridership. For example, when comparing July 2022 to July 2023, bus ridership was down 25% and rail ridership was down 27%. The issue with rail ridership recovery extends to Metrolink whose ridership is currently 54% lower than it was pre-pandemic at this time. Though some transit operators are optimistic that higher gas prices and worsening traffic congestion may motivate more ridership, many remain uncertain of what the longer-term future normal may look like, particularly if remote working remains a norm for discretionary riders who tend to take rail.

BACKGROUND:

In response to past Transportation Committee member comments regarding transit ridership recovery, SCAG staff has prepared this update depicting the ongoing impacts of the COVID-19 pandemic on transit ridership. Figures 1 and 2 and Table 1 below reflect National Transit Database (NTD) information reported by urban Full Reporters. These graphics demonstrate that bus ridership levels have improved over the course of the past year, though they are nowhere near their pre-pandemic levels.

Figure 1. Monthly Bus Ridership Percentage Change by County* (Year-Over-Year)



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of July 2023. *Note: Monthly bus ridership data for Imperial County is currently unavailable for the month of July 2023.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Imperial and Ventura Counties experiencing the most significant increases. For example, Imperial County is reflecting a 35% increase in bus ridership when comparing June 2022 to June 2023, and Ventura County is reflecting a 21% increase in bus ridership when comparing July 2022 to July 2023. Furthermore, Riverside and San Bernardino Counties are reflecting modest gains (15% and 11% respectively, comparing July 2022 to July 2023), and Los Angeles and Orange Counties are reflecting low gains (each 9%, comparing July 2022 to July 2023). Regional bus ridership overall increased 10% over the same time period. Note: the July increases across the board are lower than they were for the preceding months. For example, bus ridership overall increased 15% comparing May 2022 to May 2023 and 12% comparing June 2022 to June 2023.

Table 1. Bus Ridership Change by Operator, Year-Over-Year

| Bus Operator | Qtr1 Jul-Sep | Qtr2 Oct-Dec | Qtr3 Jan-Mar | Qtr4 Apr-Jul* |
|-----------------------------------|-----------------|-----------------|-----------------|------------------|
| Anaheim Transportation Network | 36% | 9% | 11% | 12% |
| Antelope Valley Transit Authority | 24% | 0% | 4% | 19% |

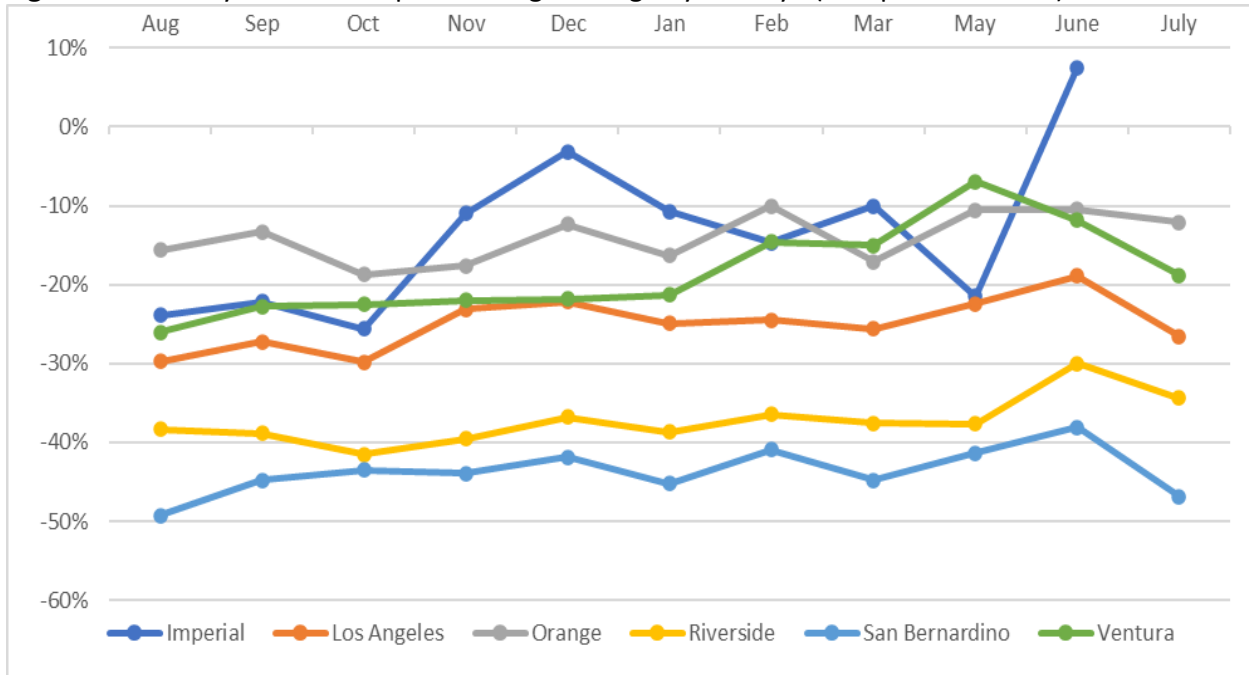
| | | | | |
|--------------------------------------------------|-----------|-----------|------------|------------|
| Beach Cities Transit (City of Redondo Beach) | 19% | -3% | -19% | -22% |
| City of Commerce Municipal Buslines | 155% | 152% | 65% | 38% |
| City of Glendale | 55% | 39% | 34% | -1% |
| City of Los Angeles Department of Transportation | 23% | 22% | 11% | 6% |
| City of Pasadena | 20% | 22% | -3% | -9% |
| Culver City Municipal Bus Lines | 2% | 19% | 27% | 13% |
| Foothill Transit | 13% | 19% | 12% | 12% |
| Gold Coast Transit | 28% | 36% | 33% | 28% |
| City of Gardena Transportation Department | -1% | 32% | 24% | 22% |
| Imperial County Transportation Commission | 46% | 13% | 5% | 19%** |
| Long Beach Transit | 3% | 4% | -14% | -3% |
| Los Angeles County Metro | 1% | 0% | 15% | 13% |
| Montebello Bus Lines | -2% | -21% | -5% | -26% |
| Norwalk Transit System | 32% | -5% | -7% | 8% |
| Omnitrans | 17% | 12% | 17% | 16% |
| Orange County Transportation Authority | 25% | 19% | 15% | 11% |
| Riverside Transit Agency | 39% | 37% | 26% | 13% |
| Santa Clarita Transit | 39% | 30% | -4% | 9% |
| Santa Monica's Big Blue Bus | 26% | 25% | 24% | 15% |
| SunLine Transit Agency | 23% | 18% | 18% | 9% |
| Torrance Transit System | -27% | -17% | 1% | -4% |
| Ventura Intercity Service Transit Authority | 32% | 20% | 11% | 5% |
| Victor Valley Transit Authority | -10% | 51% | 42% | 22% |
| TOTAL | 7% | 5% | 13% | 11% |

Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of July 2023. *This data reflects bus ridership change year-over-year for specific months rather than fiscal year quarters to allow for the utilization of the most up-to-date data, capturing the latest trends in bus usage. **Note: This percentage reflects the Imperial County Transportation Commission’s bus ridership change year-over-year for the fourth fiscal quarter (April 2023 to June 2023).

Overall, these trends are better than where the region was in July 2020 when overall transit ridership was down by 50%. However, bus ridership is still nowhere near what it was pre-pandemic for all counties aside from Imperial County as reflected in Figure 2 below. In Imperial County, bus ridership is 7% above what it was pre-pandemic for the most recent month of data available, June, which is a significant improvement from preceding months (e.g., Imperial County bus ridership was 22% below pre-pandemic levels in May). In Orange, Ventura, and Los Angeles Counties, bus ridership remains 12%, 19%, and 27% below where it was pre-pandemic for the most recent month

of data, July. And in Riverside and San Bernardino Counties, bus ridership is 34% and 47% below where it was pre-pandemic for the most recent month of data, July. Overall, the region’s bus ridership levels are currently 26% below what they were pre-pandemic.

Figure 2. Monthly Bus Ridership Percentage Change by County* (Compared to 2019)

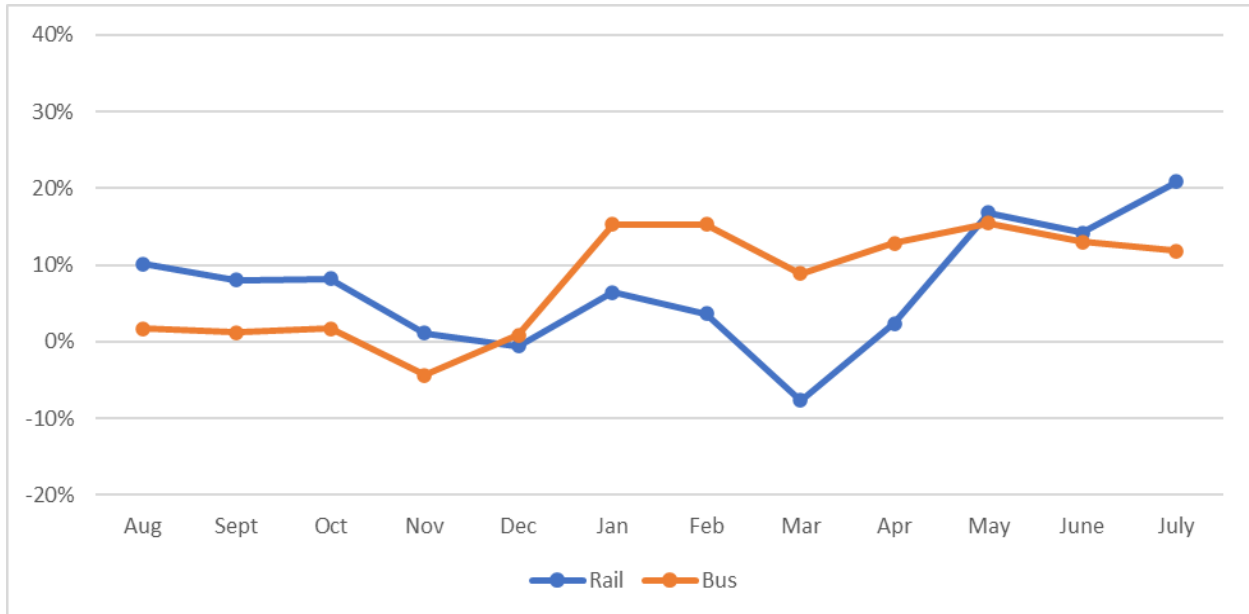


Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release> as of July 2023. *Note: Monthly bus ridership data for Imperial County is currently unavailable for the month of July 2023.

Data reported by Metro for its bus and rail systems through July 2023 are reflected in Figures 3 and 4 below. Metro bus ridership is up by nearly 12% in July 2023 compared to July 2022, marking the eighth consecutive month of year-over-year bus ridership growth. Metro rail ridership is up by 21% for the same time period. While these trends are better than where the region was in July 2020, they are still below pre-pandemic levels. For example, when comparing July 2019 to July 2023, bus ridership was down 25% and rail ridership was down 27%. In an effort to restore rail service to pre-pandemic levels, Metro will be adding more frequent service to the B and D Line subway beginning September 10, 2023.¹

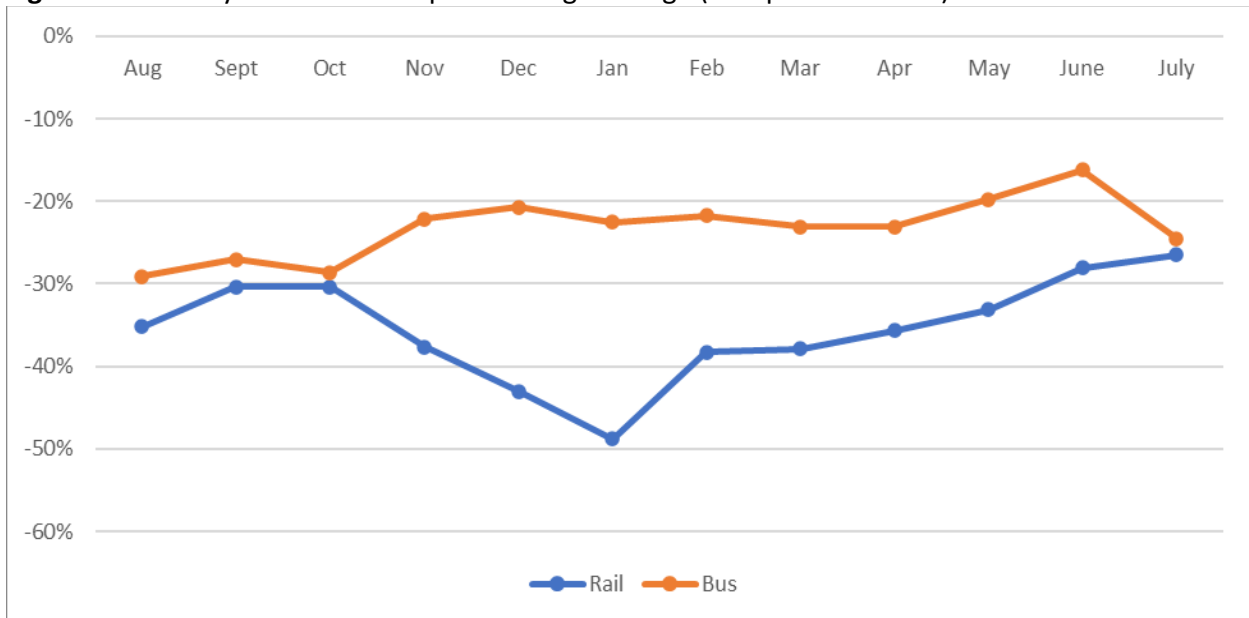
Figure 3. Monthly Metro Ridership Percentage Change (Year-Over-Year)

¹ L.A. Metro adding more frequent service to the B and D Line subway Sept. 10. (2023, September 6). Mass Transit. <https://www.masstransitmag.com/rail/press-release/53071380/los-angeles-county-metropolitan-transportation-authority-metro-la-metro-adding-more-frequent-service-to-the-b-and-d-line-subway-sept-10>



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of July 2023.

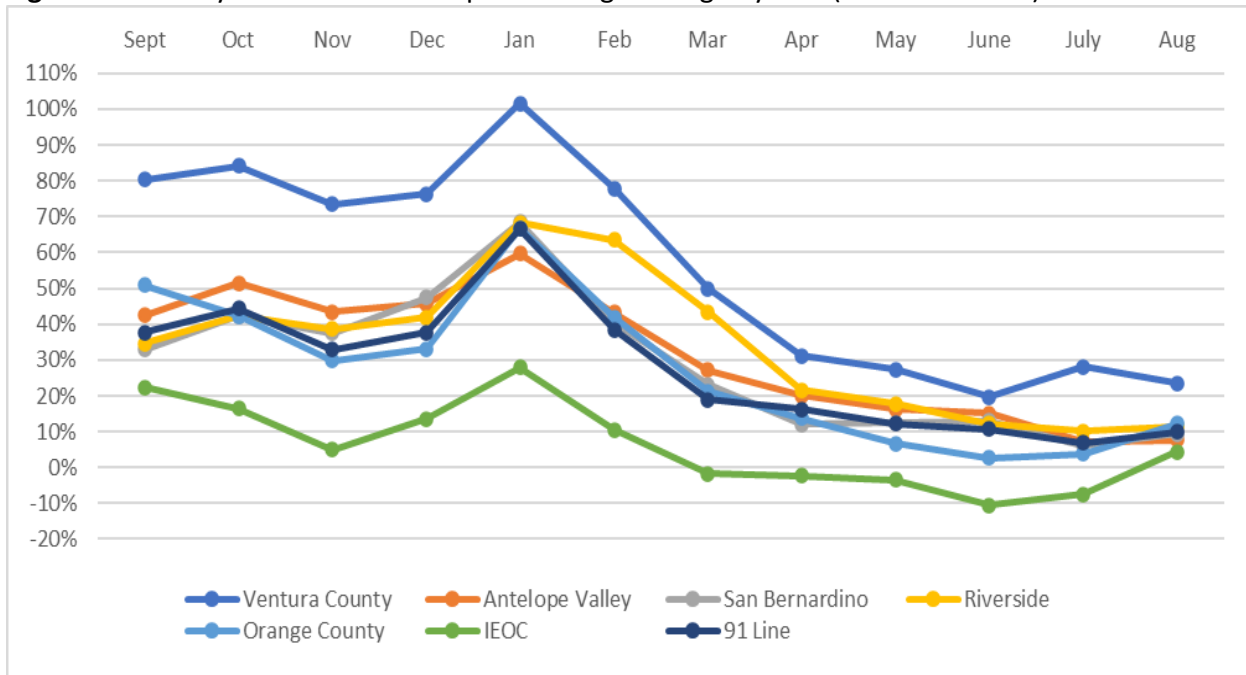
Figure 4. Monthly Metro Ridership Percentage Change (Compared to 2019)



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of July 2023.

Figures 5 and 6 below reflect total monthly ridership data reported by Metrolink by line through August 2023. Overall, Metrolink commuter rail ridership is up by approximately 12% in August 2023 compared to August 2022, with the Ventura County Line experiencing the most significant increase (24%), and the Riverside (12%), Orange County (12%), 91 Line (10%), San Bernardino (9%), Antelope Valley (8%), and Inland Empire-Orange County (IEOC, 4%) lines reflecting modest to low ridership increases. It is important to note that the August increases for all lines except for the IEOC Line are lower than they were for the preceding months. For example, Metrolink ridership overall increased 23% comparing March 2022 to March 2023 and 14% comparing April 2022 to April 2023.

Figure 5. Monthly Metrolink Ridership Percentage Change by Line (Year-Over-Year)

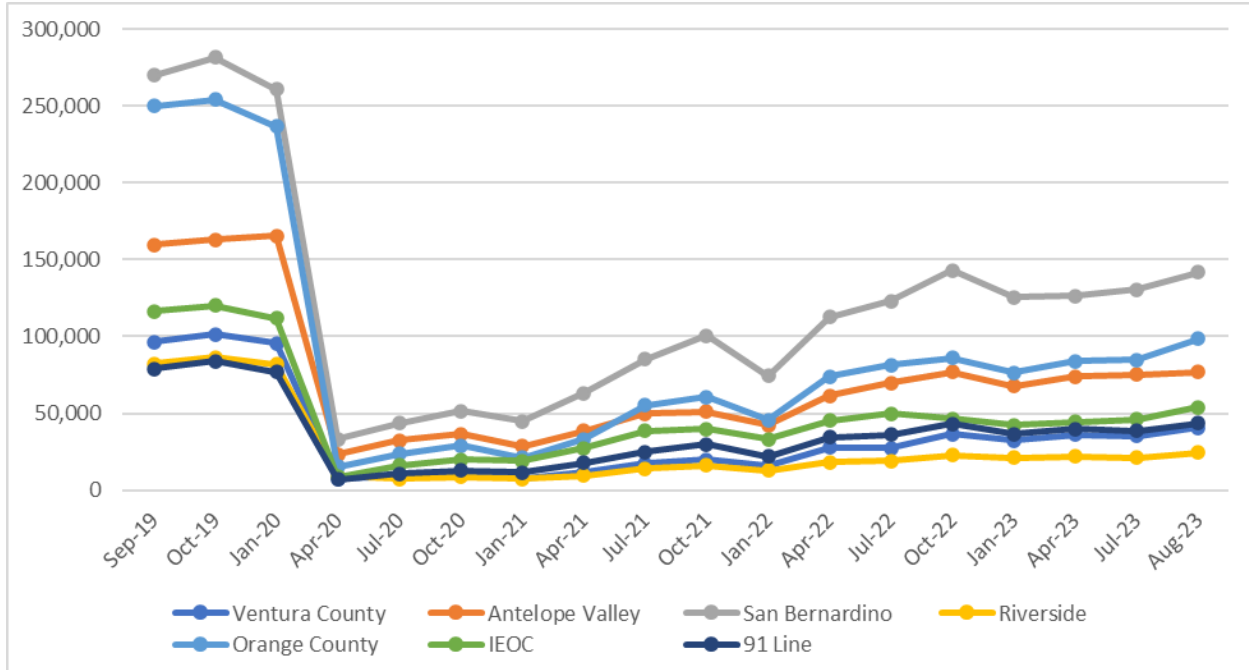


Source: Southern California Regional Rail Authority, as of August 2023.

In addition, total ridership is still 54% lower than it was pre-pandemic at this time (August 2023 compared to August 2019). Metrolink estimates that it has only recovered 40% of its pre-pandemic ridership. Pre-pandemic, 80% of Metrolink trips were commute trips. That figure has declined to just over half (52%) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20% pre-pandemic to currently 48%. Metrolink has noted that higher gas prices and worsening traffic congestion may help it to continue to attract traditional commuters.²

² Metrolink 2022 Customer Survey Staff Report:
<https://d2kbo27fdvtw.cloudfront.net/metrolink/97954c01397b5cd4e13a0002dbcc1ef20.pdf>

Figure 6. Monthly Metrolink Ridership by Line (August 2019 to Present)



Source: Southern California Regional Rail Authority, as of August 2023.

