SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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MEETING OF THE

TRANSPORTATION COMMITTEE

Members of the Public are Welcome to Attend In-Person & Remotely
Thursday, December 5, 2024
10:00 a.m. – 11:45 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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Call-in Number: 1-669-900-6833
Meeting ID: 869 3699 8235

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 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) 630-1410. 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 10:00 a.m.

To Attend by Computer: Click the following link: https://scag.zoom.us/j/86936998235. 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: 869 3699 8235**, 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, December 4, 2024**, 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, December 4, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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

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

General Information for Public Comments

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

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

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

TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Brian S. Berkson City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509	**Russell Betts** City of Desert Hot Springs - City Hall 11999 Palm Drive Council Chambers Desert Hot Springs, CA 92240	**Daniel Brotman** City of Glendale - City Hall 613 East Broadway, Suite 200 Glendale, CA 91206
J. John Dutrey City of Montclair - City Hall Mayor's Office 5111 Benito Street Montclair, CA 91763	**James Gazeley** City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717	**Jason Gibbs** City of Santa Clarita - City Hall Orchard Conference Room, 1st Floor 23920 Valencia Boulevard Santa Clarita, CA 91355
Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton CA 92832	**Bridgett Lewis** City of Torrance - City Hall 3031 Torrance Boulevard Torrance, CA 90503	**Richard Loa** City of Palmdale - City Hall 38300 Sierra Highway Palmdale, CA 93550
Marsha McLean City of Santa Clarita - City Hall Orchard Conference Room, 1st Floor 23920 Valencia Blvd. Santa Clarita, CA 91355	**Ara Najarian** 500 N. Brand Boulevard, Suite 830 Conference Room Glendale, CA 91203	**Frank Navarro** City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, CA 92324
Sharona Nazarian City of Beverly Hills - City Hall 455 N. Rexford Drive, 4th Floor Beverly Hills, CA 90210	**Crystal Ruiz** 674 Sunnyside Boulevard San Jacinto, CA 92582	**Zak Schwank** City of Temecula - City Hall 41000 Main Street Third Floor Canyons Conference Room Temecula CA, 92590
Ward Smith City of Placentia Civic Center City Council Chambers 401 E. Chapman Avenue Placentia, CA 92870	**Wes Speake** City of Corona - City Hall 400 S. Vicentia Avenue, 3rd Floor Corona, CA 92882	**Cynthia Sternquist** 6131 Camellia Avenue Temple City, CA 91780
Alan D. Wapner Capital Hilton Lobby 1001 16th Street NW Washington, DC 20036		

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

TC - Transportation Committee
Members – December 2024

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

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

3. **Hon. Adele Andrade-Stadler**
   Alhambra, SGVCOG

4. **Hon. Phil Bacerra**
   Orange County, CoC

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

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

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

8. **Hon. Russell Betts**
   Desert Hot Springs, Pres. Appt. (Member at Large)

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

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

11. **Hon. Jeanette Burns**
    Morongo Band of Mission Indians

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

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

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

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

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

17. Sup. Curt Hagman
San Bernardino County

18. Hon. Jan C. Harnik
RCTC

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

20. Hon. Lauren Hughes-Leslie
Lancaster, NCTC JPA

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

22. Hon. Fred Jung
Fullerton, OCCOG

23. Hon. Trish Kelley
TCA Representative

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

25. Hon. Linda Krupa
Hemet, RC District 3

26. Hon. Andrew Lara
Pico Rivera, RC District 31

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

28. Malcolm Lilienthal
Hemet, WRCOG

29. Hon. Richard Loa
Palmdale, NCTC

30. Hon. Clint Lorimore
Eastvale, RC District 4

31. Hon. Ken Mann
Lancaster, RC District 43

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

33. Hon. Ray Marquez
Chino Hills, RC District 10

34. Hon. Larry McCallon
Air District Representative

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

36. Hon. Tim McOsker
Los Angeles, RC District 62

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

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

39. Hon. Carol Moore
Laguna Woods, OCCOG

40. Hon. Juan Muñoz-Guevara
Lynwood, GCCOG

41. Hon. Ara Najarian
Glendale, SFVCOG

42. Hon. Frank Navarro
Colton, RC District 6

43. Hon. Sharona Nazarian
Beverly Hills, WSCCOG

44. Hon. Nikki Perez
Burbank, RC District 42

45. Hon. Gil Rebollar
Brawley, RC District 1

46. Hon. Ed Reece
Claremont, SGVCOG

47. Hon. Marlon Regisford
Caltrans, District 7, Ex-Officio Non-Voting Member

48. Hon. Gabriel Reyes
San Bernardino County CoC

49. Hon. Crystal Ruiz
San Jacinto, WRCOG

50. Hon. Ali Saleh
Bell, RC District 27

51. **Hon. Steve Sanchez**
La Quinta, RC District 66

52. **Hon. Suely Saro**
Long Beach, RC District 29

53. **Hon. Zak Schwank**
Temecula, RC District 5

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

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

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

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

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

59. **Hon. Wes Speake**
Corona, WRCOG

60. **Sup. Karen Spiegel**
Riverside County

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

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

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

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

65. **Sup. Donald Wagner**
Orange County

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

67. **Hon. Alan Wapner**
SBCTA

68. **Hon. Thomas Wong**
Monterey Park, SGVCOG

TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, December 5, 2024
10:00 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 Mike Jugde, Vice 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 – November 7, 2024 PPG. 10

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items PPG. 20

3. CalSTA Transit Transformation Task Force Update PPG. 24

4. Status Update on the South Coast Air Quality Management District (AQMD) California Environmental Quality Act (CEQA) Guidance for Evaluating Cumulative Impacts from Air Toxics PPG. 27

5. Transportation Trends Update PPG. 30

ACTION ITEM

6. 2024 Sustainable Communities Program Active Transportation and Safety Recommended Projects PPG. 47
    15 Mins.
(Rachel Om, Senior Regional Planner, SCAG)

RECOMMENDED ACTION:
Recommend Regional Council approve the Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Project List and Contingency List.

INFORMATION ITEMS

7. Southern California Zero Emissions Truck Infrastructure Study: Preliminary Findings   15 Mins.
(Jonathan Raspa, Senior Regional Planner, SCAG)

8. 2024 Go Human Outcomes   15 Mins.
(Alina Borja, Associate Regional Planner, SCAG)

CHAIR'S REPORT
(The Honorable Mike Judge, Vice Chair)

METROLINK REPORT
(The Honorable Art Brown, SCAG Representative)

STAFF REPORT
(David Salgado, Government Affairs Officer, SCAG)

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments
December 5, 2024

MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, NOVEMBER 7, 2024

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 in person and virtually (telephonically and electronically). A quorum was present.