American Public Transportation Association (APTA) Ridership Trends Dashboard

APTA and the Transit app developed a dashboard to track demand for transit and estimate real-time changes in ridership. The dashboard compares the differences between pre-pandemic ridership, using ridership figures reported by agencies and estimated ridership during the pandemic. Estimated ridership values for each week are extrapolated values from the most recent quarterly actual ridership figures reported by transit agencies. Estimated ridership values are modeled based on measures of Transit app usage to provide a current measure of demand for public transit. These estimates do not represent actual reported ridership counts from agencies. The dashboard supports comparisons by size, region, and agency and includes estimates for 17 of the largest transit agencies in the SCAG region. The dashboard is available at <https://transitapp.com/apta>.

NEXT STEPS:

Staff will continue to provide updates for ridership trends using the NTD’s monthly adjusted data release as the data becomes available.

FISCAL IMPACT:

None.



AGENDA ITEM 7 REPORT

Southern California Association of Governments
October 5, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Stephen Fox, Senior Regional Planner
(213) 236-1855, fox@scag.ca.gov

Subject: LOSSAN Rail Corridor Resiliency Subcommittee 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 California State Senate Transportation Committee created a new subcommittee led by Senator Catherine Blakespear, representing coastal San Diego County, Dana Point, and Mission Viejo, to study the effects of coastal erosion on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor railroad right-of-way (ROW) and passenger train operations along the ROW stretching from San Luis Obispo to San Diego where the Amtrak Pacific Surfliner and Metrolink provide daily intercity and commuter rail services. The Southern California Association of Governments (SCAG) is an ex-officio member of both the LOSSAN and Metrolink Boards represented by SCAG President Art Brown. Senator Blakespear briefed Transportation Committee members in July 2023 on the subcommittee's proceedings. Since that time, the subcommittee held another hearing on August 15 and this staff report provides highlights from that hearing.

BACKGROUND:

The LOSSAN passenger and freight railroad corridor is a 351-mile-long corridor connecting San Luis Obispo, Los Angeles, and San Diego. The Amtrak Pacific Surfliner and Metrolink commuter rail services operate on the corridor, as well as Amtrak long distance services. The official corridor name was created when stakeholders formed a management and planning Joint Powers Authority (JPA) in 1989 and the corridor included Los Angeles to San Diego. In 2002, the agency expanded to include the entire Pacific Surfliner corridor north to San Luis Obispo. The Amtrak Pacific Surfliner is managed locally by the LOSSAN Agency and is governed by a board of directors. Member agencies include:

- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Ventura County Transportation Commission (VCTC)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- North County Transit District (NCTD)
- San Diego Association of Governments (SANDAG)
- San Diego Metropolitan Transit System (MTS)
- California Department of Transportation Division of Rail and Mass Transportation (DRMT) (ex-officio)
- Southern California Association of Governments (SCAG) (ex-officio)
- Amtrak (ex-officio)

The Pacific Surfliner is the second busiest service in Amtrak's national network, only behind the Northeast Corridor, and moves nearly nine percent of Amtrak's total national ridership. Before the COVID-19 pandemic, there were 13 daily round trips between Los Angeles Union Station and San Diego's Santa Fe Depot, five round trips between Los Angeles and Santa Barbara and Goleta, and two daily round trips serving San Luis Obispo. Additionally, the Metrolink Ventura County, Antelope Valley, Orange County, 91/Perris Valley and Inland Empire/Orange County Lines operate on portions of the corridor as well.

Over the past several years, weather and erosion events have impacted and even arrested rail service in various locations along the corridor, most notably the Del Mar Bluffs in San Diego County and three different landside/erosion events in different locations halting service in San Clemente. Erosion is also happening where the ROW operates along the coast in Ventura and Santa Barbara Counties. Due to these events, the California State Senate has formed the Subcommittee on LOSSAN Rail Corridor Resiliency, which is charged with "working with rail stakeholders to identify and secure investment opportunities to remediate the coastal erosion issues and ensure the corridor is positioned to be a high-quality, transportation option for generations to come." In addition to Chair Blakespear, other subcommittee members include Senator Monique Limón (Santa Barbara and Ventura Counties), Senator Josh Newman (Orange County), Senator Janet Nguyen (Orange County) and Senator Thomas J. Umberg (Orange County).

The subcommittee's initial hearing was held on May 16, 2023, and included presentations from the LOSSAN Agency, OCTA, and SANDAG. The second hearing was held on August 15, 2023, and included an update on the stabilization work in San Clemente included details on the three stabilization efforts that have occurred over the last 22 months, which have come at cost of \$27.7 million to date. Darrell Johnson of OCTA described the lack of emergency construction work and funding procedures for publicly owned rail facilities. In response to this issue, the California

Transportation Commission has enacted a policy allowing for immediate funding allocations for emergencies impacting publicly owned rail facilities after Caltrans and other LOSSAN agency members declare an emergency. This agenda item also included discussion of OCTA's short- and medium-term engineering solutions study, and the intention for a long-term solutions study.

The hearing also featured a future threats discussion, featuring Dr. Julie Kalansky of the Scripps Institution of Oceanography, who described current and future climate change weather threats to the corridor. Notably, cliff retreat is affected by wave erosion at the base of the cliffs and rain and groundwater impacts the cliffs from above and within. Future projections indicate that extreme weather events and precipitation will increase in frequency, including monthly precipitation totals with more extreme atmospheric river events.

The subcommittee will hold additional hearings; however, the next hearing has not yet been scheduled. Video recordings of the first and second hearing including presentation materials can be accessed on the subcommittee's website: <https://stran.senate.ca.gov/slrcr>.

NEXT STEPS:

SCAG staff will periodically update the Transportation Committee regarding the LOSSAN Rail Corridor Resiliency Subcommittee's proceedings and other developments along the LOSSAN Corridor.

FISCAL IMPACT:

Staff work related to this project is included in the FY24 Overall Work Program (OWP) in project 140.0121.02 Passenger Rail Planning.



AGENDA ITEM 8
REPORT

Southern California Association of Governments
October 5, 2023

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Alisha James, Senior Public Affairs Specialist
(213) 236-1884, james@scag.ca.gov

Subject: Regional Early Action Planning (REAP) 2.0 Program Update

RECOMMENDED ACTION FOR EAC, CEHD, EEC, AND TC:

Receive and File

RECOMMENDED ACTION FOR RC:

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. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

Resolution 22-649-1 authorizes SCAG to receive and administer \$246,024,084.00 in Regional Early Action Planning Grant Program of 2021 (REAP 2.0) funds from the State of California. REAP 2.0 is managed by the California Department of Housing and Community Development (HCD), the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB). REAP 2.0 supports Transformative Planning and Implementation Activities and accelerates infill development that facilitates housing supply, choice, and affordability, to reduce Vehicle Miles Traveled (VMT), support Affirmatively Furthering Fair Housing (AFFH), and advance implementation of the region's Sustainable Communities Strategy (SCS).

In July 2023, SCAG's full REAP 2.0 application was approved by HCD, formally awarding \$246 million to SCAG. SCAG's REAP 2.0 program will sub-allocate a large portion of these funds to eligible entities in the SCAG region to implement Connect SoCal, our regional vision to address

transportation and land use strategies that help the region achieve sustainability goals. SCAG's REAP 2.0 program includes technical assistance programs and six Calls for Applications for funding opportunities. This report provides a progress update for SCAG's REAP 2.0 program.

BACKGROUND:

The REAP 2.0 program was established as part of the 2021 California Comeback Plan under AB 140. REAP 2.0 builds on the success of REAP 2019 (REAP 1.0) and expands the program focus by integrating housing and climate goals, and allows for broader planning and implementation investments, including infrastructure investments supporting infill development to facilitate housing supply, choice, and affordability.

SCAG's REAP 2.0 program combines coordinated and transformative actions aligning transportation and housing development by investing in innovative finance, land use, and transportation strategies to help achieve California's housing and greenhouse gas emission reduction goals. SCAG's REAP 2.0 program includes three major program areas: The Early Program Initiatives (EPIs), Programs to Accelerate Transformative Housing (PATH), and the Transportation Partnership Programs (TPP). The three major program areas in SCAG's REAP 2.0 program work together to meet the REAP 2.0 objectives and support implementation of SCAG's adopted Connect SoCal.

SCAG staff, under the direction of the policy committees, the EAC, and the RC, has had an extensive engagement process to develop a comprehensive REAP 2.0 program based on stakeholder input. Major milestones in the program development process include the following:

- February 3, 2022, the Regional Council (RC) authorized staff to apply for the REAP 2.0 advance funding to support outreach and program development, including hiring required limited-term staff.
- July 7, 2022, the RC adopted the REAP 2.0 Program Framework.
- October 6, 2022, the Executive/Administration Committee (EAC) reviewed the comprehensive REAP 2.0 Draft Proposed Budget.
- November 30, 2022, the EAC, on behalf of the RC, authorized SCAG to apply for the full REAP 2.0 funding and authorized the acceptance of the full REAP 2.0 funds.
- December 29, 2022, SCAG submitted the full REAP 2.0 application ahead of the December 31, 2022, deadline.
- June 27, 2023, SCAG received an award letter for the full REAP 2.0 allocation from HCD.

EARLY PROGRAM INITIATIVES

The Early Program Initiatives program area is focused on building capacity for planning innovation across the region through advancements in community engagement and partnerships, data driven decision making, and performance measurement and monitoring.

Sustainable Communities Program - Civic Engagement, Equity and Environmental Justice (SCP CEEEJ)

The Sustainable Communities Program - Civic Engagement, Equity and Environmental Justice (SCP CEEEJ) Call for Applications was released on April 12, 2023. The program includes two project categories: Multimodal Communities projects will be funded through Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB 1) and Housing and Land Use Strategies projects will be funded through REAP 2.0.

The Call for Applications closed on June 5, 2023, and SCAG received 17 applications totaling \$6.9 million in funding requests. In October, staff will bring the recommended award list of 11 projects, totaling over \$4.3 million to the Regional Council for approval. Specifically, SCAG staff will recommend five Multimodal Communities projects totaling almost \$2 million and six Housing and Land Use Strategies projects totaling \$2.3 million for award.

Sub-Regional Partnership Program 2.0 (SRP 2.0)

The SRP 2.0 Program makes \$23 million available to sub-regional partners for eligible activities supporting member cities implementing housing element work plans and strategies for increasing affordable housing. The SRP 2.0 guidelines include the types of eligible activities and allocates a portion of the funding based on the amount of the RHNA received to each subregional partner to develop the programs available to its member cities. SCAG has received applications from 15 subregions in the region. While the proposed programs are being reviewed for compliance with the SRP 2.0 and REAP 2.0 program guidelines, the participating subregions are able to work with their member jurisdictions to identify and further develop the programs that will be included. This includes developing project work scopes and requests for proposals (RFP)s for consultants, all of which can occur in advance of and in preparation for executing the MOU which is anticipated to occur at the end of 2023 or early 2024.

Call for Fellowship Providers Program

Through the Call for Fellowship Providers, SCAG seeks to create opportunities for early-career and mid-career fellows to gain experience and proficiency in public service and to make meaningful positive impact in the SCAG region. The Call for Fellowship Providers will provide grants, as funding becomes available, to approved Fellowship Providers that will place students from local universities and/or professionals seeking to work on regional planning issues, expand their experience base, and contribute to the realization of Connect SoCal.

Fellows will support the implementation of REAP 2.0-funded projects: three fellows will support the delivery of Programs to Accelerate Transformative Housing (PATH) projects, two fellows will support the implementation of SCP CEEEJ projects; one fellow will support County Transportation Commissions as they develop transportation projects funded through REAP 2.0; one fellow will support efforts on mobility hubs in support of the Regional Pilot Initiative (RPI) program area,

Mobility Hubs; and one fellow will support efforts on an universal basic mobility wallet program in support of the RPI program area, Mobility Wallets and Universal Basic Mobility.

Fellows will ideally be seeking to establish a career in and studying or bring professional experience in the areas of housing, urban planning, public administration, public policy, data science, health administration, business, public health, or related areas of study. The fellowship programs will help prepare the fellows for a future in the public sector.

SCAG released a call for Fellowship Providers on April 19, 2023 and closed the call on May 19, 2023. SCAG received two eligible applications from qualified fellowship providers. Qualified fellowship providers then competed for eligible funds from REAP 2.0. One fellowship provider was selected to fund a total of eight fellows for the upcoming year.

StreetLight Insight Web App Big Data Platform

Through SCAG's Regional Data Platform, SCAG is providing licenses to StreetLight's Insight Web App big data platform to public entities or academic institutions and organizations or consultants working with them in the six-county region. StreetLight's Insight Web App platform provides users access to anonymized, and aggregated travel and safety information, sourced from mobile data and sensors. This provides insights into travel behavior trends in an easy-to-use interface.

As of September 2023, SCAG has allocated 151 licenses to users throughout the region. Users can utilize the platform to support a wide variety of research, planning, and project analysis. SCAG staff have been supporting users with onboarding and offering technical assistance support, including hosting Toolbox Tuesday workshops.

TRANSPORTATION PARTNERSHIP PROGRAMS

The Transportation Partnership Programs (TPP) is comprised of two complementary programs that target investments towards critical mobility infrastructure– the County Transportation Commission (CTC) Partnership Program and the Regional Pilot Initiatives (RPI) Partnership Program.

The County Transportation Commission (CTC) Partnership Program

The CTC Partnership Program connects infill housing to daily services and increases travel options that support multimodal communities to shift travel modes. On April 12, 2023, SCAG released the CTC Partnership Program Call for Applications. Prior to closing the Call on May 9, 2023, SCAG held an application workshop and made office hours available to applicants. SCAG received a total of 37 project applications totaling over \$115 million. On July 6, 2023, the Regional Council approved staff recommendations to fund 33 transformative planning and implementation projects that expand access, increase mobility, and bring jobs and housing closer together to achieve a more sustainable growth pattern across the region. Project awards are split across three eligible project categories:

- \$35 million invested in projects that increase transit ridership;

- \$36 million invested in multimodal communities projects;
- \$9 million invested in projects to shift travel behavior

SCAG is developing agreements with the CTCs and expects to have executed Memorandums of Understanding (MOUs) by end of November 2023.

Regional Pilot Initiatives

The RPI Program is a \$15 million program focused on demonstrating innovative, next generation technologies and models of regional significance, specifically those with the potential to change transportation and housing paradigms towards building more sustainable communities. RPI relies on partnerships with the public sector (local jurisdictions, transit agencies, County Transportation Commissions, etc.) to permit, construct and operate these pilots, and with private sector vendors to implement the pilots. Informed by extensive research, alignment with REAP 2.0 and Connect SoCal, and recommendations from existing SCAG plans and work products, SCAG has identified the following program areas:

1. Big Data Research
2. Accelerating Active Transportation
3. Mobility Hubs
4. Mobility Wallets and Universal Basic Mobility (UBM)
5. Curb Space Management
6. Transportation Demand Management Technology

SCAG is continuing outreach to further identify public partners and begin scoping projects and partnering arrangements. Projects will be brought to TC and RC through information items prior to the formal launch of individual projects.

PROGRAMS TO ACCELERATE TRANSFORMATIVE HOUSING (PATH)

PATH supports strategies to accelerate infill development leading to increased housing supply, choice, and affordability, affirmatively further fair housing, while also reducing VMT. The PATH program has three funding areas, which are the Housing Infill on Public and Private Lands Pilot Program (HIPP), Notice of Funds Available for Lasting Affordability (NOFA), and Regional Utilities Supporting Housing Pilot Program (RUSH). A summary for each funding area is provided below.

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

The HIPP Pilot Program makes \$8 million available to support eligible applicants in scaling up development of available land and implementing large corridor-wide or area-wide infill housing policies and initiatives. The Call for Applications opened May 10, 2023 and closed July 10, 2023. SCAG received a total of 23 applications totaling over \$14 million in funding requests. Proposed projects awarded include site assessments, site inventories, inclusionary housing programs and specific plans that seek to unlock lands for housing with diverse housing types. There are 11 projects recommended to receive the \$8 million in available funding; the award recommendations

are included in the October 5, 2023 CEHD Policy Committee and Regional Council agendas for approval. Following action by the Regional Council, staff will work with each awarded applicant to formalize the scope of work in advance of executing the MOU, anticipated to occur in early 2024.

NOFA for Lasting Affordability (NOFA)

The NOFA for Lasting Affordability provides \$45 million to support innovative housing finance, trust funds, catalyst funds, and new permanent funding sources. SCAG released a competitive Call for Applications on June 7, 2023. The Call for Applications closed on July 31, 2023, and SCAG received 25 eligible applications totaling over \$139 million in funding requests. Currently, a selection panel is evaluating the applications and developing the recommendation. SCAG staff plans to bring the proposed funding award list to the CEHD Polity Committee and the Regional Council in November for approval.

Regional Utilities Supporting Housing Program (RUSH)

The Regional Utilities Supporting Housing (RUSH) program focuses on investments in utility infrastructure planning and capital improvements that will support jurisdictions in basic utility infrastructure needed for housing: water, wastewater, stormwater management and electricity. On Friday, April 28, SCAG hosted the Regional Utilities Supporting Housing (RUSH) Industry Forum, in partnership with PlaceWorks and the Urban Land Institute of Los Angeles (ULI/LA), to bring together thought leaders from Southern California and across the country and develop recommendations to implement the program.

The RUSH program released a Call for Applications on September 11, 2023, closing on November 6, 2023. This is a competitive Call for Applications, with an estimated budget of \$35 million available. Eligible applicants include cities, counties, Tribal Governments and public agencies with a role in housing production (within the SCAG Region). The RUSH Program Call for Applications will award funding for projects which meet the definition of infill in any of the following categories:

- Planning Projects – Plans, programs and green infrastructure plans to support increased utility capacity to support the residential development identified in housing elements.
- Capital Projects – Projects that address current and future utility restrictions for housing development through upgrading infrastructure for sewer, water, stormwater, and dry utilities systems to enable continued infill housing.

PROGRAM ADMINISTRATION

Building on the successes of the REAP 1.0 consultant bench, SCAG is developing a Request for Interest and Qualifications (RFIQ) to prequalify consultants and establish on call consultants to assist SCAG, its member jurisdictions, community-based organizations and other eligible entities to complete projects funded by REAP 2.0. This RFIQ is planned to be released in late September/ early October 2023.



NEXT STEPS

Staff will provide regular updates to the Regional Council and Policy Committees on the REAP 2.0 program and any changes to the grant budget will be processed through SCAG's budget amendment procedures.

FISCAL IMPACT:

Work associated with this item is included in the FY 23-24 Overall Work Program (305.4928.01 – REAP 2.0 – Program Development and Outreach).



AGENDA ITEM 9
REPORT

Southern California Association of Governments
October 5, 2023

To: Executive/Administration Committee (EAC)
Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Gas Tax Revenue Decline and Zero Emission Vehicle Transition

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. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

On September 7, 2023, the Joint Policy Committee (JPC) received a presentation on key elements of the draft Connect SoCal 2024 and recommended that the Regional Council authorize the release of the draft plan for public comment during their November 2nd meeting. The zero-emission vehicle (ZEV) transition and its implications for transportation finance was among several key issues discussed during the JPC. To further address the questions raised, staff has prepared this report summarizing and building upon previous presentations to the Transportation Committee on the financial plan for Connect SoCal 2024. A more detailed technical report will be available as part of the agenda packet for the November 2nd meeting.

It is important to understand that we are no longer looking forward to the coming ZEV transition, but that it is here, now. In California, the percentage of ZEVs as a portion of total registered vehicles has grown every year, with its largest percentage increase in 2022. Coupled with expanded ZEV options and high gas prices, ZEV sales nationally grew by 66 percent year over year in the second quarter of 2022, even as overall new vehicle sales declined. Further acceleration of this trend is promised as a result of California's Advanced Clean Cars II (ACCII), which was adopted in 2022 and requires that by 2035 all new passenger cars, trucks and SUVs sold in California are ZEVs. With this significant regulatory change, the California Air Resources Board estimates that nearly 49.3 percent of the vehicle miles traveled (VMT) will be ZEVs by 2035, growing to more than 92.5 percent of the VMT by 2050, the horizon-year for Connect SoCal 2024.

While the aggressive adoption of ZEVs advances the region's air quality and climate goals, ZEV regulations are rapidly accelerating the demise of the traditional gas tax as a viable source for transportation revenue. Excise taxes on gasoline and diesel fuels are the basis of most federal and state transportation funding sources. Since these taxes are primarily based on cents-per-gallon purchased, they depend on fuel consumption. Increases in conventional fuel efficiency and the adoption of zero emission vehicles will reduce overall fuel consumption. The financial plan assumes that reduction in fuel consumption during the Plan period will result in overall revenue loss of up to \$93 billion compared to 2019 fuel efficiency (state and federal combined).

The transition to a mileage-based user fee (MBUF) to address the waning viability of the gas tax has long been underway by policy makers, and significant steps have been taken at all levels of government to enact MBUF pilot programs to support the transition. SCAG was one of the first Metropolitan Planning Organizations (MPOs) in the state to call for a gas tax replacement and has assumed the transition of the gas tax to a new, sustainable source in the Regional Transportation Plan for the last decade. Recent acceleration of vehicle electrification increases this transition's urgency and centers support for a MBUF as a key priority to maintain a state of good repair for the current transportation system, while also setting the foundation for a more sustainable and equitable funding model to meet the region's growing needs.

BACKGROUND:

Transportation Funding from Fuel Excise Taxes Continue to Decrease

Excise taxes on gasoline and diesel fuels are the basis of most federal and state transportation funding sources. Since these taxes are primarily based on cents-per-gallon purchased, they depend on fuel consumption. The Federal gas tax was last updated in 1993 and is not indexed to inflation. The revenues have historically been sustained by additional travel from population growth, while per-capita revenues have been steadily declining.

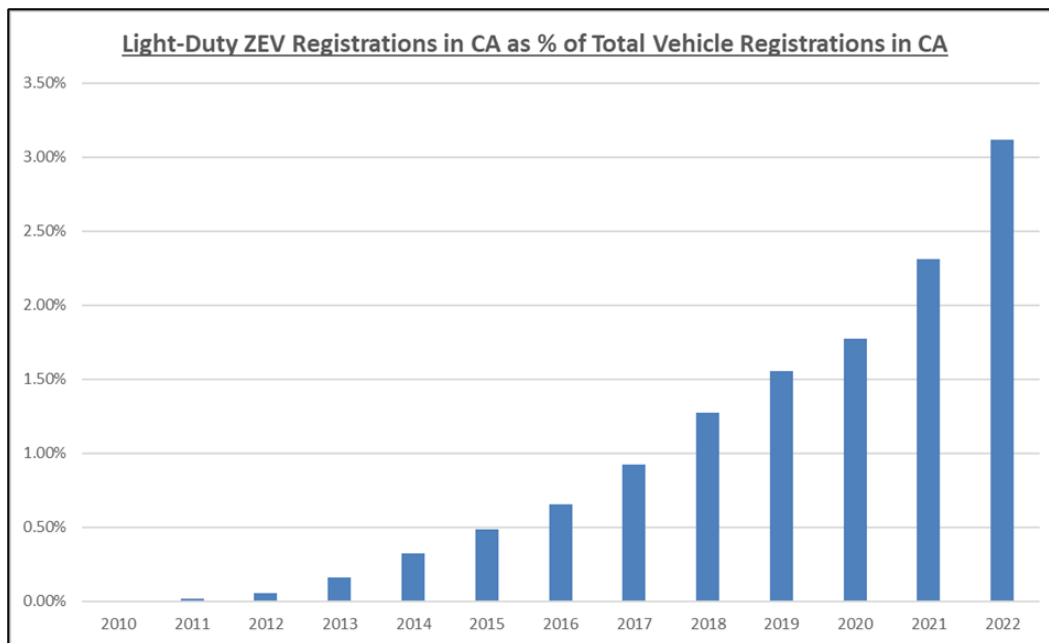
The Federal Highway Trust Fund provides federal highway and transit funding from a nationally imposed 18.3 cent-per-gallon gasoline excise tax. The federal gas excise tax today is levied at the same nominal cent-per-gallon rates that they were in the fall of 1993, 30 years ago, and are not adjusted for inflation. If it had been adjusted to account for inflation, the current federal gas tax would be approximately 37-cents-per-gallon—more than double the current federal rate. Since 2008, the Trust Fund has failed to meet its obligations and has required the United States Congress to make transfers from the General Fund to keep it solvent.

California Senate Bill (SB) 1 (2017) increased the level of state-imposed excise taxes and indexes these taxes to inflation using the statewide value of the Consumer Price Index. SB 1 also includes a supplemental yearly registration fee for alternative fuel vehicles beginning at \$100 in 2020 and similarly indexed. Still, SB 1 does not fully address the fuel tax-based revenue loss projected over

the course of the Plan due to increases in vehicle fuel efficiency and the increased adoption of alternative fuel and powered vehicles and resulting reduction in fuel consumption. Recent research found that the optimal annual fees to recover the loss revenues from zero emission vehicle (ZEV) penetration would range from \$241 (in 2021) upwards.¹

Zero Emission Vehicle Market Penetration Undermines the Gas Tax as a Viable Source of Transportation Funding

It is important to understand that we are no longer looking forward to the coming ZEV transition, but that it is here, now. In California, the percentage of ZEVs as a portion of total registered vehicles has grown every year, with its largest percentage increase in 2022.



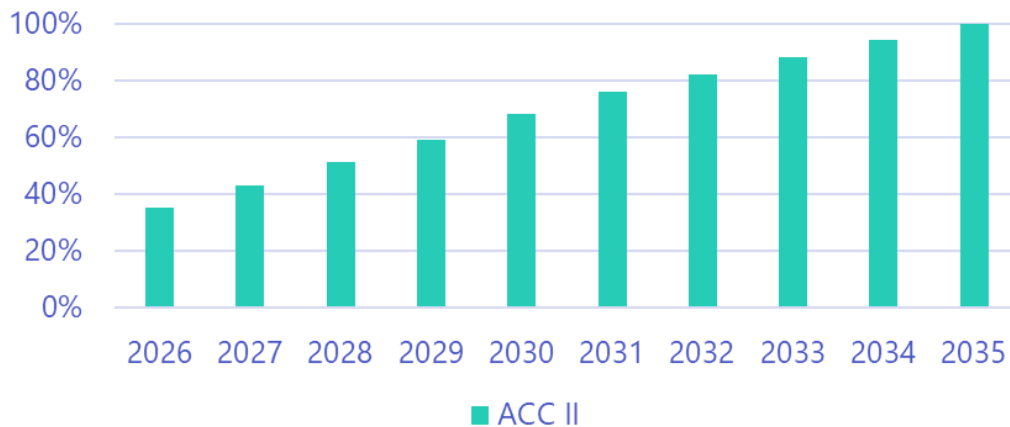
Federally, as part of the Inflation Reduction Act, Congress approved financial incentives (in the form of tax credits) to encourage consumers and governments to buy ZEVs, and these incentives will last until 2032 under the current bill. Coupled with expanded ZEV options and high gas prices, ZEV sales grew by 66 percent year over year in the second quarter of 2022, even as overall new vehicle sales declined.

¹ Theodora Konstantinou, Samuel Labi, Konstantina Gkritza, Assessing highway revenue impacts of electric vehicles using a case study, Research in Transportation Economics, Volume 100, 2023,101248, ISSN 0739-8859 (<https://www.sciencedirect.com/science/article/pii/S0739885922000737>)

Connect SoCal 2024 Forecasts Significant Revenue Declines from ZEV Adoption

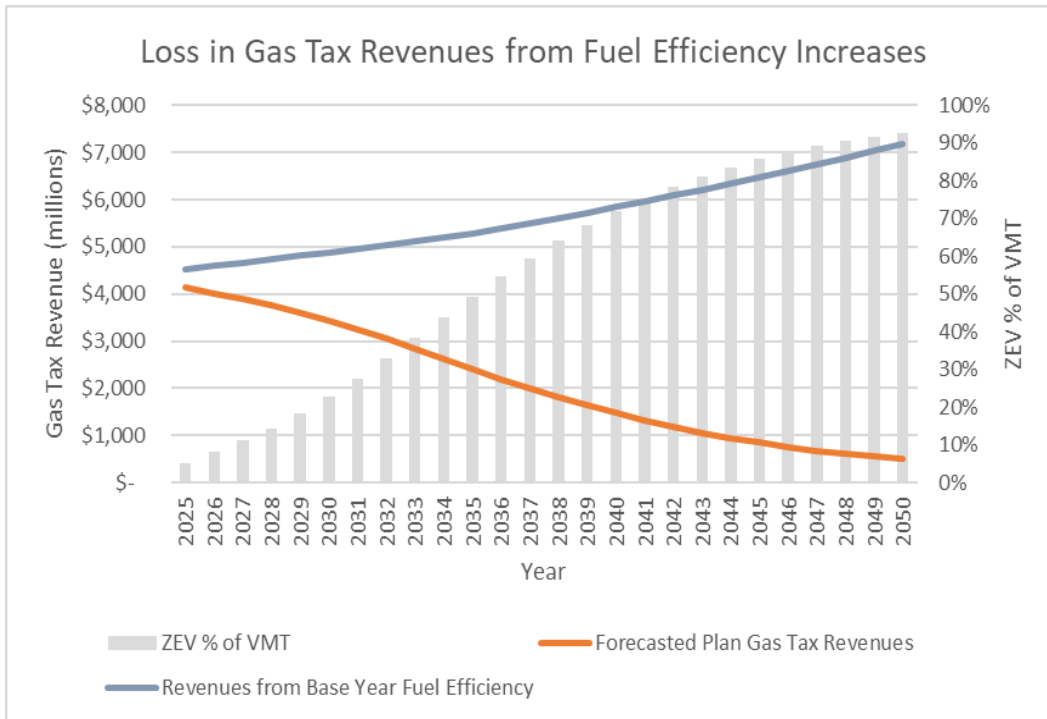
California’s Advanced Clean Cars II (ACCII) requires that by 2035 all new passenger cars, trucks and SUVs sold in California are zero emission vehicles. The chart below shows the state forecast of the percentage of new vehicle purchases that will be ZEV in each year leading up to the 2035 regulation.

Zero Emission Vehicle Purchase Share



To date, seven states have also adopted zero-emission vehicle regulations, and multiple automobile manufacturers have pledged to meet similar timelines to curtail traditional vehicle sales.

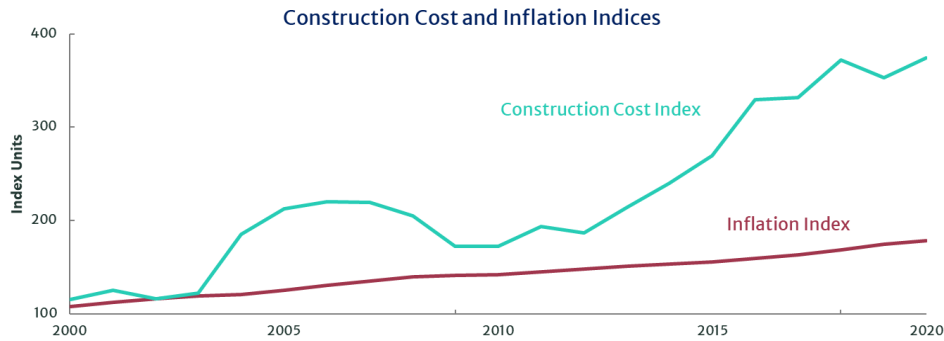
ZEV regulations will rapidly accelerate the demise of the traditional gas tax as a viable source for transportation revenue. Every EV that replaces a combustion engine vehicle contributes to significant revenue decline. Assuming the fleet mix resulting from the ACCII, overall revenue loss is up to \$93 billion over the life of the Plan compared to base year (2019) fuel efficiency (state and federal combined). As noted previously, the SB 1 supplemental yearly registration fee for alternative fuel vehicles only partially offsets the loss of fuel tax-based revenues. The chart below highlights the impact to gas tax revenues from ZEV market penetration, and does not include supplemental registration fees.



Increasing Costs over the Plan Period Present Further Challenges

The critical need to find alternative revenue sources to replace the gas tax is further exacerbated by increases in the underlying drivers of the cost of building and maintaining the transportation system.

Looking forward, Connect SoCal forecasts a decrease in purchasing power of transportation revenue sources due to cost escalation. The SB 1 CPI adjustment factor provides significant revenue over the life of the Plan, but is not enough to maintain purchasing power as construction materials, labor and other costs are projected to grow at a higher rate than inflation. For transportation capital needs, including rehab and replacement needs for system preservation and maintenance, long-term inflation is projected to grow at 2.3 percent annually, while capital costs are projected to grow at 4.7 percent, based on historical trends. This means a decline in purchasing power of CPI-indexed transportation revenue sources by over 70 percent by the end of Plan period.

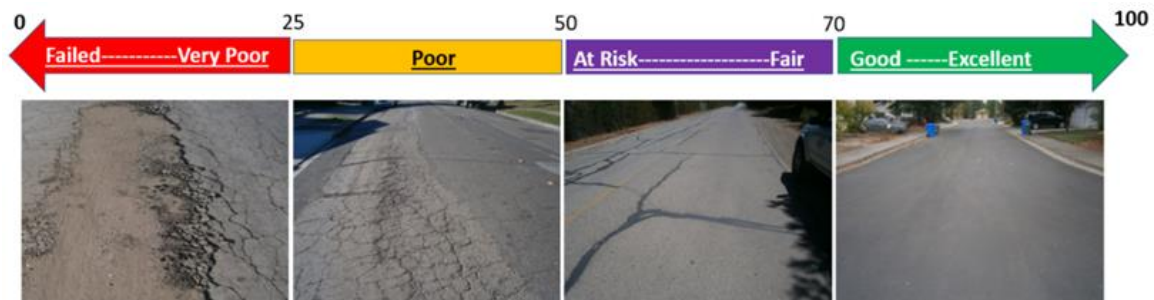


As freeway expansion wanes, more costs will shift to system preservation and operations, and we expect these costs to increase over time due to multiple factors. Overall, our region, and the nation, are challenged to maintain a state of good repair of transportation system assets. The compromised condition of our roadways, bridges and transit infrastructure is due to years of underfunding our preservation needs. The ever-increasing backlog of deferred maintenance, and the significantly greater cost to rehabilitate assets compared to maintaining assets currently in a state of good repair, means that our needs will continue to grow at the same time as our primary transportation funding source dwindles.

What Does This Mean for Your Community?

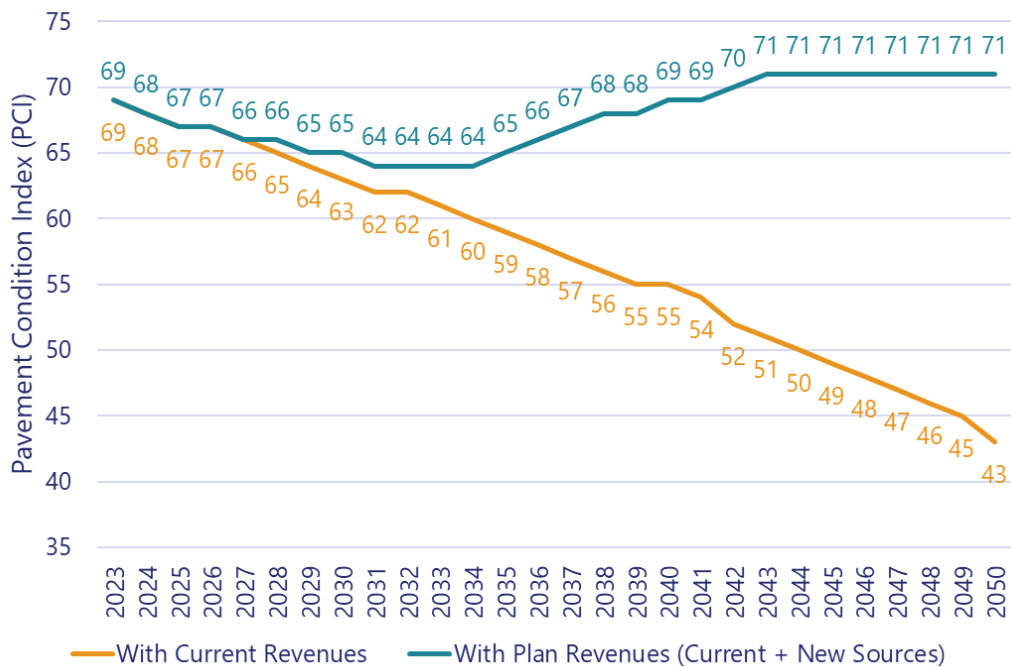
As revenues from the gas tax continue to decrease, the SCAG region cannot keep up with the needs of our current transportation system, let alone plan for investment in innovative mobility. Our region struggles to maintain a state of good repair on local streets and roads, as well as other modes.

The SCAG region is currently failing to attain a state of good repair for our local streets and roads, currently averaging a Pavement Condition Index (PCI) value of 69. As gas tax revenues continue trends to decline towards the ZEV mandate, the region is forecasted to average a PCI of 43 by 2050, a grade of “poor”, if we continue to rely on traditional revenue sources.



SCAG considers this a critical issue that endangers the region’s progress towards economic, mobility and safety goals. Unfortunately, due to significant funding limitations, the condition of our roadways has progressively worsened over time and will continue to worsen without significant investments. Connect SoCal 2024 prioritizes investment of revenue from new funding sources to improving and preserving the condition of regionally significant local streets and roads. Even with an investment of \$87 billion in new sources assumed in Connect SoCal 2024, an increase of \$30 billion over the 2020 Plan, we are still barely maintaining local streets and roads at a PCI of 71, just over the threshold for a state of good repair.

Regional Average PCI Projections

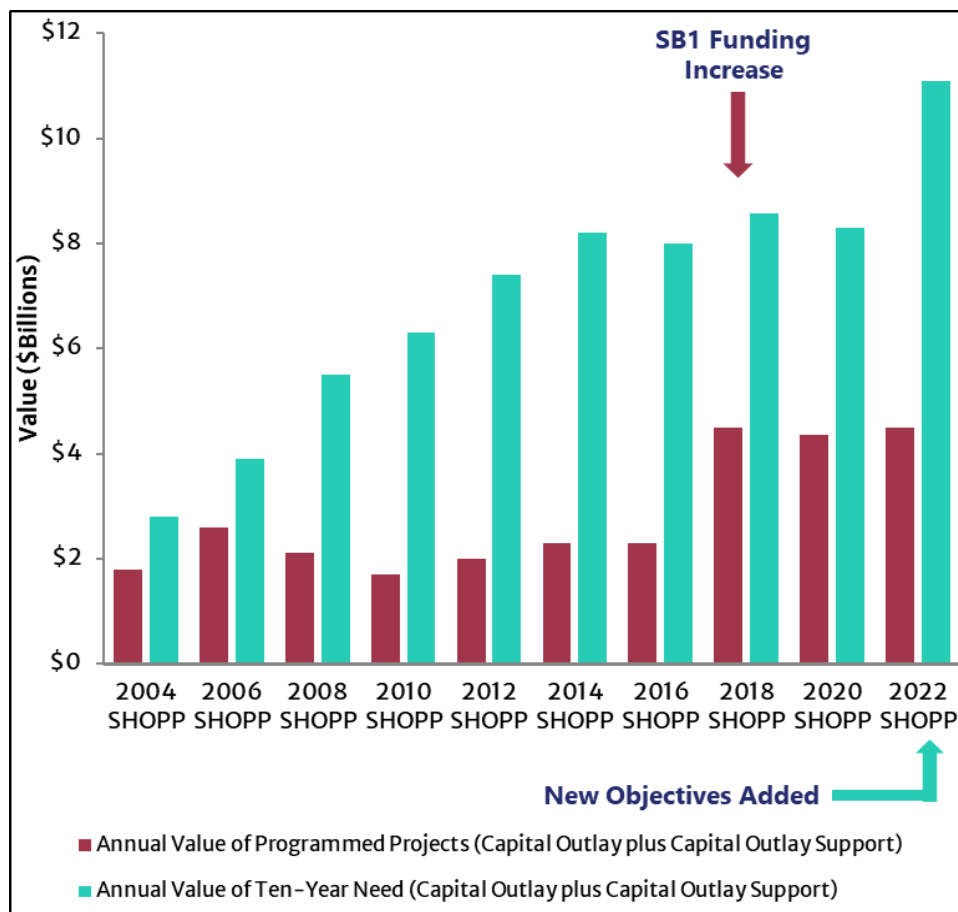


Similar challenges with meeting operational needs and maintaining a state of good repair extend to all surface transportation modes.

For transit and passenger rail, post-COVID service levels remain lower, and many operators are still working toward pre-pandemic service. Escalating labor costs and costs to maintain transit rider safety are presenting transit agencies with further challenges as they work to add service. Transit agencies benefited from large-scale federal operating support during the pandemic from a series of one-time federal stimulus funding bills that partially compensated for increased costs and decreased farebox revenues. The recent surface transportation funding bill (the Infrastructure Investment and Jobs Act (IIJA) increased transit funding over previous legislation but does not rise

to the level of support in the stimulus bills. Additionally, the 2018 Innovative Clean Transit Rule mandates the purchase of zero-emission buses (ZEBs) by transit agencies, which are more expensive than the current fleet. Beginning in 2029, 100 percent of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040.

For state highways, passage of SB 1 provides a needed down payment, but viability of the State Highway Account remains another critical issue—State Highway Operation and Protection Plan (SHOPP) funds less than half of state highway maintenance, safety, and rehab 10-year needs. SHOPP needs were updated in this cycle to include additional resiliency needs, increasing the shortfall in available funding to address system preservation.