Members Present:

Hon.	**Mike T. Judge (Vice Chair)**		**VCTC**
Hon.	Adele Andrade-Stadler	*Alhambra*	SGVCOG
Hon.	Phil Bacerra	*Orange County*	CoC
Hon.	Liz Becerra	*Victorville*	District 65
Hon.	Russel Betts	*Desert Hot Springs*	CVAG
Hon.	Daniel Brotman	*Glendale*	AVCJPA
Hon.	Art Brown	*Buena Park*	District 21
Hon.	Ross Chun	*Aliso Viejo*	OCCOG
Hon.	Denise Delgado	*Coachella, Pres. Appt.*	Member at Large
Hon.	Jonathan Dumitru	*Orange*	District 17
Hon.	John Dutrey	*Montclair*	SBCTA
Hon.	James Gazeley	*Lomita*	District 39
Hon.	Jason Gibbs	*Santa Clarita*	NCTC
Hon.	Curt Hagman		San Bernardino County
Hon.	Jan Harnik		RCTC
Hon.	Fred Jung	*Fullerton*	OCCOG
Hon.	Trish Kelley		TCA
Hon.	Linda Krupa	*Hemet*	District 3
Hon.	Malcolm Lilienthal	*Hemet*	WRCOG
Hon.	Richard Loa	*Palmdale*	NCTC
Hon.	Clint Lorimore	*Eastvale*	District 4
Hon.	Steve Manos	*Lake Elsinore*	District 63
Hon.	Ray Marquez	*Chino Hills*	District 10
Hon.	Larry McCallon		Air District Representative

Hon.	Marsha McLean	*Santa Clarita, Pres. Appt.*	Member at Large
Hon.	Linda Molina	*Calimesa, Pres. Appt.*	Member at Large
Hon.	Carol Moore	*Laguna Woods*	OCCOG
Hon.	Juan Munoz-Guevara	*Lynwood*	GCCOG
Hon.	Ara Najarian	*Glendale*	SFVCOG
Hon.	Frank Navarro	*Colton*	District 6
Hon.	Sharona Nazarian	*Beverly Hills*	WSCCOG
Hon.	Gil Rebollar	*Brawley*	District 1
Hon.	Ed Reece	*Claremont*	SGVCOG
Hon.	Crystal Ruiz	*San Jacinto*	WRCOG
Hon.	Ali Saleh	*Bell*	District 27
Hon.	Steve Sanchez	*La Quinta*	District 66
Hon.	Zak Schwank	*Temecula*	District 5
Hon.	Marty Simonoff	*Brea*	District 22
Hon.	Ward Smith	*Placentia*	OCCOG
Hon.	Wes Speake	*Corona*	WRCOG
Hon.	Cynthia Sternquist	*Temple City*	SGVCOG
Hon.	Michael Vargas	*Riverside County*	CoC
Hon.	Don Wagner		Orange County
Hon.	Colleen Wallace	*Banning*	WRCOG
Hon.	Alan Wapner		SBCTA
Hon.	Thomas Wong	*Monterey Park*	SGVCOG
Mr.	Marlon Regisford	*Caltrans District 7*	Ex-Officio Member

Members Not Present:

Hon.	Kathryn Barger		Los Angeles County
Hon.	Brian Berkson	*Jurupa Valley, Pres. Appt.*	Member at Large
Hon.	Jeanette Burns		Morongo Band of Mission Indians
Hon.	Laura Hernandez	*Port Hueneme*	District 45
Hon.	Lauren Hughes-Leslie	*Lancaster*	NCTC JPA
Hon.	Heather Hutt	*Los Angeles*	District 57
Hon.	Paul Krekorian	*Los Angeles*	District 49
Hon.	Andrew Lara	*Pico Rivera*	District 31
Hon.	Bridgett Lewis	*Torrance, Pres. Appt.*	Member at Large
Hon.	Ken Mann	*Lancaster*	District 43
Hon.	Tim McOsker	*Los Angeles*	District 62
Hon.	L. Dennis Michael	*Rancho Cucamonga*	District 9
Hon.	Nikki Perez	*Burbank*	District 42
Hon.	Celeste Rodriguez	*San Fernando*	District 67
Hon.	Tim Sandoval (Chair)	*Pomona*	District 38

Hon.	Suely Saro	*Long Beach*	District 29
Hon.	Jeremy Smith	*Canyon Lake, Pres. Appt.*	Member at Large
Hon.	Jose Luis Solache	*Lynwood*	District 26
Hon.	Hilda Solis		Los Angeles County
Hon.	Karen Spiegel		Riverside County
Hon.	Steve Tye	*Diamond Bar*	District 37
Hon.	Scott Voigts	*Lake Forest*	OCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Vice Chair, Mike Judge, Simi Valley, VCTC, called the meeting to order at 10:00 a.m. Hon. Jan Harnik, RCTC, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

Vice Chair Judge 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.

No members of the public requested to comment.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize the agenda item.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – September 5, 2024

Receive and File

2. Acceptance of Office of Traffic Safety Grant (OTS) Funds 2025: Go Human Campaign

3. Acceptance of Office of Traffic Safety (OTS) Funds: Safety Modeling

4. Big Data Program Update

5. Senate Bill 375: Joint MPO Letter to CARB

6. REAP 2.0 Program Update

7. Transportation Committee Agenda Outlook and Future Agenda Items

Committee Counsel announced, with the committee's concurrence, a single vote could be taken on the Consent Calendar and agenda item 8 and suggested holding the vote after a presentation on item 8.

ACTION ITEMS

8. 2024 Trade Corridor Enhancement Program: SCAG Region Projects Nominations

There were no public comments on Item No. 8.

Prithvi Deore, SCAG staff, reported on the 2024 Trade Corridor Enhancement Program (TCEP): SCAG Region Projects Nominations. She noted the purpose of TCEP was to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance on California's portion of the National Freight Network. In addition, it funds projects in freight corridors that are priority candidates for zero-emission freight. The 2024 TCEP cycle represents the fourth cycle since the program's inception in 2018. As the region's Metropolitan Planning Organization (MPO), SCAG is tasked with compiling project nominations from its respective agencies and forwarding them to the California Transportation Commission once it is determined the projects are consistent with the adopted Regional Transportation Plan and freight plan. Ms. Deore stated 13 project nominations were identified requesting a total of $323 million in TCEP regional funds this cycle. The overall cost of these projects is $1.2 billion. Further, the projects represent a significant investment in freight infrastructure which is critical for maintaining efficiency of the regional and nation supply chains. Once approved by the committee and Regional Council the projects will be forwarded to the California Transportation Commission by the November 22, 2024 deadline.