Connect SoCal 2024 Funding Strategies

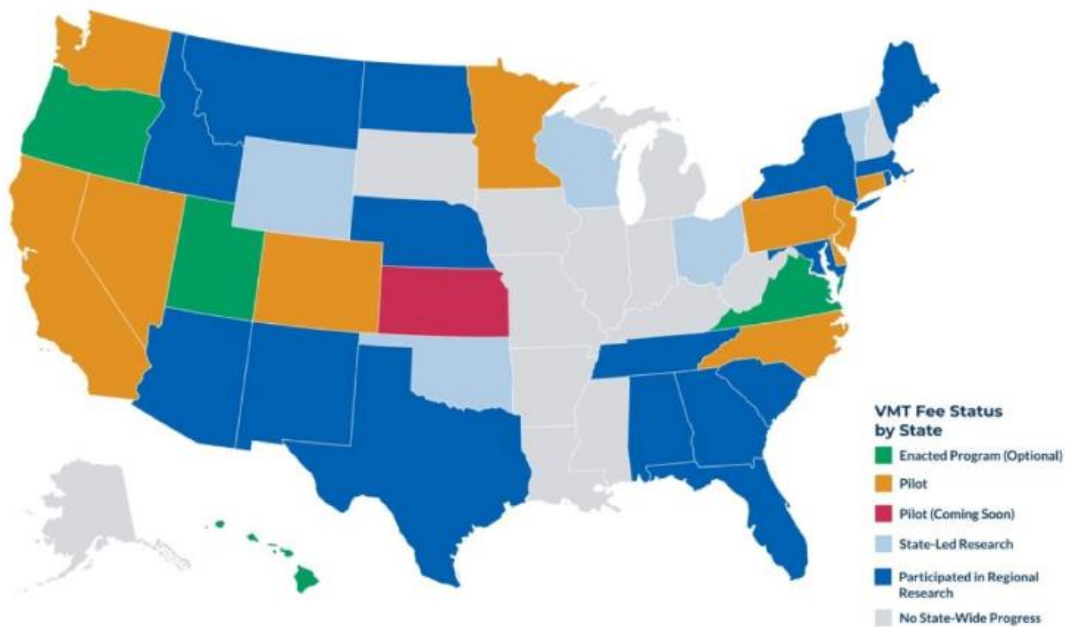
A transition toward a mileage-based user fee (MBUF) system would address the challenges outlined above. Foremost, it would address the critical shortage in traditional transportation funding sources

from fuel efficiency gains and ZEV adoption by replacing the gas tax with a new and sustainable source of funding.

The strategy to shift to a mileage-based user fee is not unique to the SCAG region or California and is seeing growing support nationally at the federal and state level. Federally, support for studying a mileage-based user fee was expanded by the recent IIJA federal legislation, and USDOT is now required under the Act to carry out a nationwide road user charge pilot program. The IIJA additionally continues grant support through the Strategic Innovation for Revenue Collection program, and expands eligibility over previous grant programs to include MPOs and local governments. SCAG has been an active supporter of the national program, and this recent expansion will allow SCAG to potentially further work supporting an equitable transition to a mileage-based user fee in the SCAG region.

The map below shows that most states are exploring a transition to a mileage-based fee to address the fundamental issues inherent in the gas tax.

Map of State Research, Pilots, and Programs



California has already made considerable progress studying a statewide MBUF program. SB 1077 required California to study the potential for a MBUF as an alternative to the gas tax, and the state conducted a nine-month statewide pilot with 5000 participants in 2017. The California Road Charge

Program, as it is officially known, had 85 percent participant satisfaction, and 73 percent of participants found a MBUF more equitable than the gas tax. Caltrans has continued to pursue further feasibility studies for road charge implementation, including exploring how a road charge would work with ridesharing, EVs, and autonomous vehicles, and is planning further piloting of revenue collection mechanisms. Caltrans is also part of RUC America, a consortium of states studying the integration of road user charges across state lines.

A MBUF is levied on the number of miles traveled by an individual vehicle and could directly link usage to transportation spending (similar to existing express lanes in the SCAG region). In the long-term, a usage-based funding system could help allocate resources to maintain and preserve the system. As currently structured, transportation funding is often restricted to a particular dedicated purpose, either for a particular mode, or exclusively for capital or operations), and often time makes it difficult to secure adequate funding to support ongoing maintenance and preservation of capital projects. Spending restrictions limit the ability of local jurisdictions to meet local needs, and will require long-term shift in funding sources and regulations.

A MBUF can address a myriad of existing transportation inequities inherent in our current system, and have the potential to increase equitable mobility if implemented as part of a carefully-designed program of transportation improvements. Currently, ZEV drivers are not paying the same for system usage as drivers of conventional vehicles, an inequity that would be rectified by a MBUF. Additional work by SCAG as part of the Connect SoCal equity analysis demonstrates that a MBUF would not penalize low-income and rural drivers in the SCAG region, who tend to drive less fuel-efficient vehicles. Our work over the past several years has centered equity as a key component of any potential future user charge program. At the core of this strategy is to think about user charges more holistically—not just about roads, but about how pricing is a tool to improve the entirety of the system and how it works together. Connect SoCal 2024 assumes the replacement of the federal and state gas tax with a MBUF by 2035 providing options for countywide measures to augment the federal and state user-fee, as has historically been pursued through California’s network of Self-Help Counties.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2023-2024 Overall Work Program (015.0159.01: RTP Financial Planning).



AGENDA ITEM 10
REPORT

Southern California Association of Governments
October 5, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Annie Nam, Deputy Director
(213) 236-1827, Nam@scag.ca.gov

Subject: Transportation Committee Outlook and Future Agenda Items

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:

The draft Policy Development Framework (“Policy Framework”) for Connect SoCal 2024 was presented to the Transportation Committee (TC) on April 7, 2022. Following the Regional Council adoption of the Framework on June 2, 2022, staff developed a 12-month TC Outlook, to realize the goals and discussions committed to in the Policy Framework and develop consensus around the policy priorities that will become final recommendations in Connect SoCal 2024. For FY2024, the TC Outlook reflects outcomes of the 2023 Executive Administration Committee (EAC) Retreat and discussions with the TC Chair and Vice Chair. The Committee Outlook and Future Agenda Items will be updated monthly as a receive and file item.

BACKGROUND:

Policy Development Framework for Connect SoCal 2024

The draft Policy Framework for Connect SoCal 2024 was presented to the TC on April 7, 2022 and was adopted by the Regional Council at the June 2, 2022 meeting. The Policy Framework is intended to facilitate the engagement of SCAG’s Policy Committees in the data, emerging issues and policy recommendations that will be presented in Connect SoCal 2024. In furtherance of the adopted Policy Framework, staff developed “Committee Outlook” for each of the three Policy committees (CEHD, TC and EEC) organized around three areas: Connect SoCal, Local Assistance Program and Regional Updates.

Transportation Committee Outlook and Framework

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff updated the Outlook for the Transportation Committee (TC) for FY2024.

The Outlook organizes content into three programmatic areas:

- 1. Connect SoCal:** Items within this area will center on efforts to implement Connect SoCal 2020, updates on the plan development process for 2024, and discussion of key policy issues and emerging trends for the 2024 Connect SoCal. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on transportation. The FY2024 Outlook summarizes the items that will be coming before the TC that is related to the development of Connect SoCal 2024.
- 2. Local Assistance Program:** In this programmatic area, staff will present informational and action items related to programs that provide assistance to local partners. Programs that will be highlighted through the TC include: the development and implementation of the Regional Early Action Planning Grant program 2.0 (REAP 2.0) along with milestone updates, with a focus on the County Transportation Commission (CTC) Partnership Program and the Regional Pilot Initiatives (RPI) Program; the Last Mile Freight Program; the Future Communities Pilot Program; and the Go Human Program, amongst others.
- 3. Regional Updates:** This programmatic area will focus on updates and approvals, such as the Trade Corridor Enhancement Program, Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant and Carbon Reduction Program. Committee members may also recommend other policy topics for exploration.

The Committee Outlook is tracked to when the draft 2024 Connect SoCal will be published. Staff will ensure that the various policy and strategy recommendations in Connect SoCal 2024 will be reviewed and discussed by SCAG's policy committees through April 2024. The topics and panels covered may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members. To request future agenda items, Policy Committee members may request that the agenda item be pulled for discussion or they may send a request directly to the Chair or committee staff for consideration and reporting out at the next meeting. Agenda items that are recommended *by Policy Committee members will be discussed with the Chair and Vice Chair to assess relevance to the TC and the considerations noted above.*



FISCAL IMPACT:

Work associated with this item is included in the FY 2024 Indirect Cost Program (810.0120.20: Planning Policy Development).

ATTACHMENT(S):

1. PowerPoint Presentation - TC Outlook

Transportation Committee Agenda Outlook for FY2024

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

| Date | Connect SoCal | Local Assistance Program | Regional Update |
|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| July | <ul style="list-style-type: none"> Transit Target Setting (R&F) Connect SoCal 2024 Outreach Update | <ul style="list-style-type: none"> REAP 2.0 CTC Partnership Program Project Selection REAP 2.0 Regional Pilot Initiatives Program Framework GO Human Community Hubs: Project Award List Highlight | <ul style="list-style-type: none"> LOSSAN Rail Corridor Resiliency Subcommittee Update |
| Sept | Joint Policy Committee: Connect SoCal 2024 Draft Plan Review | | |
| Oct-Dec | <ul style="list-style-type: none"> Connect SoCal 2024: Release of Draft for Public Review and Comment 2025 FTIP Guidelines Clean Technology Compendium Findings SCAG Mobility Hub Strategy Advanced Air Mobility Highways to Boulevards Regional Study Guest Speaker Series: Smart Freeways | <ul style="list-style-type: none"> Acceptance of CPUC Local Agency Technical Assistance (LATA) Funds Future Communities Pilot Program Update Smart Cities & Mobility Innovations (SCP Call 3) Update Climate Pollution Reduction Grants Update Go Human Program Overview/Highlights/Success Carbon Reduction Program: CTC Program Guidelines & Call for Projects | <ul style="list-style-type: none"> TC 12 Month Agenda Outlook Trade Corridor Enhancement Program (TCEP)/SB 671 Update (R&F) CMAQ/STBG/CRP MOU with County Transportation Commissions (R&F) |

Transportation Committee Agenda Outlook for FY2024

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

| Date | Connect SoCal | Local Assistance Program | Regional Update |
|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Jan-Mar | <ul style="list-style-type: none"> Connect SoCal 2024: Summary of Comments and Revision Approach Zero Emission Truck Infrastructure Study (ZETI) Outreach Findings Transportation Pricing & Incentives Joint MPO Research Update Comprehensive Goods Movement Plan Update Guest Speaker Series: Replacing the Gas Tax Guest Speaker Series: Congestion Pricing & Equity Guest Speaker Series: Mobility Hubs Clean Technology Compendium Findings | <ul style="list-style-type: none"> Curb Space Management Update (R&F) Carbon Reduction Program: CTC Program Project Selection Last Mile Freight Program Update Broadband LATA Update SCAG ATP Cycle 7 Regional Program & AT&S Sustainable Communities Programs Guidelines | <ul style="list-style-type: none"> Metrolink Transit Oriented Development (TOD) Study Broadband Permit Streamlining Report Findings EV Oasis Project Update REAP 2.0 Regional Pilot Initiatives Program Update |
| April | <ul style="list-style-type: none"> Connect SoCal 2024: Final Adoption Proposed Final Transportation Conformity Analysis for Connect SoCal 2024 Recommendation for RC to Adopt the Connect SoCal 2024 Final PEIR (R&F) | | <ul style="list-style-type: none"> LOSSAN Rail Corridor Resiliency Subcommittee Update (R&F) |
| May | General Assembly | | |
| June | <ul style="list-style-type: none"> Connect SoCal 2024: Implementation Strategies | <ul style="list-style-type: none"> REAP 2.0 CTC Partnership Program Update REAP 2.0 Regional Pilot Initiatives Program Update | <ul style="list-style-type: none"> Smart Cities Vision Plan Update |

Attachment: PowerPoint Presentation - TC Outlook 2spp (Transportation Committee Outlook and Future Agenda Items)



AGENDA ITEM 11
REPORT

Southern California Association of Governments
October 5, 2023

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Marisa Laderach, Senior Regional Planner
(213) 236-1927, laderach@scag.ca.gov

Subject: Smart Cities Update: Future Communities (FCPP) & Mobility Innovations
(SCP Call 3)

RECOMMENDED ACTION:

Information Only

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

The purpose of this staff report and presentation is to provide an update on two programs at SCAG, namely, the Future Communities Pilot Program (FCPP) and the Sustainable Communities Program (SCP) "Call 3" for Smart Cities & Mobility Innovations (SCMI). The FCPP is funded through a partnership with the Mobile Source Air Pollution Reduction Committee (MSRC) with the goal of supporting city and county agencies in implementing innovative pilot projects that reduce vehicle miles traveled (VMT) from local travel and municipal operations through the use of new technologies and enhanced data analytics. The FCPP pilots have demonstrated considerable reductions in VMT and greenhouse gas (GHG) emissions, yielding valuable insight into these strategies. The FCPP experienced significant disruption caused by the COVID-19 pandemic, but a final report will be ready at the end of 2023. The SCMI was developed to support projects that provide practical, relevant strategies for meeting SB 375 GHG reduction targets and queue jurisdictions for future funding opportunities. The projects under the SCMI are underway with three recently completed projects and the remaining to be completed in 2024. The focus of these findings revolves around strategies concerning parking, curb utilization, and accessibility.

BACKGROUND:

The Future Communities Pilot Program (FCPP) was approved by the Regional Council on February 7, 2019 and was designed to support city and county agencies in the implementation of innovative

pilot projects aimed at reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. These objectives were achieved through the enhancement of municipal operations, utilization of new technologies and developing enhanced data analytics. Since 2018, SCAG has collaborated with the Mobile Source Air Pollution Reduction Committee (MSRC) of the South Coast Air Quality Management District (SCAQMD) to implement the FCPP. However, pilot projects encountered numerous setbacks and delays, primarily attributed to the pandemic. Challenges have varied in severity, encompassing issues such as staff shortages, disruptions in the supply chain, and the necessity for revisions to contract scopes. Despite the challenges faced, the MSRC has approved three program timeline extensions, providing critical, additional time to complete implementation and evaluation.

1. San Bernardino: The San Bernardino County pilot, which allowed County Sheriffs to submit, and process warrant applications online, resulted in substantial reductions in VMT since its implementation. In a one-year timeframe, the County achieved a reduction of over 250,000 miles in VMT, effectively doubling their initial VMT reduction target.
2. Riverside: The City of Riverside's online planning and permitting portal achieved monthly savings of more than 6,000 VMT every month and experienced a 700% increase in usage upon implementation. This increase has translated into approximately 350 fewer trips to City Hall each month.
3. Glendale: The City of Glendale pilot, which marked the first-ever optimization of refuse collection routes in the City's history, yielded a 13% reduction in overall VMT across all routes. Specifically, it resulted in a reduction of 50 weekly trips to the dump. Furthermore, the project contributed to a decrease in municipal operating costs and reduced wear and tear on the refuse fleet.
4. Monrovia: The City of Monrovia's bikeshare pilot successfully engaged over 500 new bicyclists, providing valuable insights into user preferences and behaviors. The program also offset thousands of trips that would have typically been taken by single occupancy vehicles, with the majority covering short distances of 3-4 miles on average.

The Los Angeles Department of Transportation (LADOT) is in the process of assessing the BlueLA electric carshare program and key performance indicators. Ontario is drafting their final report on the implementation of smart trash bin sensors, shared electric scooters, and fiber broadband. Cerritos is in the final stages of integrating their online permitting system, while Anaheim has successfully incorporated wayfinding signage and real-time parking metrics into their parking gap.

The final report for the FCPP is set for completion by December 31, 2023, and results for all pilots will be available in January 2024.

On July 1, 2022, the Regional Council approved the 2020 Sustainable Communities Program (SCP) “Call 3” award recommendations and authorized staff to initiate the projects. Call 3 is centered on Smart Cities & Mobility Innovations (SCMI), emphasizing curb use, parking management, and the integration of technology. Of the eight projects under this initiative, three are completed as of September 2023 and five are ongoing, with most anticipated to conclude by spring 2024. One exception is the SGVCOG project, which extends into FY25. These projects serve a crucial role in the SCAG region, as they align and implement innovative strategies from the region’s Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, including concepts for smart cities, go zones, and shared mobility/mobility as a service.

To date, three projects have been finalized, which key findings detailed below, accompanied by a list specifying expected completion dates.

1. Desert Hot Springs: The parking management plan addresses the expected growth and expansion in the Downtown and Industrial Cannabis districts. Proposed policies include the removal of minimum parking requirements, the establishment of a parking benefit district, and the formation of a parking management team, along with other strategies.

2. Garden Grove: The curb data study primarily addressed parking related impacts, given the noticeable parking challenges in various neighborhoods. With anticipated future residential growth, these parking issues are likely to increase in intensity. Suggested measures include the establishment of a Residential Parking Permit (RPP) district, the development of transportation demand management (TDM) requirements for new residential projects and transportation improvement fees for new developments.

3. Laguna Woods: The City’s Mobility Technology Plan prioritizes increasing accessibility for older residents and outlines a framework for an autonomous vehicle (AV) pilot program. The Plan provides comprehensive information on essential transportation and communication infrastructure, key performance indicators, the best practices for launching the pilot program within Laguna Woods. Additionally, it offers a toolkit for other cities interested in replicating the program.

| Project No. | Jurisdiction | Project | End Date |
|-------------|----------------------------|--------------------------------------------|----------|
| 1 | City of Desert Hot Springs | Downtown and Light Industrial Parking Plan | 9/30/23 |
| 2 | City of Garden Grove | Garden Grove Curb Data Study | 9/30/23 |

| | | | |
|---|-------------------------------------|------------------------------------------------------|----------|
| 3 | City of Laguna Woods | Laguna Woods Mobility Technology Plan | 9/30/23 |
| 4 | Los Angeles Dept. of Transportation | Curb Zone Data Inventory for Digital Curb Management | 12/31/23 |
| 5 | City of Long Beach | Long Beach Curb Space Management Study | 12/31/23 |
| 6 | City of Stanton | Stanton Citywide Curb Management Plan | 12/31/23 |
| 7 | City of Rialto | Smart Cities Plan for Warehousing and Logistics | 2/28/24 |
| 8 | San Gabriel Valley Council of Govts | GoSGV Engagement & Evaluation | 12/31/24 |

The SCP SCMI projects will continue throughout the fiscal year, culminating with the last project on December 31, 2024. For questions or further details regarding the FCPP or SCP SCMI, please contact Marisa Laderach, Senior Regional Planner, at laderach@scag.ca.gov.

FISCAL IMPACT:

Staff’s work budget for the FCPP is included in the Overall Work Program (OWP) for fiscal year 2023-2024 under the project numbers 280-4824.02 and 280-4824.03. Staff work for the SCP SCMI is included in the OWP under 275-4882.02 and 275-4892.01.

ATTACHMENT(S):

1. PowerPoint Presentation - Smart Cities Update Future Communities and Smart Cities & Mobility Innovations



Smart Cities Pilots and Projects Update

October 5, 2023

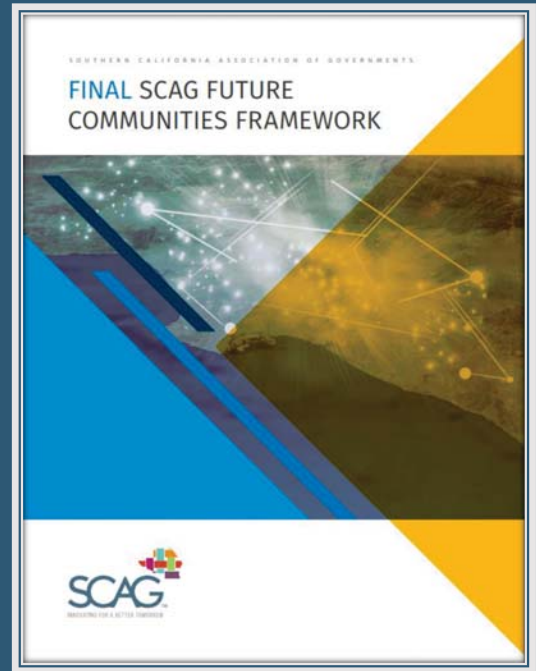
WWW.SCAG.CA.GOV



A BRIEF OVERVIEW: FUTURE COMMUNITIES PILOT PROGRAM (FCPP)

The FCF & The FCPP

- The FCPP originated in the **Future Communities Framework (FCF)**, adopted by SCAG's regional council in 2017
- The **Framework** supports SCAG's role as a leader in technology
- The FCF outlines several program areas and work products:
 - **The Regional Data Platform (RDP)**
 - **The Future Communities Pilot Program (FCPP)**



The Future Communities Pilot Program (FCPP)

- Program value of \$4M dollars
- Project goals:
 - **Apply new technologies and data analytics to reduce VMT & GHG**
 - **Improve the efficiency of municipal services**
 - **Promote replicable pilots in the region**
- Aligns with SCAG's long-range planning (RTP/SCS 2020 policies)
- Project work began in 2019 but was significantly disrupted by the Covid-19 pandemic



Ongoing FCPP Pilots

| Agency | Project | Funding | Objective | Timeline for Completion |
|----------------------------|-------------------------------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| City of Anaheim | Smart Center City | \$197,000 | <ul style="list-style-type: none"> Integrate real-time parking guidance with the ATN transit planning and ride hailing mobile application (FRAN) FRAN: "Free Rides Around the Neighborhood" electric shuttle fleet | 11/30/23 |
| City of Cerritos | Remote Services Enhancement Project | \$211,000 | <ul style="list-style-type: none"> Develop an online permitting and licensing software program offering online self-service, 24/7 real-time information, and record access | 11/30/23-2/28/24* <small>*continues with other funding sources</small> |
| City of Los Angeles | BlueLA Electric Carshare | \$500,000 | <ul style="list-style-type: none"> Evaluate VMT/GHG reduction from the BlueLA fleet while surveying users for carshare preferences | 11/30/23 |
| City of Ontario | Smart City Rapid Validation Hub | \$418,200 | <ul style="list-style-type: none"> Implement broadband, micromobility, and intelligent trash bin infrastructure downtown | 11/30/23 |

Completed FCPP Pilots

| Agency | Project | Funding | Objective |
|---------------------------------|-----------------------------------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| City of Glendale | Route Optimization and Fleet Telematics | \$76,813 | <ul style="list-style-type: none"> Update older street sweeping and garbage collection routes to reduce VMT, GHG, and congestion |
| City of Monrovia | Incentivizing Bikeshare | \$500,000 | <ul style="list-style-type: none"> Encourage mode shift behavior Incentivize bikeshare participation Partner with local businesses for zero-emission delivery services |
| City of Riverside | Integrated Electronic Plans Solution | \$499,700 | <ul style="list-style-type: none"> Establish an online development permit process that coordinates review through eight city departments, dozens of blueprints, and multiple rounds of review |
| County of San Bernardino | Remote Electronic Warrants | \$297,242 | <ul style="list-style-type: none"> Upgrade the County's after-hours online system to a fully scalable, 24/7 platform to process warrant applications virtually |



RESULTS

Results from the four completed pilot projects.

Results

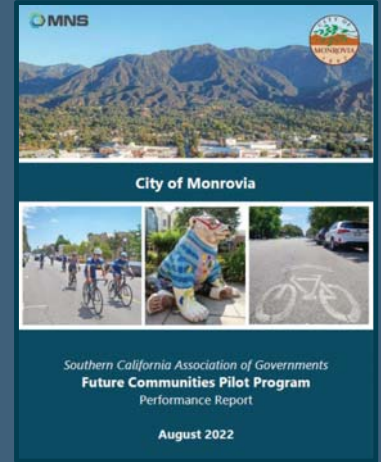
City of Glendale's Route Optimization Program

- Trash and recycling routes had a 13% overall decrease in VMT
 - 50 fewer journeys to the dump each week, significant reduction in air pollution
- The program maximized the existing fleet to reduce the need for additional staff or trucks
 - Positive key performance indicators for resource utilization and efficient municipal operations



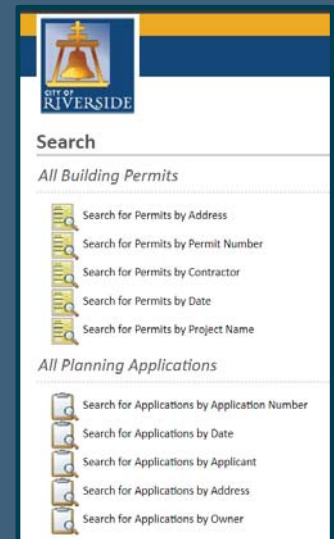
City of Monrovia's "Biking for Bucks" Bikeshare Program

- Incentivized bicycle ownership for City residents and employees
- Assisted 503 applicants, including 44 low-income applicants, with purchasing bikes or critical accessories
 - The program had the capacity for 564 participants with a resource utilization rate of 89%
- The applicants were then asked to complete surveys and track their bicycle trips using an Activity Tracker
 - Surveys received modest response rates (46% and 61%, respectively)
- Overall monthly VMT reduction of approximately 3,000 miles
 - Resulted in the removal of ~1,064 pounds of GHG emissions
 - SOV trips replaced by biking were on average 3-4 miles long
- The program provided valuable insight into bikeshare preferences and behaviors, plus best practices for future programs



City of Riverside's Integrated Electronic Plans Solution

- Developed an online software that allows all community development-related permits and applications to be submitted entirely online
- Online permit submissions increased 700% after implementing the new implementation portal
- Each online application submittal removed, on average, three trips to City Hall
- Results
 - Overall monthly VMT reduction of approximately 6,200 miles
 - Eliminated a total of 348 trips/month to City Hall
 - Eliminated 228 gallons of gasoline consumed/month
 - Resulted in the removal of ~4,273 pounds of GHG emissions



San Bernardino County's Remote Electronic Warrants Program

- Developed a user-centric software program that allows officers and judges to remotely submit, review, sign and store warrants reducing the need to travel for court approval
 - Prior to online warrant submission platform, sheriffs were required to travel far distances to county courthouses
- As the geographically largest county in the US and California, VMT savings are significant
 - Originally estimated to remove 150,000 VMT/year but the program removed over 250,000 miles, double the anticipated VMT/year
 - Eliminated over 35,000 trips to courthouses within the county



A BRIEF OVERVIEW: SUSTAINABLE COMMUNITIES PROGRAM (SCP) "CALL 3"

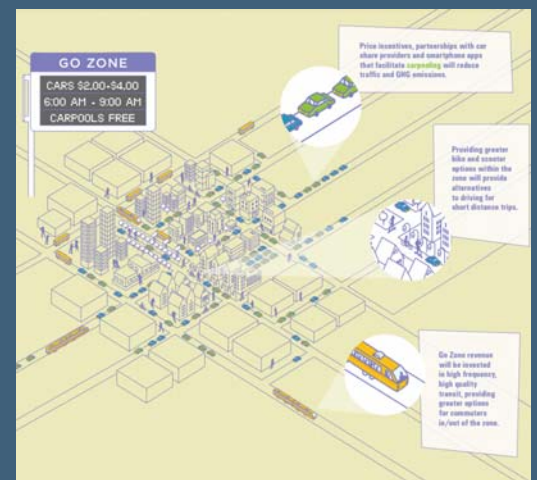
2020-2021 Sustainable Communities Program (SCP)

- Supports implementation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*
- SCP provides multiple opportunities to seek funding and resources to meet the needs of communities, address recovery and resiliency strategies considering COVID-19, and support regional goals
 - **Call 1: Active Transportation & Safety (AT&S)**
 - **Call 2: Housing & Sustainable Development (HSD)**
 - **Call 3: Smart Cities & Mobility Innovations (SCMI)**
 - **Call 4: Civic Engagement, Equity & Environmental Justice (CEEJ)**



The Smart Cities & Mobility Innovations (SCMI) Call for Projects, "Call 3"

- The Smart Cities & Mobility Innovations Call seeks to explore implementation of three Connect SoCal Key Connections:
 - **Smart Cities & Job Centers**
 - **Go Zones**
 - **Shared Mobility & Mobility as a Service**
- Awarded jurisdictions emphasized the use of technology and innovation by implementing curb space management measures.



The Smart Cities & Mobility Innovations (SCMI) Call for Projects, "Call 3"

- Cities have been struggling with issues related to on-and off-street parking, congestion, first-last mile connections, etc. Data and **the reliable assessment of curb use** have become essential to finding solutions.
- Call 3 seeks to **develop best practices** in curb space management that support sustainable mobility, equitable accessibility, small businesses, and the local economy
- The program integrates **emerging equity considerations** such as the relationships between the use of transit and transportation network companies, especially in disadvantaged communities, and the potential for optimizing curb space management through asset valuation



Smart Cities & Mobility Innovations Project Types



**Curb Space Data
Collection &
Inventory**



**Technology
Assessment or
Adoption Plan**



**Parking
Management
Plan**

Smart Cities & Mobility Innovations Awards

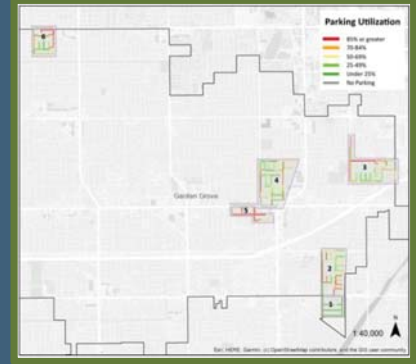
- Total Funding Awarded: \$2.5M
- Program concludes 6/30/24*
- Awarded Projects:
 - **City of Rialto:** Smart Cities Plan for Warehousing and Logistics
 - **City of Los Angeles:** Curb Zone Data Inventory for Digital Curb Management
 - **City of Long Beach:** Curb Space Management Study
 - **City of Stanton:** Citywide Curb Management Plan
 - **San Gabriel Valley Council Of Governments:** GoSGV Engagement & Evaluation*
 - *Consultant contract for SGVCOG extended to 12/31/24
 - **City of Desert Hot Springs:** Downtown and Light Industrial Parking Plan
 - **City of Garden Grove:** Curb Data Study (parking related)
 - **City of Laguna Woods:** Mobility Technology Plan



RESULTS

Results from two of the awarded projects.

City of Garden Grove Curb Data Study



- Analyzed and quantified current residential parking and access challenges, needs, and opportunities in six study areas
- Many areas in the City have a street parking utilization that exceeds 85%, indicating accessibility obstacles and the need for parking demand management interventions
- Menu of planning and policy options to address existing and future parking issues included:
 - Continuing efforts to increase enforcement of existing parking regulations
 - Exploring a process for establishing Residential Parking Permit (RPP) districts only after current regulations are enforced and realistic RPP goals and limitations have been agreed to and communicated
 - Facilitating shared parking agreements
 - Establishing transportation demand management (TDM) requirements for new residential developments of a certain size
 - Implementing a comprehensive Traffic Reduction and Transportation Improvement Fee for new developments

City of Desert Hot Springs Downtown & Light Industrial Parking Plan

- Project analyzed current parking and access needs for the Downtown and Industrial Cannabis Area districts to plan for future growth
- Focused on parking supply and demand quantification, land use patterns, and available shared mobility services
- Short-term and long-term strategies include:
 - Repeal minimum parking requirements
 - Facilitate shared/public parking and discourage unshared parking
 - Invest in new parking technologies
 - Create a parking benefit district
 - Prepare and expand the management of public parking



City of Laguna Woods Mobility Technology Plan

- Serves as a roadmap for an autonomous vehicle (AV) pilot program with opportunities to apply the same framework to other municipalities
- Plan identifies innovative technology to support lifelong mobility, particularly for older adults and persons with disabilities
- Phased Approach:
 - **Phase 1 (Preparation for Mobility Improvements):** The physical modifications, infrastructure improvements, and digital modifications to operate an AV service in the study area
 - **Phase 2 (AV Pilot):** Creation of a replicable and comprehensive AV pilot framework to pilot AV service the community and prepare to expand the program to larger scales or additional locations
 - **Phase 3 (AV Pilot Expansion):** Expand the pilot to include additional use cases and serve as a model for SCAG and other cities
- Includes recommended transportation and communication infrastructure for the AV pilot, key performance indicators, best practices, and information on communication and sensor attacks



CONCLUSION

Program take-aways.

Take-Aways

- Online portals are incredibly popular and growing in demand
 - Interest in permitting solutions and online services continues, particularly following the pandemic
- Route optimization projects are impacted significantly by available resources and constraints
 - Mileage and costs are greatly influenced by the addition or removal of a single truck, both short- and long-term
- Bikeshare and parking programs have the potential for significant VMT reduction
 - But both require equally significant participation rates and (for bikeshare) increased safety
- SCAG, vendors, and consultants alike are navigating a new procurement space regarding emerging technology (see [SCAG's Technology Guiding Principles](#), pg. 23)
- Technology continues to be an effective tool in managing parking, increasing accessibility, and inventorying assets
- Pilots and projects have been successful in meeting program goals and helping us understand the benefits and challenges with each technology
- Final products can complement release of Connect SoCal 2024 and prepare for the 2024 SCP funding cycle



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/post/future-communities-pilot-program>

<https://scag.ca.gov/sustainable-communities-program>



AGENDA ITEM 12
REPORT

Southern California Association of Governments
October 5, 2023

To: Transportation Committee (TC)
From: Priscilla Freduah-Agyemang, Senior Regional Planner
(213) 236-1973, agyemang@scag.ca.gov
Subject: Regional Mobility Hubs Strategy

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Connect SoCal 2024 envisions a multimodal future, one where everyone has safe, affordable, reliable, and sustainable transportation options to access the opportunities and resources necessary to thrive. To achieve this vision of the future, a variety of strategies need to be deployed including a key one, mobility hubs. Mobility hubs are places where one can find a range of transportation options (e.g., Los Angeles Union Station, Montclair Transit Center, etc.), but typically at least two, that connect and interact with each other (e.g., transit/rail, car share, bike share, etc.). They are the infrastructure foundation for multimodal trip planning and promoting mode shift and are essential for safe and convenient transfers between transportation modes. In developing Connect SoCal 2024, SCAG staff strengthened concepts for shared mobility that were included in the previous plan, built on prior Mobility as a Service (MaaS) Feasibility White Paper research and recommendations, and identified a future baseline network of mobility hubs across the region. This report provides further details on this strategy and efforts to advance mobility hubs across the region.

BACKGROUND:

In 2022, SCAG’s finalized the Mobility as a Service (MaaS) Feasibility White Paper, which evaluated the feasibility of implementing a MaaS system in the region. By way of background, 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. The White Paper identified critical steps for moving the region towards a more multimodal, integrated system, including establishing and expanding mobility hubs across the

region. Within the White Paper, mobility hubs were defined simply as locations where there are a range of transportation options that interact and connect with each other. In developing Connect SoCal 2024, SCAG staff conducted additional research on mobility hubs and developed a regionwide baseline network of mobility hubs. Mobility hubs are a critical strategy for building a future where everyone has safe, affordable, reliable, and sustainable transportation options to access the opportunities and resources necessary to thrive. Mobility hubs can also help the region respond to changes in travel patterns resulting from increases in work from home, facilitating access to multimodal options for many types of travel needs.

Mobility Hub Defined

A mobility hub is a transportation location designed to integrate various transportation and travel options to help people travel more efficiently using different modes. The overall purpose of a mobility hub is to provide better access to destinations using efficient travel modes other than single occupant vehicles (SOVs), where the hub provides seamless travel connections between modal offerings. Mobility hubs often involve modes such as walking, biking, transit/rail, ridesharing, and ridehailing, and are often supported by park-and-ride facilities. Mobility hubs provide ease of transit/rail access and use, through supporting infrastructure such as e-bike charging stations, short- and secure long-term bike parking, and wayfinding. They can improve the traveler's experience by supporting and integrating ever-evolving transportation technologies through the inclusion of features and services such as device charging ports, Wi-Fi access, and real-time travel information, thereby furthering MaaS. The design, layout, and availability of transportation options at a mobility hub depend on the local context, nearby transit/rail options, and existing land uses.

Mobility Hub Benefits and Outcomes

Mobility hubs play a crucial role in promoting sustainable transportation options and reducing the reliance on SOVs. By integrating various mobility options and promoting the location of mobility hubs, individuals are encouraged to choose non-SOV modes of transportation, resulting in numerous benefits to the public. These benefits include a reduction in both total and peak period traffic, a shift towards non-SOV modes of transportation, improved access and time savings, increased transit/rail ridership, and an increase in ridesharing, and active transportation modes. Furthermore, mobility hubs are a key strategy for reducing VMT and greenhouse gas emissions. The positive impacts of mobility hubs lead to a more connected transportation system that results in cleaner air and a healthier environment. In addition to these environmental benefits, mobility hubs support equitable access to transit/rail by providing solutions to first mile/last mile challenges and making transportation more affordable through efficient route connections.

Existing and Planned Mobility Hubs in the Region

In developing the regional mobility strategy for Connect SoCal 2024, SCAG considered local efforts, including:

- California: Caltrans is currently working on a Statewide Mobility Hub Facilities Improvement Plan. Mobility hubs will be incorporated into the 2023 State Highway System Management Plan to secure funding from the California Transportation Commission. Caltrans is focused on converting existing Caltrans owned and operated park and ride lots into multimodal and commuter mobility hubs. Thus far, they have identified approximately 100 of these mobility hubs across the SCAG region.
- Imperial County: The Imperial County Transportation Commission (ICTC) collaborated with the San Diego Association of Governments to develop a Regional Mobility Hubs Implementation Strategy, which resulted in the selection of three mobility hub prototype sites in the Imperial Valley.
- Los Angeles County:
 - The I-710 North Mobility Hubs Plan was also recently adopted and identifies future mobility hub locations in the area bounded by Los Angeles Union Station, the South Pasadena L (Gold) Line Station, the Los Angeles County Public Works headquarters in Alhambra, California State University, Los Angeles, and the surrounding neighborhoods.
 - The Los Angeles County Metropolitan Transportation Authority (Metro) has identified mobility hubs as one pillar of its Transportation Demand Management strategy for the 2028 Olympic Games. This is part of a larger agency effort to identify mobility hubs throughout Los Angeles County adjacent to transit/rail stations, based on demand, traffic counts, and other quantifiable criteria.
 - The City of Los Angeles has been exploring the concept of mobility hubs since 2016. The City published the Mobility Hubs Readers Guide in summer 2016, which is meant to help navigate the establishment of mobility hubs and standardize implementation. According to the guide, a mobility hub needs to be equipped with at least pedestrian connections, bicycle connections and supporting facilities, vehicle connections and supporting facilities, bus infrastructure, information/signage, and other support services such as waiting areas and safety security systems.
 - Currently, mobility hubs in Los Angeles County include central mobility hubs like the Wilshire/Vermont Station and Willowbrook/Rosa Parks Station, which encompass amenities such as car share, bike share, bus shelters, and next bus information, or regional mobility hubs like Union Station and North Hollywood Station, which offer amenities like secure bike parking, bus layover zones, and other infrastructure built into the station itself.
- Orange County: The Orange County Transportation Authority recently adopted the Orange County Mobility Hubs Strategy, which establishes principles and guidelines for mobility hub planning in Orange County. The Strategy identifies areas of high potential for future mobility hubs network based on mode shift and vehicle miles traveled. It also provides a planning and implementation framework.

- Riverside County: The Riverside Transit Agency (RTA) in partnership with the City of Hemet is preparing a Downtown Hemet Specific Plan. One of the central components of this plan is to develop a mobility hub that integrates mobility technologies to boost the local economy by creating a vibrant downtown core for the City. Additionally, the RTA Board has approved a conceptual plan for the Vine Street mobility hub across from the Riverside Downtown Metrolink Station. This mobility hub will incorporate the latest electric vehicle technologies in preparation for RTA's zero-emission bus deployment and will also integrate with different modes of transportation.
- San Bernardino County: San Bernardino County mobility hub examples include the Montclair Transit Center where commuter service, fixed-route service, and Metrolink service connect with a park-and-ride facility, and the Fontana Transit Center, which is a major intermodal transit hub in the Omnitrans' service area. The facility is regarded as a key link between high-frequency east-west routes. In addition, Metrolink stops at this location, providing transit/rail users the opportunity to park-and-ride and transfer between bus and rail service.
- Ventura County: The City of Santa Paula in Ventura County presented a blueprint in their 2040 General Plan update for an expansion of the multi-modal hub located at the intersection of Ventura and Mill Streets. The mobility hub will include: "Kiss-and-Ride"/rideshare drop-off and pick-up, long-term and short-term bicycle parking, electric vehicle charging, and pedestrian amenities such as shelters, benches, and trash cans to make waiting more comfortable.

Regional Mobility Hubs Methodology

The analysis of the regional mobility hubs strategy began with a review of best practices from peer agencies (e.g., Metropolitan Transportation Commission, MTC) as well as the aforementioned local planning efforts to identify mobility hubs across the region and establish a recommended baseline mobility hubs network. The data-driven methodology for screening and prioritizing mobility hubs used a set of baseline network criteria to determine candidate mobility hubs locations. To divide the entire region into consistent land areas, counties were split into equally sized grid tiles with areas of a quarter mile by a quarter mile. The methodology established transit/rail stops as a baseline criterion, ensuring only locations containing at least one major stop¹ were further evaluated. Other screening criteria included park and ride locations, proximity to major institutions such as sport venues, universities, and overlap with Priority Equity Communities. The screening process resulted in the identification of more than 700 potential mobility hub locations, which

¹ The definition of a major transit stop is set forth by California state law, which is a site containing any of the following: (a) an existing rail or bus rapid transit station; (b) a ferry terminal served by either a bus or rail transit service; and/or (c) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

provided the baseline for a potential regional network. These mobility hub locations were then categorized by typology. In developing typologies, SCAG considered land use densities, transportation characteristics, and future population and employment growth. A total of six typologies were developed that are detailed below.