A MOTION was made (Navarro) to recommend that the Regional Council (RC) approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding as well as Consent Calendar Item 1; and Receive and File items 2 through 7. The motion was SECONDED (Bacerra) and passed by the following roll call votes.

AYES: Andrade-Stadler, Bacerra, Becerra, Betts, Brown, Chun, Delgado, Dumitru, Dutrey, Gazeley, Gibbs, Hagman, Harnik, Judge, Jung, Kelley, Krupa, Lilienthal, Loa, Lorimore, Manos, Marquez, McCallon, McLean, Molina, Moore, Munoz-Guevara, Najarian,

Navarro, Nazarian, Reece, Ruiz, Saleh, Sanchez, Simonoff, W. Smith, Speake, Sternquist, Vargas, Wagner, Wallace, Wapner, Wong (43)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

9.   Senate Bill 1121 State and Local Transportation Needs Assessment

There were no public comments on Item No. 9.

Frances Dea-Sanchez, California Transportation Commission reported on Senate Bill 1121. Ms. Dea-Sanchez reported that SB 1121 directs the California Transportation Commission (CTC) to prepare a 10-year transportation needs assessment with the intent to assess the cost to operate, maintain, and grow the statewide multimodal transportation system. It is meant as a plain look into needs and available revenue. In addition, it needs to consider the cost to address climate resiliency. She noted as part of the process the CTC conducted a survey of local and regional agencies for 10-year revenue projections and needs assessment. Ms. Dea-Sanchez noted the increase in zero-emission vehicles would increase the revenue shortfall as they do not contribute to gasoline tax revenue. She examined different scenarios in light of revenue expectations as well as supplemental revenue options such as a road user charge. The assessment report includes statewide local roads and streets, state highway system, transit and rail, climate adaptation challenges and policy recommendations. She reviewed revenue needs indicating $736 billion is needed while $572 billion is anticipated leaving a projected $164 billion revenue shortfall.

Hon. Russell Betts, Desert Hot Springs, CVAG, asked about the definition of a near zero emissions vehicle. Hon. Larry McCallon, SBCTA, District 7, responded that near zero emission vehicles refer to natural gas-powered vehicles that are hybrid and can travel a minimum number of miles as zero emission.

Hon. Steve Manos, Lake Elsinore, commented that a road user fee would be useful for those who drive electric vehicles to balance the loss of gasoline tax revenue.

10. Connect SoCal 2024 Implementation Strategies Update

There were no public comments on Item No. 10.

Camille Guirba, SCAG staff, reported on Connect SoCal 2024 Implementation Strategies. Ms. Guirba stated direct implementation of Connect SoCal largely relies on actions and decisions of other

agencies, local jurisdictions and those in the private sector to install transit service, install bike paths and promote land uses that benefit transportation efficiency. SCAG's goal centers around leadership in establishing vision and goals. She noted other regional leadership activities include collaboration and policy leadership, administration of federal funding, data collection, analysis, and local technical assistance resources. The report indicates progress on 71 of 93 implementation strategies. Those are defined under the main policy focus areas including mobility, environment, communities and economy. Mobility efforts include a call for application for the Sustainable Communities Program to fund activities including community plans and quick build projects that encourage active transportation. She noted further updates would be provided to the committee in the future.

11. Regional Pilot Initiatives (RPI) Program Update

There were no public comments on Item No. 11.

Kate Kigongo, SCAG staff, provided an update on Regional Pilot Initiatives (RPI). Ms. Kigongo reported the RPI program seeks to test new technologies and innovation models with the potential to scale regionally to achieve transformative impact. It is meant to be an incubator for pilot projects that can be used to inform future calls for projects and/or funding opportunities. On July 6, 2023, the Transportation Committee and Regional Council approved the RPI framework. Ms. Kigongo reported on the different projects being developed including the Transportation Data Analysis Program which seeks to identify key transportation planning and policy questions using the Streetlight Big Data Platform with an emphasis on providing consultant support for small and under-resourced local jurisdictions. She next reviewed the Watts Rising E-Bike Lending Library which seeks to improve mobility and access by launching an E-bike lending library at Nickerson Gardens in Watts. Additionally, the Contactless Open Loop Fare Payment pilot seeks to develop a tap to pay system on the San Bernardino Line in partnership with the California Integrated Travel Project (Cal-ITP) and Metrolink. It will be a one-year pilot to begin in 2025. The Mobility Hubs pilot seeks to develop a network of mobility hubs in the region in partnership with county transportation commissions. Ms. Kigongo reviewed next steps including pursuing procurements for private partners and developing MOUs for each pilot project. Quarterly updates will be provided to the committee.

Hon. Colleen Wallace, Banning/WRCOG, asked if any projects would benefit Riverside County. Ms. Kigongo responded the Mobility Hub conceptual design project under development would include a Riverside County location as a conceptual design and could develop further into a Mobility Hub site. It is also envisioned that the Metrolink pay system pilot could be scaled to the full rail network bringing benefits to Riverside County.

12. Future Communities and Smart Cities Update

There were no public comments on Item No. 12.

Marisa Laderach, SCAG staff, updated the committee on Future Communities and Smart Cities pilot program takeaways. She noted the program's framework was adopted by the Regional Council in 2017 to advance SCAG's role as a leader in technology and innovation by applying new technologies and data analytics to reduce vehicle miles travelled and greenhouse gas emissions. A further goal is to improve the efficiency of municipal services. She reviewed the different projects including the Anaheim Smart Center City real time parking guidance which created efficiencies by alerting those seeking parking spaces where spaces are located. For the City of Cerritos an online permitting and licensing software program was developed with real-time information. A project in Glendale developed route optimization and fleet telematics for street sweeping and garbage collection routes resulting in reduced VMT, GHG and congestion. She reviewed projects in Monrovia, Riverside and also San Bernardino County's Remote Electronic Warrants effort which upgraded the system enabling warrant application virtually eliminating inefficiencies with the previous system.

Ms. Laderach reviewed the benefits observed including a reduction in neighborhood parking complaints in Anaheim as a result of improved efficiency and real-time information. She noted the Cerritos project reduced vehicle trips to city hall as well as reduce the need for two salaried positions. Glendale's Route Optimization program reduced truck VMT and resulted in 49 fewer trips to the dump each week reducing worker stress around overtime. She emphasized the importance of VMT reduction in San Bernardino's Electronic Warrants Program as it is the largest county in the nation. It also saved police officer labor time further demonstrating the value of the pilot programs. It was noted online portals are popular and growing in demand. Key takeaways include the utilization of public-private partnership, cross agency task forces and a need to provide supportive infrastructure to enable technology.