- **Downtown Hub:** A Downtown Hub is located in an area that has the highest employment and residential densities with a variety of high-capacity transportation and other mobility options that are easily accessible. They are located in walkable, bike friendly areas and serve as commercial and cultural activity centers. A local example is the Downtown Los Angeles Union Station.
- **Urban Hub:** An Urban Hub is located in an area that has moderate to high employment and residential densities. It contains a rich mix of high-capacity transit, frequent bus service, and access to bikeshare, car share, and other mobility options. The built environment is walkable and bike friendly. A local example is McArthur Park in Los Angeles.
- **Emerging Urban Hub:** An Emerging Urban Hub has low to moderate employment and residential densities with access to high-capacity transit and local bus service, as well as limited share mobility services. These are smaller communities with low to moderate economic activity. A local example is the Downtown Pomona Metrolink Station.
- **Suburban and Rural Hub:** A Suburban Hub is located in an area that has land uses with relatively low employment and residential densities, and medium population and/or employment numbers today or in the future. The community may be within driving distance to commuter rail, park-and-ride lots, local bus routes, and car share. A Rural Hub may have rideshare or vanpool coordination. A local example is the Park and Ride Lot at Junipero Serra and Rancho Viejo in San Juan Capistrano.
- **Equity Hub:** An Equity Hub may be located in moderate to high residential density area which is in a Priority Equity Community and which might find elevated benefits from reliable transit/rail service, bus routes, or shared mobility. A local example is South Tippecanoe Avenue and East Davidson Street in Loma Linda.
- **Institutional Hub:** An Institutional Hub is a large trip generator including universities, hospitals, stadiums, airports, and employer campuses. These may be located in a variety of environments including areas with high-capacity transit/rail service and local bus routes. They tend to be removed from other high intensity uses and can be challenging to access. Local examples include the University of California, Angel Stadium in Anaheim.

The expansive list of screened mobility hubs was then subjected to prioritization based on the following weighted criteria:

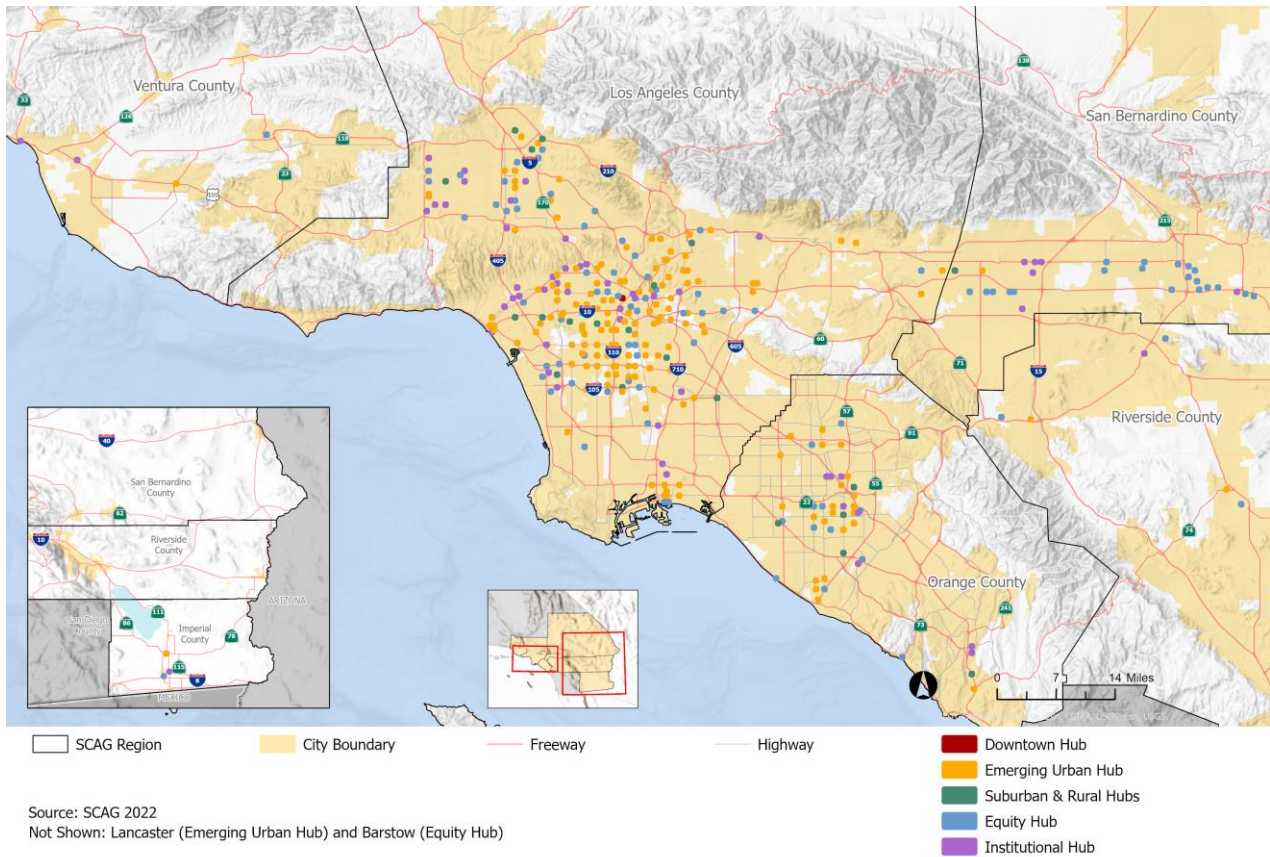
- **Transit Access and Connectivity:** High ranking for candidate hub locations with the most mobility options and connections. All mobility hubs intersect with major transit stops as previously defined. Additional criteria to differentiate and prioritize the hubs included

existing and planned bike routes, livable corridors, microtransit, electric vehicle charging stations and where data was available, bikeshare and transit/rail boardings/alightings by stop/station.

- **Climate Action:** High ranking for candidate hub locations near major trip generators and areas with high walking and bicycling network connectivity. This aspect of the prioritization focused on the potential for mode shift of trips, based on trip generators such as airports, job centers, etc. Though as a whole mobility hubs are expected to result in mode shift and reductions in greenhouse gas emissions, these particular mobility hubs are anticipated to facilitate more active transportation connections than others that support shifts to modes that still result in emissions (e.g., car share).
- **Equitable Mobility:** High ranking for candidate hub locations within Priority Equity Communities.

The prioritization process resulted in a halving of the prior list, to a total of 346 mobility hubs. Each of the mobility hub types has land use characteristics as well as transportation features. In addition to existing land use and transportation characteristics, each hub type includes a list of elements that are highly recommended, recommended, or not applicable (e.g., electric vehicle charging, bike share, bathroom facilities, etc.). It is important to note that design and access elements can vary significantly based on topography, property lines, and other local context factors. Figure 1 shows the final prioritized list of mobility hubs in the region by the typology as defined above.

Figure 1: Mobility Hubs Map



Next Steps

SCAG understands that progress towards achieving a multimodal region will be made primarily through implementation at the local level. To support mobility hub efforts across the region, SCAG intends to develop regional mobility hub design and implementation guidance. SCAG also plans to coordinate with stakeholders to identify and advocate for potential funding sources and private/public partnerships to implement mobility hubs. SCAG also anticipates continuing to refine the baseline network of mobility hub locations in future iterations of Connect SoCal, as more stakeholder feedback is shared and additional plans and projects are developed and implemented.

In the near term, funding may be provided through SCAG’s Regional Early Action Planning Grants of 2021 (REAP 2.0) County Transportation Partnership Program, an investment of roughly \$80 million to fund a diverse set of transformative transit/rail planning and implementation projects that expand access, increase mobility options, bring jobs and housing closer together, and achieve a more sustainable growth pattern across the region. The Orange County Mobility Hubs Pilot Concept of Operations, for example will be funded through REAP 2.0. Additional funding may be through the REAP 2.0 Regional Pilot Initiatives (RPI) Program, which currently targets \$15 million in funding on

demonstrating innovative, next generation technologies and models of regional significance. The RPI is specifically meant to fund projects with the potential to change transportation and housing paradigms towards building more sustainable communities. The RPI Framework approved by the Regional Council includes program areas covering mobility hubs, mobility wallets and Universal Basic Mobility (UBM). These REAP projects will help lay the foundation for a more robust multimodal ecosystem.

FISCAL IMPACT:

Funding for staff work on this issue is included in the FY24 Overall Work Program (OWP) in project 140.0121.01 Transit Planning.

ATTACHMENT(S):

1. PowerPoint Presentation - Regional Mobility Hubs Strategy

What are Mobility Hubs?

- Places of **connectivity** where different transportation modes seamlessly converge
- May include transit/rail, active transportation, and **shared mobility services**
- Not typically considered independently of land use
- Different naming conventions, definitions, typologies



Willowbrook/Rosa Parks Station (Los Angeles)

Why Mobility Hubs?

- Support **safe and convenient** transfer between transportation modes
- Provide **first/last mile connections** to transit/rail
- Provide **travel options**, esp. for those with limited mobility options
- Promote **mode shift**
- Support **GHG reductions**



Union Station (Los Angeles) – Mobility Hub

Examples of Mobility Hubs Across the Region

• Los Angeles County

- Union Station; North Hollywood Station
 - Secure bike parking, bus layover zones, and other infrastructure built into the station itself
- Wilshire/Vermont Station; Willowbrook/Rosa Parks Station
 - Car share, bike share, bus shelters, and next bus information

• San Bernardino County

- Fontana Transit Center
- Montclair Transit Center



Montclair Transit Center

Mobility Hubs Plans Across the Region

- **Imperial County:** Regional Mobility Hub Implementation Strategy (2017)
- **Los Angeles County:** City of Los Angeles Mobility Hubs Readers Guide (2016); I-710 North Mobility Hubs Plan (2023); LA Metro 2028 Games Mobility Concept Plan
- **Orange County:** OCTA's Mobility Hubs Strategy (2022)
- **Riverside County:** Downtown Hemet Specific Plan; Vine Street Mobility Hub (underway)
- **Ventura County:** City of Santa Paula Mobility Hub Expansion (Ventura/Mill Streets - underway)

SCAG Mobility Hub Initial Screening Criteria (735 hubs)

- Frequent Transit Connections
- Park and Ride Locations
- Transportation Management Areas
- Major Institutions (e.g., sports venues, colleges and universities, employment campuses, airports, ports)
- Equity Areas (including Transportation Equity Zones)



SCAG Mobility Hub Typologies

- Informed by:
 - Land Development Categories from SCAG Scenario Planning Model
 - Density
 - Transportation characteristics
 - Current and future population and employment
 - Consideration of local plans



SCAG Mobility Hub Typologies

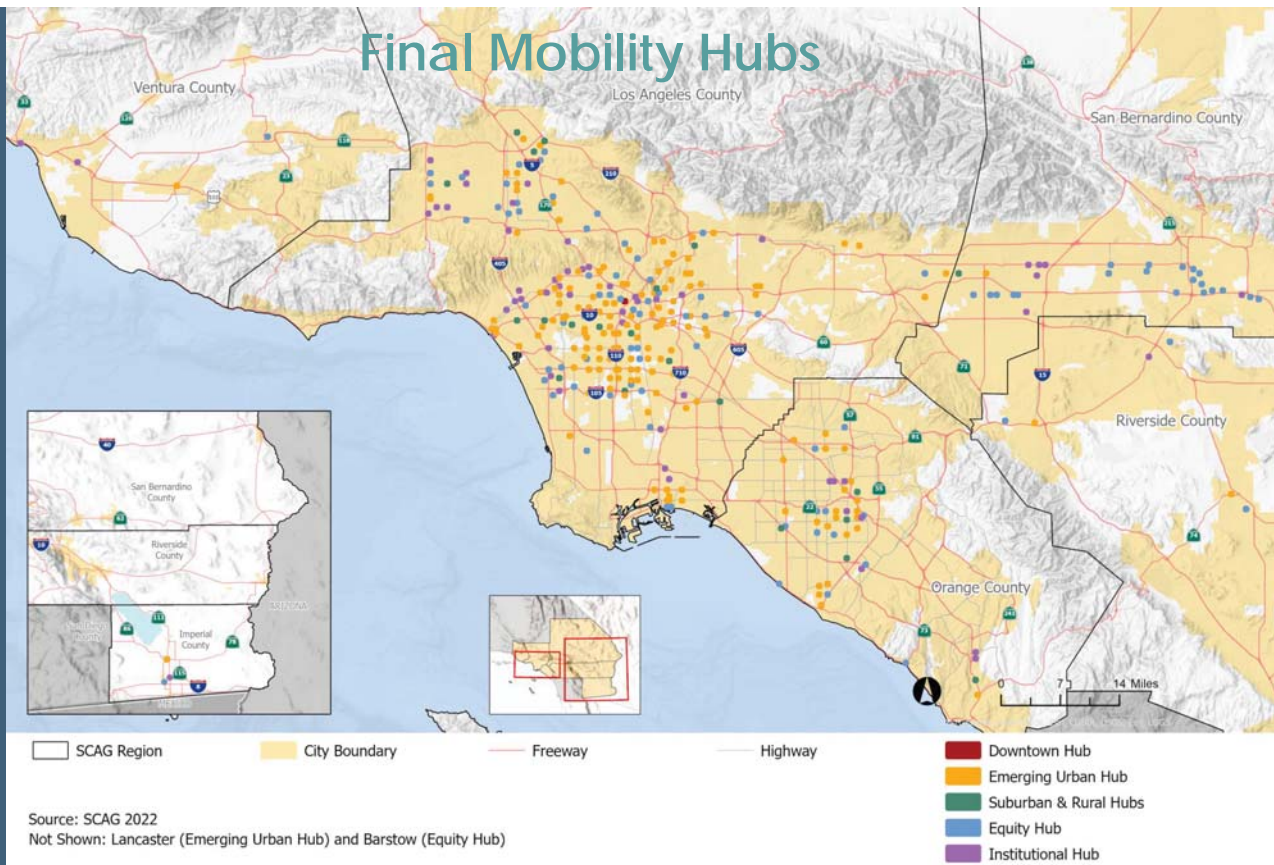
- Downtown Hubs
- Urban Hubs
- Emerging Urban Hubs
- Suburban and Rural Hubs
- Equity Hubs
- Institutional Hubs



SCAG Mobility Hub Second Screening (346 hubs)

- Transit Access and Connectivity
 - High quality transit areas, bikeways, Livable Corridors, microtransit, EV charging stations, bike share, transit/rail boardings
- Climate Action
 - Proximity to major trip generators and areas with high walking/bicycling connectivity
- Equitable Mobility
 - Located in Priority Equity Communities





Attachment: PowerPoint Presentation - Regional Mobility Hubs Strategy (Regional Mobility Hubs Strategy)

Next Steps

- Develop design and implementation guidance and provide training/support.
- Conduct research and coordinate with stakeholders to identify and advocate for potential funding sources and private/public partnerships to implement mobility hubs.
- Position locals for success in competing for grant funding.
- Continue to refine baseline network of mobility hubs.





THANK YOU!

For more information, please visit: <https://scag.ca.gov/>



AGENDA ITEM 13
REPORT

Southern California Association of Governments
October 5, 2023

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Jeremy Marks, Assistant Regional Planner
(213) 630-1456, marks@scag.ca.gov

Subject: Transportation System Performance Update - Vehicle Miles Traveled

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

SCAG's efforts to monitor transportation trends and system performance (e.g., transit/rail ridership, vehicle miles traveled and vehicle hours of delay) pre-date the COVID-19 pandemic. Considering the pandemic's enduring impacts on travel behavior, SCAG staff plan to provide the Transportation Committee (TC) with regular updates on transportation trends for vehicular travel, similar to the transit/rail ridership updates that TC currently receives. These updates are intended to help inform future decision-making on approaches to address evolving travel trends. The current analysis suggests that vehicle miles traveled (VMT) on the State Highway System (SHS) in the region recovered to roughly pre-pandemic levels by July 2021, though VMT has since remained roughly five percent below 2019 levels. However, expanding the view to consider VMT across the entire roadway system versus just the SHS yields a slightly different picture, suggesting that the region's VMT declines may have been more prolonged and deeper across all roadways. Heavy-duty truck VMT on the SHS recovered slightly earlier, by February 2021, though truck VMT has since also remained about five percent below 2019 levels. Finally, data suggests that regionwide vehicle hours of delay (VHD) on the SHS have also approached pre-pandemic levels on occasion, though available data suggests that vehicle hours of delay on the SHS averaged about 20 percent below pre-pandemic levels in both 2021 and 2022.

BACKGROUND:

The COVID-19 pandemic had dramatic impacts on travel behavior across the country and in the SCAG region, particularly in its earliest stages, from March through May 2020. Though we are now more than three years out from the pandemic's start, some transportation system impacts endure.

The analysis that follows is intended to highlight regional transportation trends to help inform future decision-making.

Data Sources

Regarding the data sources consulted for this analysis, SCAG staff gathered and summarized data for the region utilizing the Caltrans Performance Measurement System (PeMS).¹ PeMS data is collected by physical roadside measurement devices that are situated along various stretches of the California State Highway System (SHS). California currently hosts 46,873 PeMS detectors and tracks data for 41,236 directional mainline miles of SHS roadway. Within the SCAG region, PeMS relies upon 22,157 roadside detectors and tracks vehicle data travel metrics across 7,595 miles directional mainline miles of SHS roadway. PeMS data has known limitations. To start, it only reflects roadway conditions on California's SHS, and does not provide insight into travel on local roads, streets, and arterials. Also, at any given time, as many as 50 percent or more PeMS roadside sensors may be nonfunctional within a given county due to issues like construction or malfunctioning PeMS roadside sensors. Essentially, PeMS provides a high-level accounting of SHS travel trends. One additional limitation for the SCAG region is that PeMS does not have roadside sensors in Imperial County. However, since the intention of this report is to provide the most current information to the Transportation Committee (TC), PeMS remains the most appropriate data source that is available for this analysis, as it offers virtually real-time data on vehicle miles traveled (VMT) and vehicle hours of delay (VHD) for most of the SCAG region.

Another data source, *StreetLight Insight* ("StreetLight"),² is provided by a private information technology services and consulting firm. StreetLight offers data insights into the larger regional transportation system, including local roads, streets, and arterials. Like PeMS, StreetLight has notable limitations. Through April 2022, StreetLight sourced its data from Location-Based Services (LBS), which comes from smartphone apps that use opt-in location-based services. However, beginning in May 2022, StreetLight changed the source of its data from LBS to Connected Vehicle Data (CVD) and has since cautioned its users that data from these two sources cannot be directly compared. As such, any StreetLight data that is analyzed and highlighted in this report is only through April 2022. Furthermore, there is a significant delay, often spanning several months, between when StreetLight collects data and when it becomes available on their online platform after processing and validation. This substantial data lag makes it difficult to provide immediate and current insights.

Overall Trends

Data from PeMS suggests that by about July 2021, VMT on the SHS in the SCAG region had recovered to roughly pre-pandemic levels and have since hovered around five percent below pre-pandemic levels. Across the SCAG region, trends in VHD at 60-miles per hour (VHD-60) appear to

¹ California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

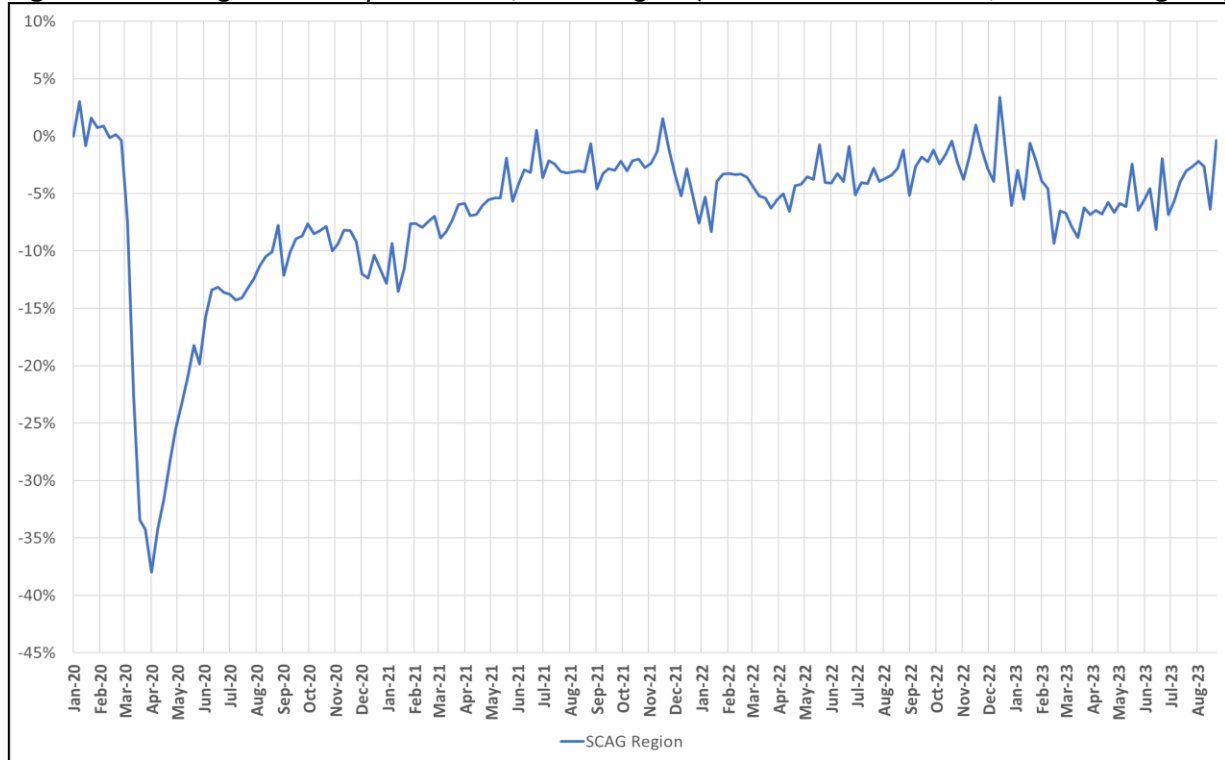
² *StreetLight Insight*, <https://www.StreetLightdata.com/> (Accessed September 2023)

follow a similar pattern: significantly decreasing at the start of the pandemic, then gradually increasing to roughly pre-pandemic levels by June 2021, and declining slightly to an average of around 20 percent below pre-pandemic levels through the rest of 2021 and 2022. Like the general trends in VMT and VHD-60 on the SHS, truck VMT appears to have dropped to nearly 30 percent below pre-pandemic levels by April 2020, before completing a steady recovery to pre-pandemic levels by the end of 2020. Then, for most of 2021, truck VMT appears to average pre-pandemic levels, before declining to between five and 10 percent below pre-pandemic levels from the start of 2022 and through present day. A clear spike in truck VMT to about 15 percent above pre-pandemic levels occurred around December 2022, which may reflect holiday-driven growth in regional goods movement.