Hon. Curt Hagman, San Bernardino County, commented that the benefits of technology in a city ends when a vehicle crosses into a neighboring city that may not provide the same technology. Can we develop a way for cities to sync with their neighbor jurisdictions to provide benefits across city borders. He suggested a future project to explore this question. Ms. Laderach responded that cross jurisdiction efforts are regionally critical and noted the steering committee being developed can undertake a way forward on this issue.

CHAIR'S REPORT

Vice Chair Judge welcomed new member Phil Bacerra, Orange County, CoC. He reported the Regional Council meeting would have a report on housing from Dhakskike Wickrema, Deputy Secretary on Homelessness.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported that in October, 32 additional weekday trains were added increasing service by 23 percent. Additionally, CalSTA awarded a $40.5 million grant to the Riverside County Transportation Commission for the development and construction of a new Metrolink station and Mobility Hub in Mead Valley. They also awarded $50 million to Metrolink to construct two service and inspection tracks that will allow four additional round trips daily.

STAFF REPORT

David Salgado, SCAG staff, reported that SCAG was hosting a mobile tour November 22, 2024, to tour SoCal Gas' hydrogen plant in Downey.

ADJOURNMENT

There being no further business, Vice Chair Judge adjourned the meeting of the Transportation Committee at 11:34 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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Transportation Committee Attendance Report														
2024- 25														
MEMBERS	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	Total Mtgs Attended To Date
Andrade-Stadler, Adele	Alhambra, SGVCOG				1		1							2
Barger, Kathryn	Los Angeles County													0
Bacerra, Phil	Orange County, CoC						1							1
Becerra, Liz	Victorville, RC District 65				1		1							2
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1			1									2
Betts, Russell	Desert Hot Springs, CVAG	1			1		1							3
Brotman, Daniel	Glendale, AVCJPA	1			1		1							3
Brown, Art	Buena Park, RC District 21	1			1		1							3
Burns, Jeanette	Morongo Band of Mission Indians													0
Chun, Ross	Aliso Viejo, OCCOG	1			1		1							3
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)						1							1
Dumitru, Jonathan	Orange, RC District 17	1			1		1							3
Dutrey, J. John	Montclair, SBCTA	1			1		1							3
Gazeley, James	Lomita, RC District 39	1			1		1							3
Gibbs, Jason	Santa Clarita, NCTC	1					1							2
Hagman, Curt	San Bernardino County	1			1		1							3
Harnik, Jan	RCTC	1			1		1							3
Hernandez, Laura	Port Hueneme, RC District 45	1			1									2
Hughes-Leslie, Lauren	Lancaster, NCTC JPA	1			1									2
Hutt, Heather	Los Angeles, RC District 57													0
Judge, Mike	VCTC	1			1		1							3
Jung, Fred	Fullerton, OCCOG	1			1		1							3
Kelley, Trish	TCA Representative	1			1		1							3
Krekorian, Paul	Los Angeles, RC District 49/Public Transit Rep.													0
Krupa, Linda	Hemet, RC District 3	1					1							2
Lara, Andrew	Pico Rivera, Dist 31				1									1
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)	1			1									2
Lilienthal, Malcolm	Hemet, WRCOG	1			1		1							3
Loa, Richard	Palmdale, NCTC				1		1							2
Lorimore, Clint	Eastvale, RC District 4	1			1		1							3
Mann, Ken	Lancaster, RC District 43	1												1
Manos, Steve	Lake Elsinore, RC District 63	1			1		1							3
Marquez, Ray	Chino Hills, RC District 10	1			1		1							3
McCallon, Larry	Air District Representative	1			1		1							3
McLean, Marsha	Santa Clarita, Pres. Appt. (Member at Large)	1			1		1							3
McOsker, Tim	Los Angeles, RC District 62	1												1
Michael, L. Dennis	Rancho Cucamonga, RC District 9													0
Molina, Linda	Calimesa, Pres. Appt. (Member at Large)	1					1							2
Moore, Carol	Laguna Woods, OCCOG	1			1		1							3
Munoz-Guevara, Juan	Lynwood, GCCOG	1					1							2
Najarian, Ara	Glendale, SFVCOG	1			1		1							3
Navarro, Frank	Colton, RC District 6	1					1							2
Nazarian, Sharona	Beverly Hills, WSCCOG	1			1		1							3
Perez,Nikki	Burbank, District 42													0
Rebollar, Gil	Brawley, RC District 1				1		1							2
Reece, Ed	Claremont, SGVCOG	1			1		1							3

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Name	Affiliation												Total
Regisford, Marlon	Caltrans, District 7, Ex-Officio Member	1	■	1	■	1							3
Rodriguez, Celeste	San Fernando, RC District 67	1	■		■								1
Ruiz, Crystal	Sna Jacinto, WRCOG	1	■	1	■	1							3
Saleh, Ali	Bell, RC District 27	1	■	1	■	1							3
Sanchez, Steve	La Quinta, District 66	1	■	1	■	1							3
Sandoval, Tim	Pomona, RC District 38	1	■		■								1
Saro, Suely	Long Beach, RC District 29	1	■	1	■								2
Schwank, Zak	Temecula, RC District 5		■		■	1							1
Simonoff, Marty	Brea, RC District 22	1	■	1	■	1							3
Smith, Jeremy	Canyon Lake, Pres. Appt. (Member at Large)		■		■								0
Smith, Ward	Placentia, OCCOG		■	1	■	1							2
Solache, Jose Luis	Lynwood, RC District 26	1	■	1	■								2
Solis, Hilda	Los Angeles County		■		■								0
Speake, Wes	Corona, WRCOG	1	■	1	■	1							3
Spiegel, Karen	Riverside County	1	■	1	■								2
Sternquist, Cynthia	Temple City, SGVCOG	1	■	1	■	1							3
Tye, Steve	Diamond Bar, RC District 37		■		■								0
Vargas, Michael	Riverside County CoC	1	■	1	■	1							3
Voigts, Scott	Lake Forest, OCCOG		■		■								0
Wagner, Don	Orange County	1	■	1	■	1							3
Wallace, Colleen	Banning, WRCOG	1	■	1	■	1							3
Wapner, Alan	SBCTA	1	■	1	■	1							3
Wong, Thomas	Montery Park, SGVCOG	1	■		■	1							2

Southern California Association of Governments
December 5, 2024

To:	Transportation Committee (TC)	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Annie Nam, Deputy Director (213) 236-1827, Nam@scag.ca.gov	
Subject:	Transportation Committee Agenda Outlook and Future Agenda Items	*Kome Ajise*

RECOMMENDED ACTION:
Receive and File.

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

EXECUTIVE SUMMARY:
In April 2024, SCAG's Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024. Following adoption of Connect SoCal 2024, staff developed a 12-month TC Outlook to carry forward the policy priorities and Implementation Strategies of Connect SoCal 2024. For FY2025, the TC Outlook reflects outcomes of the 2024 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:
The work of the Southern California Association of Governments (SCAG) and the leadership from the agency's Policy Committees and Regional Council is driven by SCAG's legally mandated duties as a Metropolitan Planning Organization (MPO) for Southern California, the long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2024 as well as, the agency Strategic Plan approved by the Executive Administrative Committee on May 1, 2024[1]

Transportation Committee Outlook and Framework
The Policy Committees help to further the implementation of Connect SoCal by advising on policy, research or resource programs. The Policy Committees will also be informed and advise on broader regional leadership items as needed. Over the upcoming year, most agenda items fall under the following three categories:

1. Connect SoCal: Connect SoCal 2024, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy was approved on April 4, 2024. These agenda items will be focused on implementation of the investments and strategies included in the plan. as well as amendments as needed.

2. Local Resources: This refers to programs administered by SCAG such as the Sustainable Communities Program, the Regional Early Action Program, or Go Human. Action and information items may related to guideline development or program awards. These agenda items may also include updates of grants, data or tools available to local jurisdictions.

3. Regional Leadership: These agenda items relate to issues or policy areas of regional significance and may include updates and presentations from external speakers.

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 2025 Overall Work Program (810.0120.20: Planning Policy Development).

ATTACHMENT(S):
1.   TC Outlook for FY25_Dec 2024 TC Meeting

Transportation Committee Agenda Outlook for FY2025

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

Date	Connect SoCal	Local Assistance Program	Regional Update
Sept-Dec	✓ 2025 FTIP and Connect SoCal Amendment 1, Associated Transportation Conformity (proposed final) ✓ Goods Movement Update incl. Comprehensive Sustainable Freight Plan • Zero Emission Truck Infrastructure (ZETI) Study Preliminary Findings • ~~Highways to Boulevards Regional Study~~ (move to Jan-March) • ~~Curb Space Management~~ (move to Jan-March) • ~~Joint MPO Pricing and Incentives Pilot Design Guidelines (R&F)~~ ✓ Connect SoCal 2024: Implementation Strategies Update	✓ REAP 2.0 CTC Partnership Program Update (R&F) ✓ REAP 2.0 Regional Pilot Initiatives Program Update ✓ Future Communities Pilot Program and Smart Cities Strategic Plan • Active Transportation Program (ATP) and Sustainable Communities Program (SCP) Active Transportation & Safety – Recommended Projects	✓ Broadband Permit Streamlining Report Findings • ~~SCAG Digital Equity Toolkit~~ (move to Jan-March) ✓ Trade Corridors Enhancement Program (TCEP) Regional Nominations • ~~CA High Speed Rail Authority – Los Angeles to Anaheim Segment Update~~ (move to April-June) • ~~Brightline West~~ (move to April-June) ✓ SB 1121 Transportation Needs Assessment

Note – assumes TC will not meet in October 2024, as well as January and May 2025

Transportation Committee Agenda Outlook for FY2025

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	• ZETI Study Final Report • Mobility Hubs Study • Innovative Clean Transit Study • Smart Cities Strategic Plan • Comprehensive Sustainable Freight Plan • Highways to Boulevards Regional Study • Curb Space Management	• Last Mile Freight Program • ~~Active Transportation Program (ATP) and Sustainable Communities Program (SCP) Active Transportation & Safety – Recommended Projects~~ (moved to December) • SCP Smart Cities & Mobility Innovations Final Report • REAP 2.0 CTC Partnership Program Update • REAP 2.0 Regional Pilot Initiatives Program Update	• Clean Cities Coalition Strategic Plan • SCAG Digital Equity Toolkit
Apr-Jun	• Transit Transformation Task Force Update	• Smart Cities Program Draft Guidelines • REAP 2.0 CTC Partnership Program Update • REAP 2.0 Regional Pilot Initiatives Program Update • STBG/CMAQ Program Guidelines Update	• CA High Speed Rail Authority – Los Angeles to Anaheim Segment Update (move to Jan-March) • Brightline West (move to Jan-March)

Note – assumes TC will not meet in October 2024, as well as January and May 2025

Southern California Association of Governments
December 5, 2024

To: Transportation Committee (TC)

From: Courtney Aguirre, Planning Supervisor
           (213) 236-1990, aguirre@scag.ca.gov

Subject: CalSTA Transit Transformation Task Force Update

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

RECOMMENDED ACTION:
Receive and File

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:
Senate Bill 125 (SB 125, Chapter 54, Statutes of 2023) established the Transit Transformation Task Force (Task Force), led by the California State Transportation Agency (CalSTA), to develop statewide recommendations to grow transit ridership, improve the transit customer experience, and address long-term operational needs. The Task Force includes 25 members, including representatives from the California Department of Transportation (Caltrans), local agencies, academic institutions, nongovernmental organizations, and other stakeholders. Southern California representation on the Task Force includes SCAG, the Los Angeles County Metropolitan Transportation Authority (Metro), Move LA, the Riverside County Transportation Commission, and the University of California, Los Angeles Institute of Transportation Studies (ITS). The work will culminate in a report of findings and policy recommendations to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025. The Task Force's work is aligned with Connect SoCal's vision of a future where transit/rail functions as the backbone of the mobility ecosystem, enabling seamless and efficient travel without needing to own an automobile. Frequent, reliable, and convenient transit/rail is vital for advancing both the state and region's vision of more livable and equitable communities. This staff report provides updates on the work of the Task Force to date.

BACKGROUND:
Connect SoCal 2024 envisions a future in which transit/rail functions as the backbone of the mobility ecosystem, enabling seamless and efficient travel without needing to own an automobile. Frequent, reliable, and convenient transit/rail is vital for advancing both the state and region's

vision of more livable and equitable communities. This also supports the larger vision for the region, to create a healthy, prosperous, and connected region for a more resilient and equitable future.