The following figures reflect how all-vehicle VMT, heavy-duty truck VMT, and VHD-60 are recovering at varying rates from early COVID-19 pandemic lows. Findings are expressed as percentage changes in weekly totals across each of the three travel metrics versus weekly totals in analogous pre-pandemic weeks.

As shown in **Figure 1**, PeMS data indicates that VMT for the SCAG region dropped to nearly 40 percent below 2019 levels by April 2020, but it gradually increased to approximate parity with pre-pandemic levels by July 2021. Since then, regional VMT has mostly remained around five percent below pre-pandemic levels.

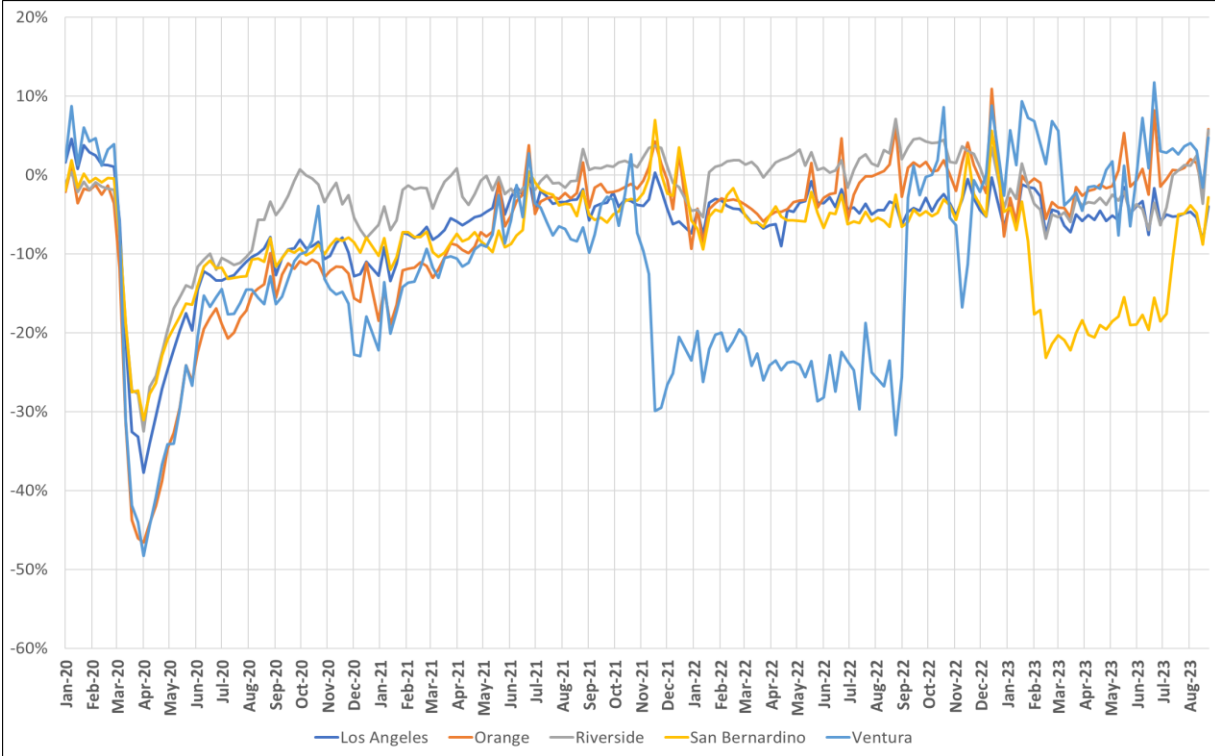
Figure 1. % Change in Weekly Total VMT, SCAG Region (vs. Same Week in 2019; Jan '20 – Aug. '23)



Source: California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

Figure 2 illustrates the trends in VMT levels across the five SCAG counties that contain PeMS roadside sensors. County-level VMT trends have varied. Los Angeles, Orange, and Riverside Counties appear roughly consistent with pre-pandemic VMT levels from mid-2021, while Ventura and San Bernardino Counties appear to have experienced temporary but notable decreases in VMT from pre-pandemic levels between late 2021 and present day. However, these temporary deviations from pre-pandemic levels may be the result of roadside construction or malfunctioning PeMS roadside sensors rather than actual VMT declines. SCAG staff are continuing to review county level data given these apparent anomalies.

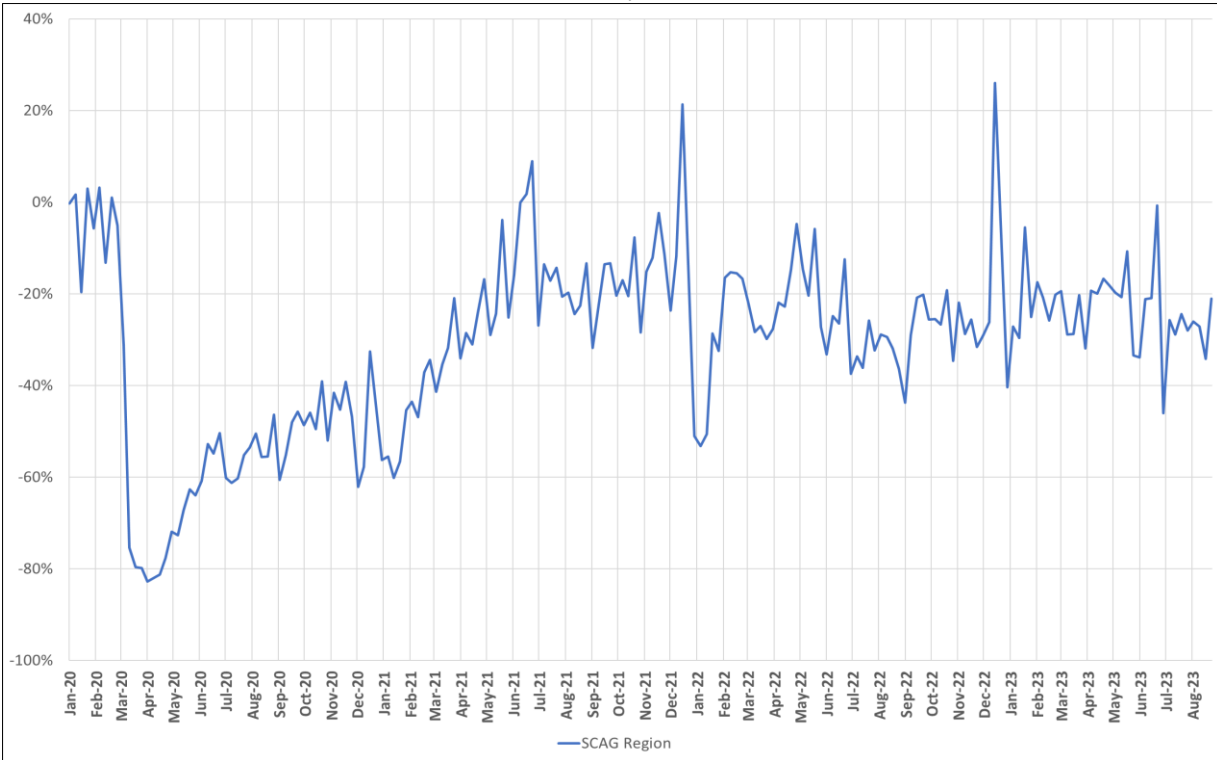
Figure 2. % Change in Weekly Total VMT, SCAG Counties (vs. Same Week in 2019; Jan '20 – Aug. '23)



Source: California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

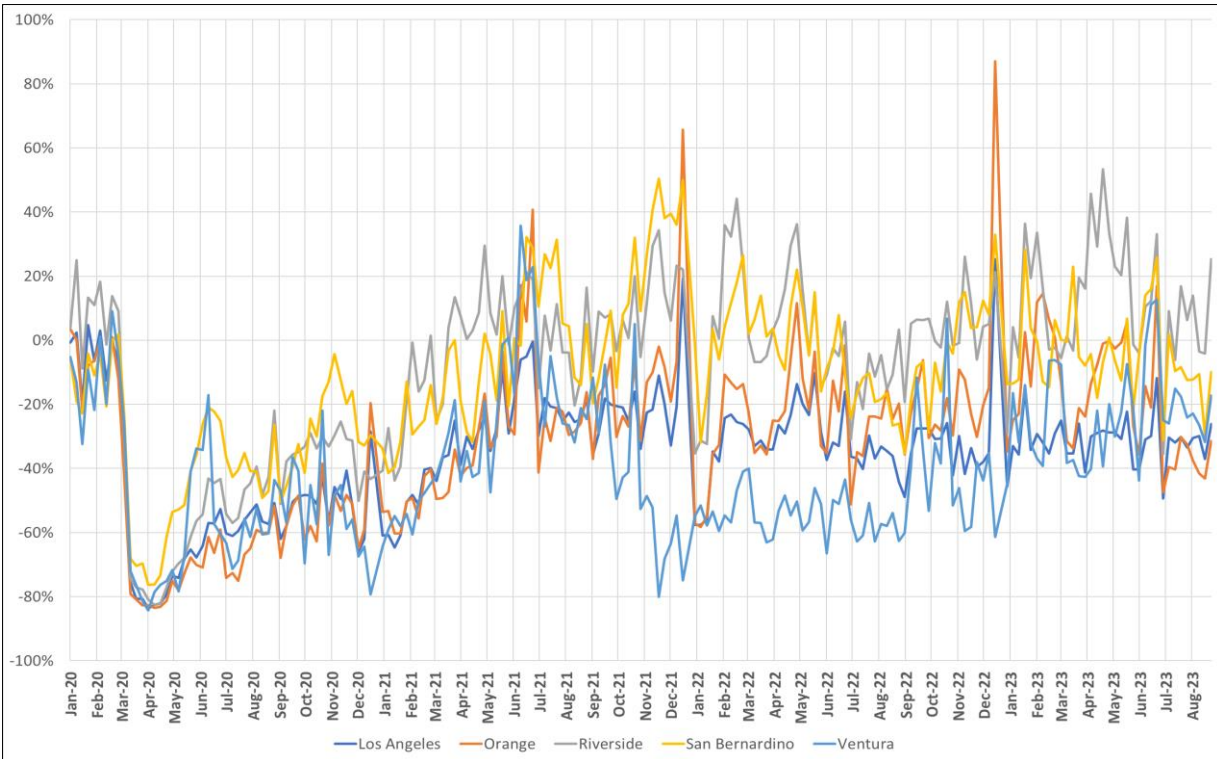
Figure 3 and **Figure 4** show trends in vehicle hours of delay at 60-miles per hour (VHD-60), a common measurement of the level of traffic delay within the regional transportation system. **Figure 3** shows VHD-60 trends at the level of the SCAG region, and **Figure 4** depicts the county-level trends in VHD-60.

Figure 3. % Change in Weekly Total VHD-60, SCAG Region (vs. Same Week in 2019; Jan '20 – Aug. '23)



Source: California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

Figure 4. % Change in Weekly Total VHD-60, SCAG Counties (vs. Same Week in 2019; Jan '20 – Aug. '23)



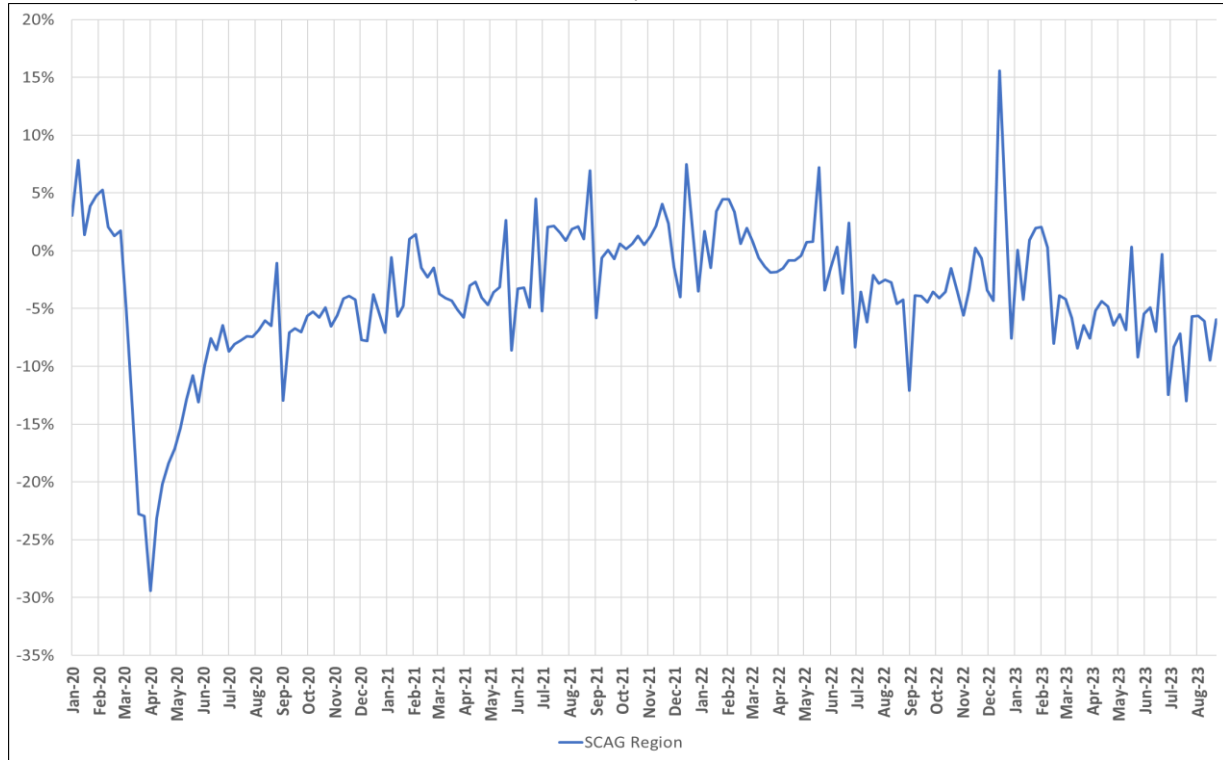
Source: California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

As shown in the preceding figures, PeMS data suggests some degree of correlation between the VMT and VHD-60 metrics: as VMT rises, VHD-60 also appears to rise (and vice versa), both regionally and at county-levels. As shown in **Figure 3**, regionwide VHD-60 appears to fall precipitously in parallel with regionwide VMT at the start of the COVID-19 pandemic (with fewer cars on the roads, each driver is spending less time in traffic). Then, as regionwide VMT starts to recover towards pre-pandemic levels from April 2020, regionwide VHD follows suit – increasing from a low of about 80 percent below pre-pandemic levels in April 2020, and approaching near-parity with pre-pandemic levels of delay by about June 2021. From mid-2021 through August 2023, VHD-60 appears to average around 20 percent below pre-pandemic levels. Several spikes in regionwide VHD-60 are also visible in **Figure 3**, which appear to correspond with peak holiday travel periods in December 2021 and December 2022. The county-level delay picture – as shown in **Figure 4** – appears to tell a similar story as the regionwide picture in **Figure 3** (albeit with some county-level variations). Like the region as a whole, counties appeared to experience precipitous declines in VHD-60 at the start of the pandemic, with recovery extending through mid-2021, and hovering about 20 percent below pre-pandemic levels through August 2023 with spikes corresponding to peak holiday travel.

As noted earlier, SCAG staff performed additional analysis using PeMS data to explore trends in VMT associated with heavy-duty truck travel (“truck VMT”). PeMS provides data about truck VMT on different time scales (e.g., daily, weekly, monthly, and yearly). For this report, staff retrieved PeMS truck VMT data on the weekly level, and visualized findings at both regionwide and county-levels. As shown in **Figure 5**, PeMS data indicates that regionwide truck VMT dropped significantly when the COVID-pandemic started, reaching around 30 percent below pre-pandemic levels by April 2020, but bouncing back to pre-pandemic levels by February 2021. From February 2021 to about May 2022, regionwide truck VMT appears to have stabilized around pre-pandemic levels, before entering into a period of slight decline beginning around May 2022, and descending to about five percent below pre-pandemic levels by the end of August 2023. Several notable spikes in truck VMT above pre-pandemic levels are visible from mid-2021, with a particularly pronounced December 2022 spike corresponding with holiday travel and gift order fulfillment.

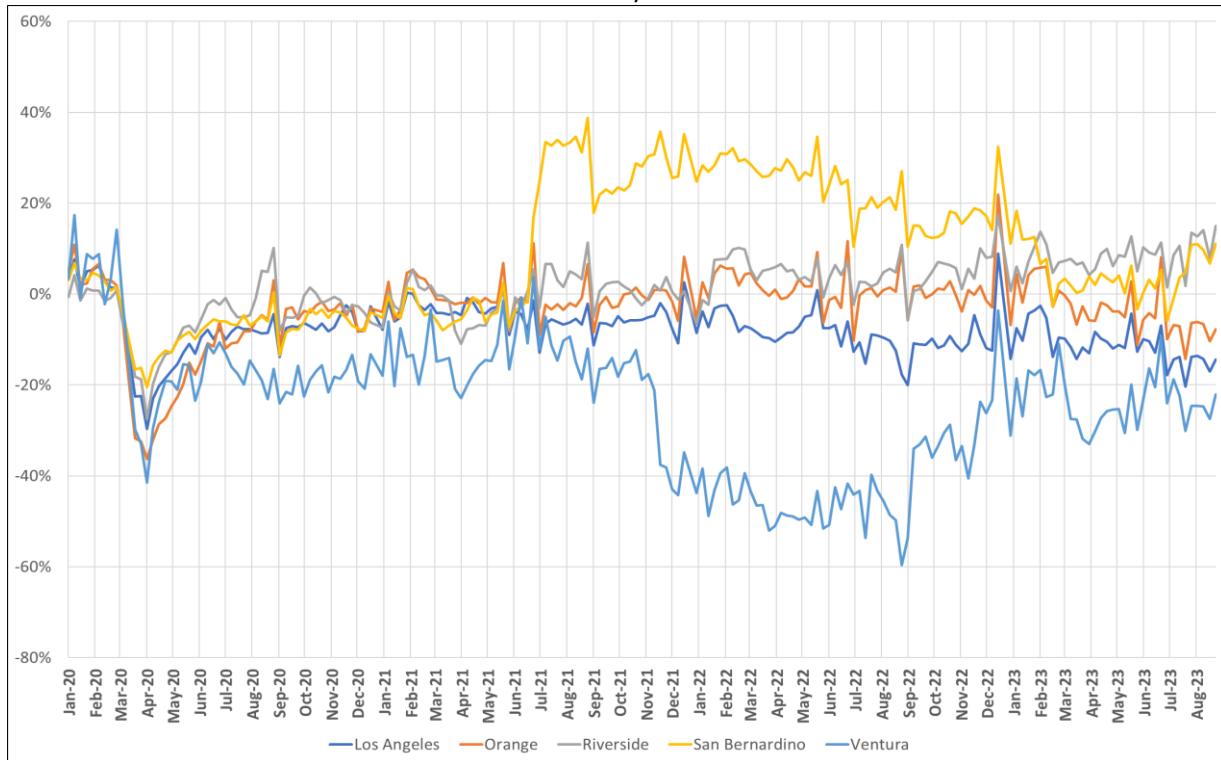
PeMS data indicates that county-level truck VMT (as shown in **Figure 6**) varied widely across the region. All counties experienced steep drops in April 2020 to as much as 40 percent below pre-pandemic levels, but experienced differential rates of recovery back to pre-pandemic levels thereafter. In particular, a few counties (e.g., Los Angeles, Orange, Riverside) regained and maintained their truck VMT at near-pre-pandemic levels by summer 2020, but, in Ventura County and San Bernardino County, PeMS data indicates temporary but notable decreases and increases respectively in VMT from pre-pandemic levels between November 2021 and December 2022. As noted above, these differences may be the result of construction or malfunctioning PeMS roadside sensors and may not be indicative of actual travel. SCAG staff are continuing to review county level data given these apparent anomalies.