Transit/rail in the region continues to grapple with the significant impacts from the COVID-19 pandemic. Per the recent ridership updates to the Transportation Committee (please see the Transportation Trends Update staff report), as of August 2024, bus ridership is still approximately 17 percent below pre-pandemic levels overall. Notably, however, many transit agencies continue to see ridership recovery on their systems. The Los Angeles County Metropolitan Authority's (Metro's), bus ridership has recovered more than rail ridership (down 13 percent vs. 15 percent, respectively, in September 2024, relative to September 2019). Many other lingering challenges threaten ridership growth beyond the purview of transit agencies. These pandemic impacts, along with increasing demand for sustainable transportation options, advancements in technology, and changes in urban environments, will shape the future for transit/rail recovery.

In addition to assembling the Regional Transit Technical Advisory Committee to discuss relevant issues relevant for improving transit in the region, SCAG continues to explore ways to advance transit and as part of implementing Connect SoCal 2024. For example, in the coming year, SCAG plans to secure consultant support to conduct an Innovative Clean Transit Regional Assessment Study, to assess the efforts of the region's transit operators to develop and implement Zero-Emission Bus Rollout Plans and to assess the readiness of the region to transition to zero-emission transit fleets. SCAG anticipates exploring opportunities for enhanced coordination across agencies to streamline efforts and maximize effectiveness and identifying potential roles for SCAG to play in facilitating the transition to clean transit.

Transit Transformation Task Force
As reported in previous updates to the Transportation Committee, SB 125 required the establishment of the Transit Transformation Task Force, led by the California State Transportation Agency (CalSTA), and including representatives from the California Department of Transportation, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders across the state. SCAG's Executive Director, Kome Ajise serves on the Task Force, along with other Southern California representatives from Metro, Move LA, the Riverside County Transportation Commission, and the University of California, Los Angeles Institute of Transportation Studies. CalSTA, in consultation with the Task Force, is required to prepare and submit a report of findings and policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025.

The Task Force held its sixth bimonthly meeting on October 28, 2024. At this meeting, the Task Force reviewed and voted on a subset of policy recommendations pertaining to fare and schedule coordination and safety and cleanliness. The Task Force recommended that CalSTA and Caltrans

staff adjust the language of the recommendations and return to the Task Force with the revised policy recommendations at a future meeting. There were sensitivities regarding the possibility of state-imposed standards or requirements that were not considerate of differing contexts and needs. The Task Force also reviewed land use and housing policies that could encourage transit use such as transit-oriented development, and discussed potential value capturing strategies such as join development opportunities. The Task Force concluded the meeting with a focused discussion on first/last mile projects and the need to support accessibility to transit and address transportation safety issues. Meeting materials and updates on the work of the Task Force can be found at the CalSTA webpage. The next Task Force meeting is scheduled for December 10, 2024, in Clovis, where members will discuss fleet and asset management goals, and new options for revenue sources to fund transit operations and capital projects.

The Task Force's dedicated Technical Working Group continues to support the Task Force's work, conducting research and gathering information related to the Task Force's meeting themes. TWG members include management and staff from a variety of organizations from across the state, including representation from Southern California, specifically, SCAG, the Orange County Transportation Authority, and the San Bernardino County Transportation Authority

FISCAL IMPACT:
Staff work supporting this initiative is included in the current Overall Work Program (OWP) FY24/25 140.0121.01 Transit Planning and Task 140.0121.02 Passenger Rail Planning.

Southern California Association of Governments
December 5, 2024

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Community Economic & Human Development Committee (CEHD) Energy & Environment Committee (EEC) Transportation Committee (TC) Regional Council (RC)	
From:	Ryan Banuelos, Associate Regional Planner (213) 630-1532, banuelos@scag.ca.gov	*Kome Ajise*
Subject:	Status Update on the South Coast Air Quality Management District (AQMD) California Environmental Quality Act (CEQA) Guidance for Evaluating Cumulative Impacts from Air Toxics	

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

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

EXECUTIVE SUMMARY:
The South Coast AQMD has initiated development of a CEQA guidance for evaluating cumulative impacts from air toxics for projects that are located within the South Coast AQMD's jurisdiction and are not exempt from environmental reviews under CEQA. The CEQA guidance is an update to the existing South Coast AQMD's cumulative analysis guidance that was developed in 2003. Based on the current proposed guidance, the project-level cumulative air toxics impact analysis, if approved and adopted as proposed, includes the most significant changes. South Coast AQMD staff is holding public workshops and meeting with stakeholders to encourage and seek input and will be preparing a preliminary draft of the proposed CEQA guidance document in coming months. SCAG staff will continue to monitor the ongoing development of guidance and apprise members of SCAG's Regional Council, Policy Committees, and stakeholders of major updates as appropriate.

BACKGROUND:
CEQA requires cumulative impacts analysis for non-exempt projects and defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). South Coast AQMD is the resource agency with expertise in air quality and develops guidance on how to conduct air quality analysis for CEQA purposes.

The California Air Resources Board identifies diesel particulate matter (DPM) emissions from diesel-fueled engines as a toxic air contaminant. In February 2022, South Coast AQMD staff initiated a public process for the development of new CEQA guidance on cumulative air quality impacts from air toxics (e.g., DPM) because the largest contributor to cancer risk from air pollution is DPM emissions. The development is intended to update South Coast AQMD's existing cumulative analysis guidance, which was developed in 2003 and to serve as a tool to support CEQA lead agencies when they evaluate projects' cumulative air toxics impacts pursuant to the requirements of CEQA. South Coast AQMD staff has held six public working group meetings to seek stakeholder feedback.

HIGHLIGHTS OF SOUTH COAST AQMD'S DRAFT CEQA GUIDANCE FOR CUMULATIVE IMPACTS FROM AIR TOXICS (DISCUSSED AT WORKING GROUP MEETING #6 ON NOVEMBER 6, 2024):

The draft guidance is currently proposed to focus on the operational phase of a project and applies to both regional projects and project-level analysis. The draft guidance includes revisions that may be relevant to project- or site-specific environmental reviews that are conducted by implementing agencies, as well as to environmental reviews for regional projects such as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) when SCAG is a lead agency pursuant to applicable provisions of the CEQA. While South Coast AQMD staff has not developed a definition for regional projects, regional projects are expected to include plan-level documents such as master plans, general plans, and regional plans. The draft guidance for regional projects' cumulative air toxics impact analyses is proposed to remain largely unchanged from the current analysis approach, which uses 10 in a million significance threshold for cancer risk to determine if cumulative air toxics impacts would be significant.