Figure 5. % Change, Weekly Total Truck VMT, SCAG Region (vs. Same Week in 2019; Jan '20 - Aug. '23)



Source: California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

Figure 6. % Change, Weekly Total Truck VMT, SCAG Counties (vs. Same Week in 2019; Jan '20 - July '23)



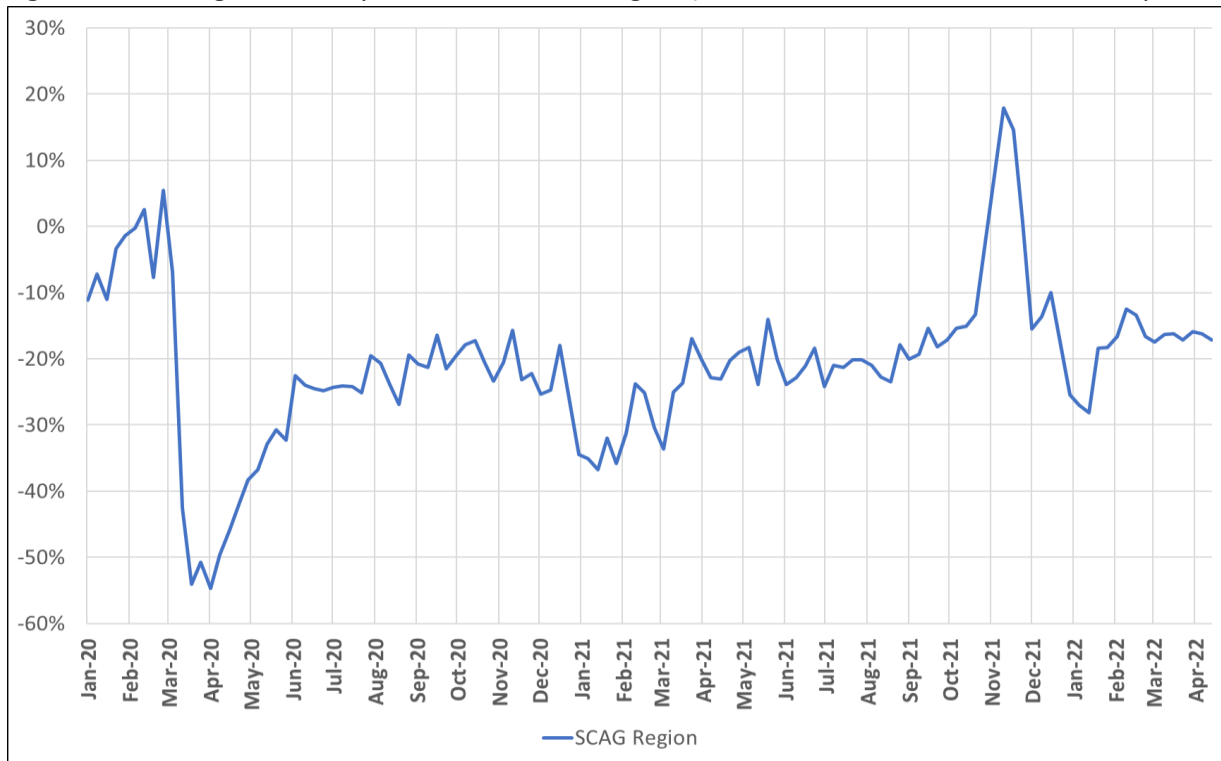
Source: California Performance Measurement System (PeMS), <https://pems.dot.ca.gov> (Accessed September 2023)

Finally, SCAG staff analyzed StreetLight data to validate the prior analyses of PeMS data covering the SHS. As a reminder, StreetLight data theoretically offers insights on the broader regional transportation system – inclusive of local streets, road, and arterials, as well as the travel that occurs on the SHS – but has limitations that, for the present analysis, preclude the use of StreetLight data beyond April 2022. For the period of January 2020 through April 2022, StreetLight data appears to at least partially validate the earlier-described findings reached through analyses of PeMS data. However, StreetLight data may indicate a more prolonged decline in VMT relative to pre-pandemic levels than PeMS data indicates. This discrepancy may be due to the fact that the geographic scope of PeMS data is entirely restricted to the SHS. If this is indeed the reason for this discrepancy, these findings may suggest that VMT has recovered more fully on the SHS than in the broader regional transportation system.

Figure 7 shows a steep drop in VMT across the region at the start of the pandemic in March 2020, followed by a similarly steep recovery by June 2020 to about 23 percent below pre-pandemic VMT levels. From June 2020 to September 2021, regionwide VMT appears to hover around the 20

percent below pre-pandemic levels (again, as compared to VMT in roughly the same weeks in 2019), before a steep spike in regional VMT appears to occur in November and December 2021 (corresponding with the holiday season), suggesting that VMT in late 2021 temporarily surpassed by nearly 20 percent VMT levels measured in roughly the same weeks in 2019. This apparent travel surge across the SCAG region may reflect pent up demand from nearly two years of refraining from holiday gatherings.

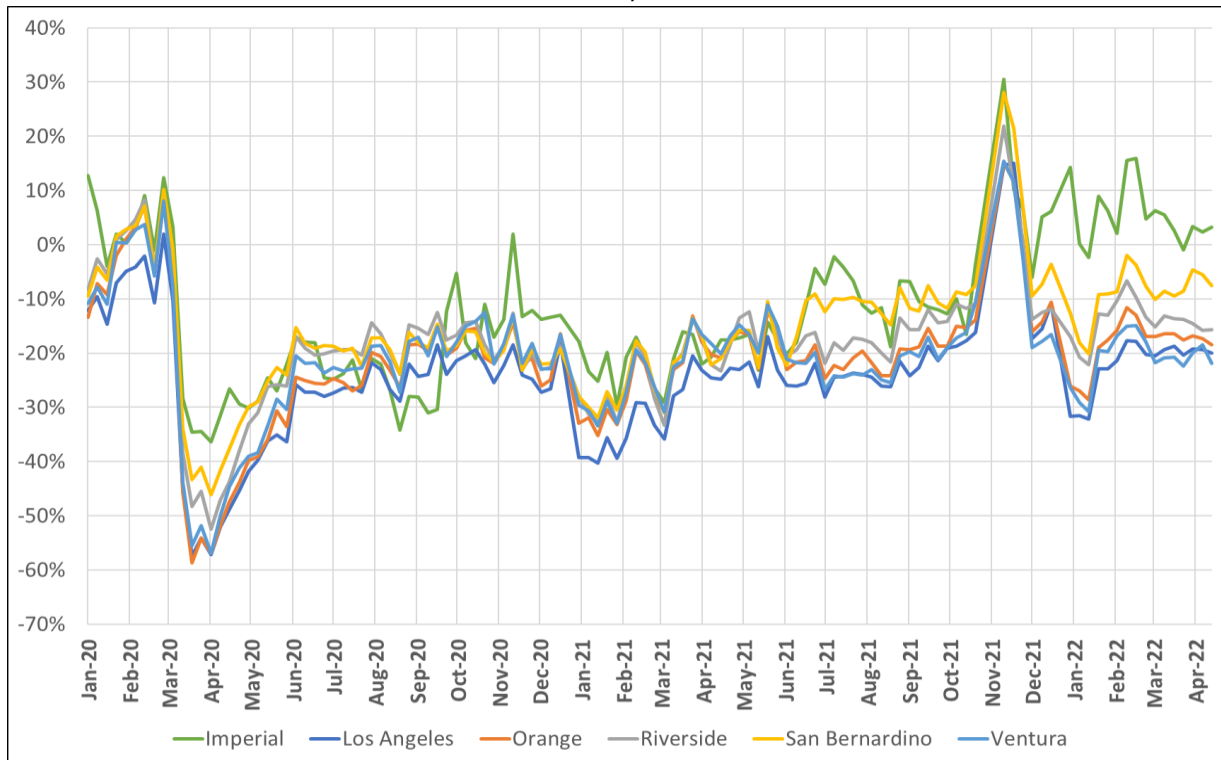
Figure 7. % Change in Weekly Total VMT, SCAG Region (vs. Same Week in 2019; Jan. '20 – Apr. '22)



Source: StreetLight Insight, “All Vehicles” (LBS+) data (covering broader regional transportation system)

Figure 8 shows estimated weekly total VMT at the county level, as compared to analogous weeks in 2019. These findings seem to indicate that counties experienced VMT fluctuations, but largely mirror the regional trends.

Figure 8. % Change in Weekly Total VMT, SCAG Counties (vs. Same Week in 2019; Jan. '20 – Apr. '22)



Source: StreetLight Insight, “All Vehicles” (LBS+) data (covering broader regional transportation system)

NEXT STEPS:

SCAG staff will continue to provide updates to the Transportation Committee on regional travel metric trends, as the data becomes available, on at least a quarterly basis, in the future.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Final_October 2023 TC Presentation_Quarterly VMT Tracking_9.21.23

Transportation System Performance Update:

Regional Vehicle Miles Traveled and Travel Delay Trends

October 5, 2023

WWW.SCAG.CA.GOV

Background

- COVID-19 pandemic had immediate and persistent effects on travel behavior
- Interest in understanding enduring impacts across the region
- Analyzed vehicular travel trends:
 - Vehicle miles travelled (VMT)
 - Vehicle hours of delay at 60-MPH
 - Truck VMT



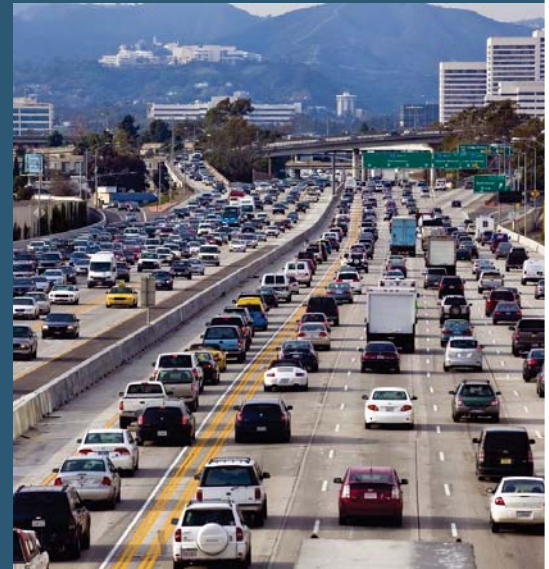
Data Sources

- **California Performance Measurement System (PeMS)**

- Roadside sensors collect vehicular travel data on California’s State Highway System (SHS)
- Limitations: Only on SHS; no sensors in Imperial County; sensors malfunction

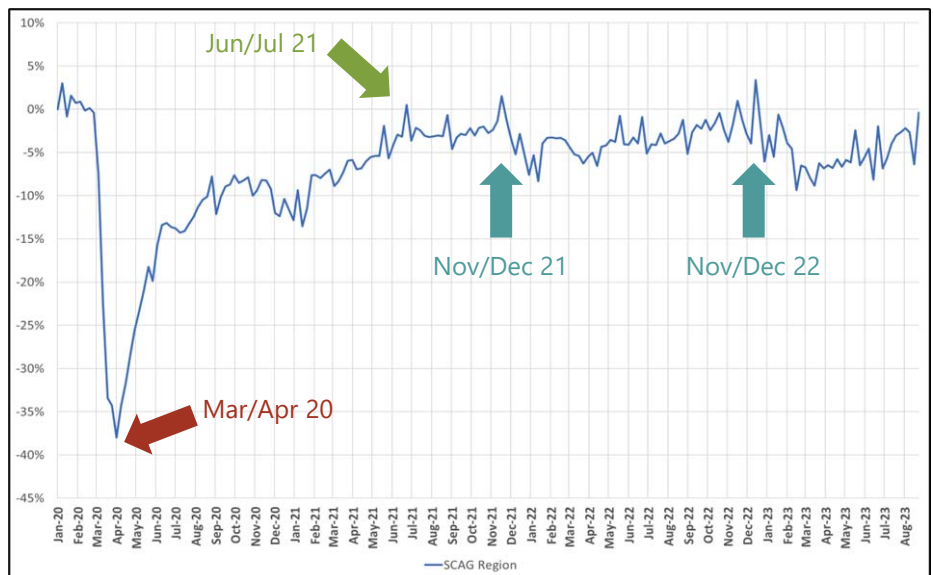
- **StreetLight InSight (Streetlight)**

- Smartphone location-based services (LBS) data
- Limitations: Data source change in May 2022 from LBS to connected vehicle data (CVD); cannot compare pre- to post-May-2022 data; lags in data releases



Vehicle Miles Traveled (VMT) Below Pre-pandemic Levels

- Steep drop in March 2020
- Recovery to pre-pandemic levels by around July 2021
- Maintenance at ~5% below pre-pandemic levels since
- Spikes correspond to holiday traveling (e.g., Thanksgiving)



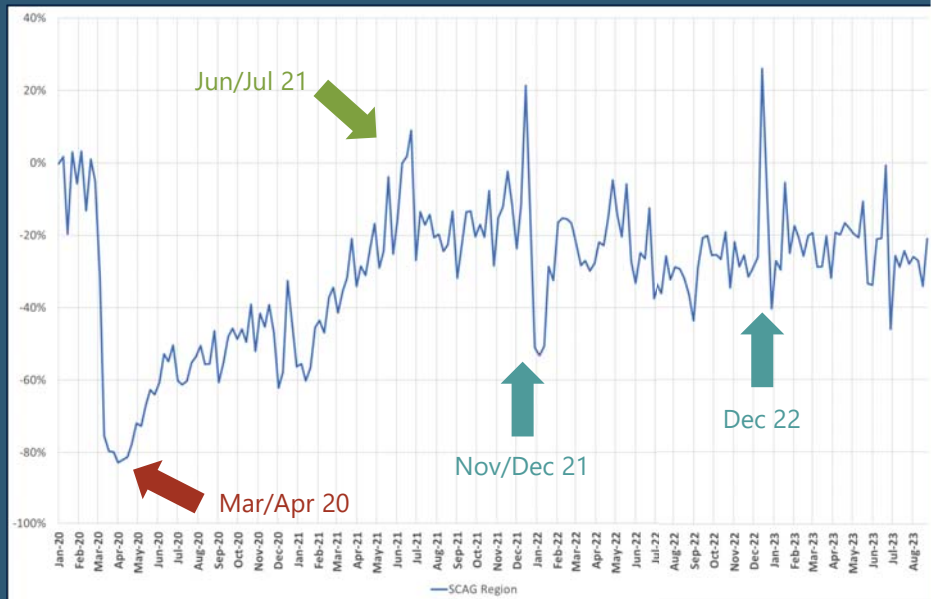
% Change in Total Weekly VMT, SCAG Region (Compared to Analogous Weeks in 2019)

Source: PeMS data
(Accessed: September 2023)

Vehicle Delay Below Pre-pandemic Levels

- Delay appears to trend in parallel with VMT, per PeMS
- Steep drop in March 2020
- Recovery to pre-pandemic levels by around June 2021
- Maintenance at ~20% below pre-pandemic levels since

Source: PeMS data
(Accessed: September 2023)

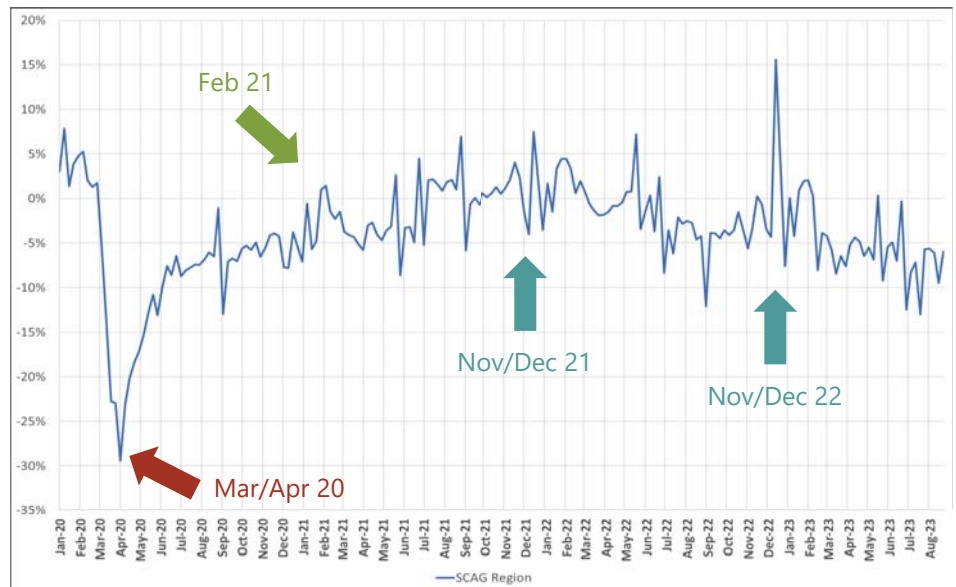


% Change in Total Weekly VHD-60, SCAG Region (Compared to Analogous Weeks in 2019)

Truck VMT Below Pre-pandemic Levels

- Drop in March/April 2020
- Recovery to pre-pandemic levels by around Feb. 2021
- Maintenance at ~5% below pre-pandemic levels since
- Spikes seem to occur during holiday gift delivery periods

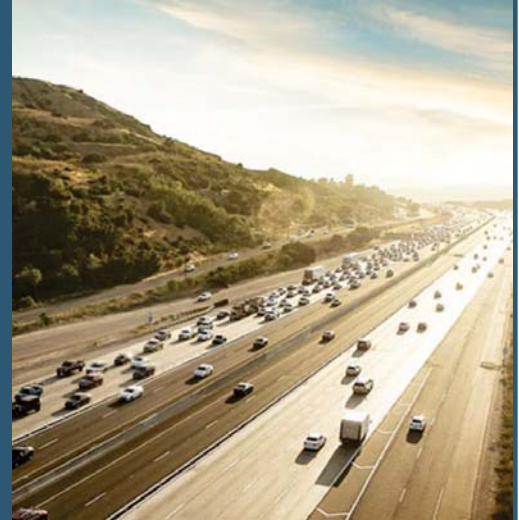
Source: PeMS data
(Accessed: September 2023)



% Change in Weekly Truck VMT, SCAG Region (Compared to Analogous Weeks in 2019)

Streetlight Data Shows Similar Patterns

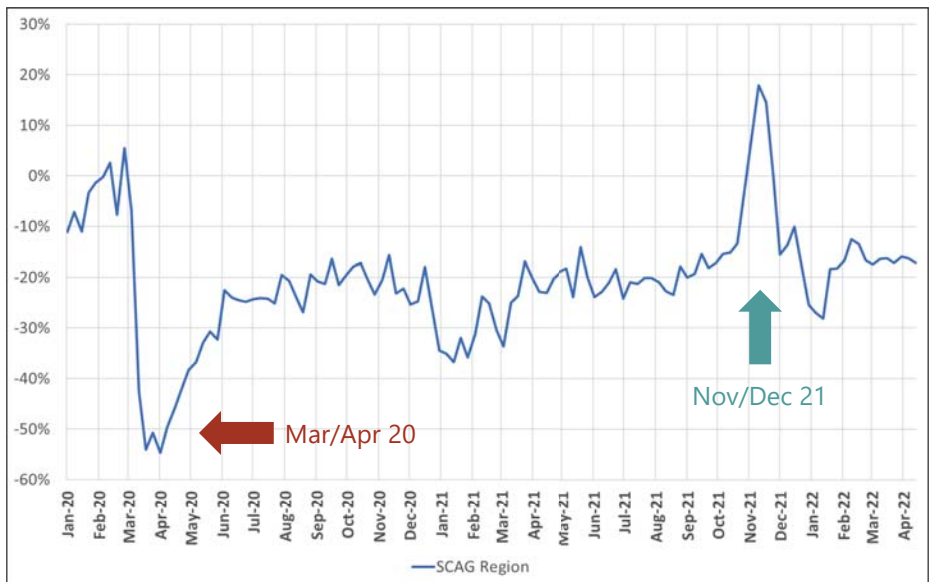
- Analyzed Streetlight data to validate PeMS data
- **Reminders:**
 - PeMS coverage limited to SHS (Streetlight includes all roads)
 - Streetlight data presented only runs through April 2022
- **Conclusion:**
 - Streetlight at least partially validates PeMS data



Much Deeper VMT Deficit - All Roads vs. SHS

- Drop in March/April 2020
- Only partial recovery in VMT
- Maintenance at ~20% below 2019 levels since June 2020
- May indicate that VMT has recovered more fully on SHS than across broader system

Source: Streetlight data
(Accessed: September 2023)



% Change in Weekly Total VMT, SCAG Region (Compared to Analogous Weeks in 2019) 8

Next Steps

- Staff will provide quarterly updates to TC as new data becomes available
- Staff will continue to analyze regionwide and county-level trends in travel metrics



THANK YOU!

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