The draft guidance for project-level cumulative air toxics impact analysis, if approved and adopted as proposed, includes significant changes. They would involve a multi-step process based on a number of project characteristics such as land use type, project size, location, and a project's proximity to high volume diesel-fueled trucks and health sensitive populations within Senate Bill 535 disadvantaged communities and/or Assembly Bill 617 designated communities that are most impacted by air pollution. The project-level cumulative cancer risk significance threshold would range between one in a million and 10 in a million depending on the project's background cancer risk from the South Coast AQMD's Multiple Air Toxics Exposure Study (MATES) plus various project-specific characteristics.

The draft guidance also states that linear projects such as bridges, roads, and freeways (new or improvements) are medium cancer risk impact projects, and that major transportation projects (e.g., airport, port, railyard, bus/train station) are high cancer risk impact projects. Moreover, if regional projects have long-term construction activities, under the draft guidance, they could not be screened out from the cumulative air toxics impacts analysis because long-term construction activities take on characteristics of operational impacts. While the draft guidance would apply to all project types including transportation projects that are subject to CEQA within the South Coast

AQMD's jurisdiction, warehouse and distribution center projects appear to be of particular concern due to DPM emissions from diesel-fueled trucks contributable to cumulative air toxics impacts and associated cancer risk.

If the draft guidance is adopted as proposed, non-exempt CEQA projects that have initiated their environmental review processes after the guidance becomes effective are subject to the new guidance. In addition, CEQA projects located within the South Coast AQMD's jurisdiction or partially encompassing their jurisdiction are subject to the new guidance. CEQA projects located completely outside the South Coast AQMD's jurisdiction are not subject to the new guidance. For more information on the draft guidance and other related materials, please visit South Coast AQMD website: https://www.aqmd.gov/home/rules-compliance/ceqa/ceqa-policy-development-(new).

SCAG staff will continue to track the development and provide periodic status updates on major updates as appropriate. Cities, counties, and other agencies such as County Transportation Commissions (LA Metro, OCTA, RCTC, and SBCTA) and Caltrans Districts (Districts 7, 8, and 12) that may have future non-exempt CEQA projects within the South Coast AQMD's jurisdiction are encouraged to participate in the South Coast AQMD's development process.

NEXT STEPS:
South Coast AQMD staff will continue to hold public workshops and meetings with stakeholders to seek feedback on the draft guidance. In addition, South Coast AQMD staff will be preparing a preliminary draft of the proposed CEQA guidance document in coming months. At stakeholders' request, South Coast AQMD staff is considering a public review and comment period for the preliminary draft guidance document and plans to provide an update to the Mobile Source Committee in early 2025 prior to seeking South Coast AQMD Governing Board approval and adoption.

FISCAL IMPACT:
Work associated with this item is included in the current Fiscal Year 2024-25 Overall Work Program (24-020.0161.04: Environmental Compliance, Coordination and Outreach).

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
From:	Jeremy Marks, Assistant Regional Planner (213) 630-1456, marks@scag.ca.gov	*Kome Ajise*
Subject:	Transportation Trends Update	

RECOMMENDED ACTION:
Receive and File

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

Considering the COVID-19 pandemic's enduring impacts on travel behavior, SCAG staff provides the Transportation Committee with regular updates on transportation trends, including the impacts from remote work. Current analysis shows that transit/rail ridership has improved over the 12 months ending in August 2024. Overall, in August 2024, the region's bus ridership is 17 percent below its pre-pandemic level. For L.A. Metro, the region's largest transit operator, bus ridership has recovered more than rail ridership (down 13 percent versus 15 percent, respectively, in September 2024, relative to September 2019). Metrolink's rail ridership in September 2024 was 40 percent lower than it was in September 2019 (excluding Arrow Line ridership, which did not exist in September 2019). Vehicular travel has recovered at a more robust rate. In the years following the onset of the pandemic, vehicle miles traveled (VMT), vehicle hours of delay (VHD), and truck VMT levels on the State Highway System (SHS) in the region have hovered below pre-pandemic baseline levels. After briefly eclipsing the pre-pandemic baseline in February 2024, for the first time since the onset of the pandemic, overall VMT declined back to between two and five percent below pre-pandemic levels between March and September 2024, while VHD remained between 20 percent and 30 percent lower than the pre-pandemic baseline and truck VMT declined to about 6.5 percent below the pre-pandemic baseline by the end of September 2024. Meanwhile, the share of full, paid working days spent at home in the region peaked at 51 percent in December 2020, declined to 29 percent in January 2023, and has remained between 30 and 35 percent since then. The staff report that follows provides a more detailed breakdown on these transportation trends.

BACKGROUND:

The COVID-19 pandemic has had dramatic impacts on travel behavior across the country and in the SCAG region. Though we are now four years out from the pandemic's start, some transportation system impacts endure.

Data Sources

For transit, SCAG staff gathered and summarized data for the region utilizing the National Transit Database (NTD), administered by the Federal Transit Administration (FTA). The NTD is the primary source for information and statistics on transit systems in the United States. The NTD's Complete Monthly Ridership Module was utilized to assess transit ridership trends in the region, specifically for bus and rail modes. However, the NTD has known limitations. For instance, there exists a substantial time lag, often spanning several months, between the FTA's data collection and the availability of processed and validated data on the NTD website. Additionally, some data may be missing for the most recent month if a transit agency neglected to report data on time. These delays make it difficult to provide immediate and current insights.

SCAG staff also sourced transit/rail data from the Los Angeles County Metropolitan Transportation Authority (LA Metro)'s Interactive Estimated Ridership Statistics dashboard, which provides monthly ridership statistics, line level trends, and historical information for L.A. Metro's bus and rail systems. Staff specifically utilized L.A. Metro's monthly all bus (both directly operated and purchased transportation) and rail ridership data. Additionally, staff obtained monthly rail ridership data, delineated by line, from the Southern California Regional Rail Authority (Metrolink), to evaluate trends in regional rail ridership. Monthly ridership figures for Metrolink were estimated based on ticket sales, utilizing average trip rates.

For vehicular travel, SCAG staff gathered and summarized data for the region utilizing the California Performance Measurement System (PeMS). PeMS data is collected by physical roadside measurement devices that are situated along various stretches of the 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 hardware malfunctions. Essentially, PeMS provides a high-level accounting of SHS travel trends, but provides no direct insights regarding travel on the wider system that includes local roads and arterials. 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, PeMS remains the most appropriate data source 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.

For remote work trends, SCAG staff gathered and summarized data utilizing the Survey of Working Attitudes and Arrangements (SWAA) from WFH Research, which collects monthly online survey data from individuals aged 20 to 64 across the nation. The SWAA provides time series data on the extent of working from home and employer plans for working from home post-COVID for selected metropolitan areas such as the Los Angeles Combined Statistical Area (LA CSA), including Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. When comparing this data to the 2022 1-year American Community Survey (ACS) data, SCAG staff found that the LA CSA sample disproportionately represents individuals with college degrees or higher, while those without a high school degree are severely underrepresented. To adjust for this, staff reweighted the LA CSA sample by age, sex, and education using iterative proportional fitting (IPF) to align the sample with known population margins on these variables. The IPF procedure iteratively adjusts the weights so that the sample distributions match the known distributions in the 2022 1-year ACS. While the reweighted sample now more closely reflects the age and education distribution found in the ACS, it still underrepresents people without a high school degree and those with some college education. Nonetheless, the work-from-home rates across subgroups without a college degree are expected to show minimal differences.

Overall Transit/Rail Trends

Figures 1 and 2 and Table 1 reflect NTD information. These graphics demonstrate that bus ridership levels have improved steadily over the course of the past year, though they are still below their pre-pandemic levels.

Figure 1. Monthly Bus Ridership Percentage Change, SCAG Region (Compared to 2019)
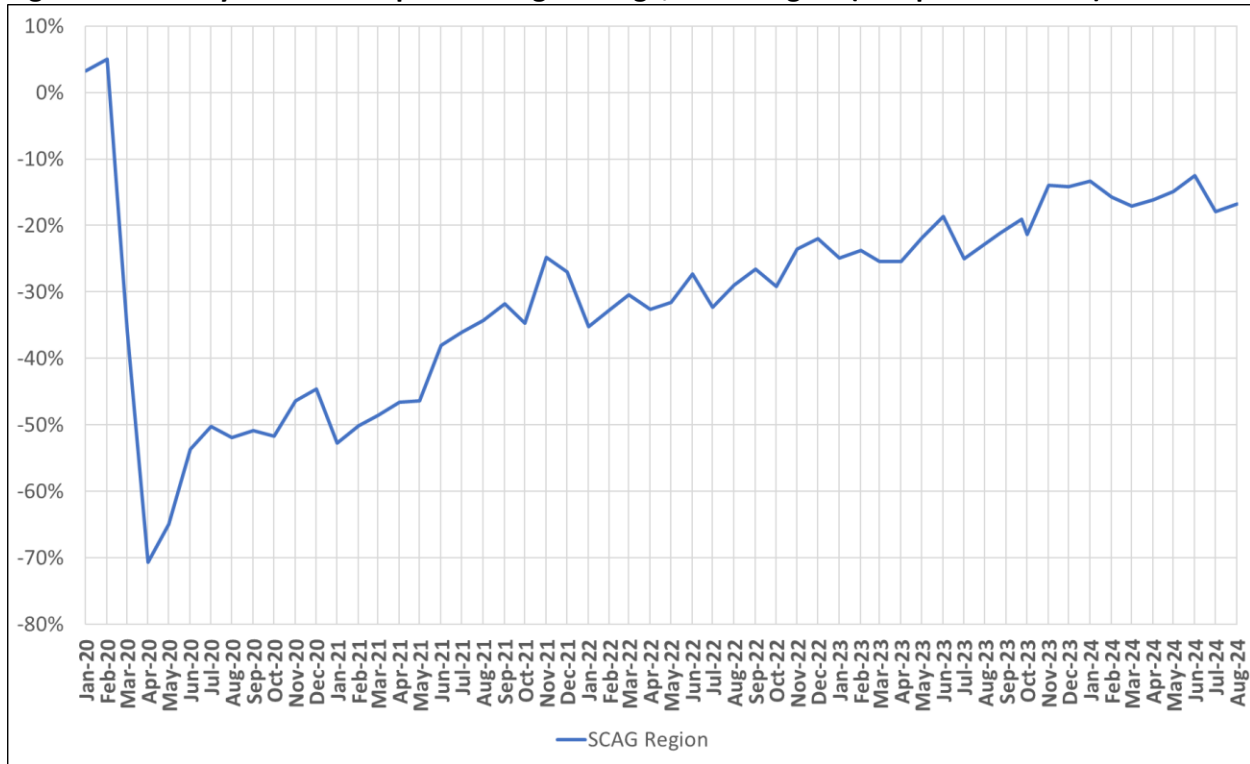
Source: Federal Transit Administration National Transit Database, as of November 2024.

Table 1. Bus Ridership Change by Operator (Compared to 2019)

Bus Operator	FY24 Qtr1 Jul-Sep	FY24 Qtr2 Oct-Dec	FY24 Qtr3 Jan-Mar	FY24 Qtr4 Apr-Jun
Anaheim Transportation Network	-7%	-4%	-3%	-5%
Antelope Valley Transit Authority	-41%	-28%	-30%	-39%
Beach Cities Transit (City of Redondo Beach)	-33%	-29%	-27%	-33%
City of Commerce Municipal Buslines	23%	23%	33%	34%
City of Glendale	-43%	-43%	-38%	-38%
City of Los Angeles Department of Transportation	-16%	-10%	-15%	-16%
City of Pasadena	-26%	-25%	-18%	-21%
Culver City Municipal Bus Lines	-39%	-30%	-36%	-34%
Foothill Transit	-28%	-19%	-20%	-21%
Gold Coast Transit	-7%	0%	7%	3%
City of Gardena Transportation	-39%	-33%	-24%	-21%

Bus Operator Department	FY24 Qtr1 Jul-Sep	FY24 Qtr2 Oct-Dec	FY24 Qtr3 Jan-Mar	FY24 Qtr4 Apr-Jun
Imperial County Transportation Commission	2%	25%	25%	23%
Long Beach Transit	-13%	-18%	-26%	-23%
L.A. Metro	-21%	-15%	-13%	-12%
Montebello Bus Lines	-44%	-45%	-46%	-47%
Norwalk Transit System	-24%	-23%	-18%	-17%
Omnitrans	-41%	-37%	-32%	-34%
Orange County Transportation Authority	-9%	-6%	-5%	-4%
Riverside Transit Agency	-32%	-35%	-34%	-33%
Santa Clarita Transit	-12%	-56%	-11%	-13%
Santa Monica's Big Blue Bus	-36%	-31%	-28%	-32%
SunLine Transit Agency	-38%	-37%	-35%	-35%
Torrance Transit System	-51%	-51%	-40%	-36%
Ventura Intercity Service Transit Authority	-35%	-38%	-38%	-33%
Victor Valley Transit Authority	-45%	-27%	-34%	-32%
TOTAL	-22%	-17%	-15%	-15%

Source: Federal Transit Administration National Transit Database, as of June 2024.

(Note: Several transit operators – specifically: Anaheim Transportation Network, City of Pasadena, and Ventura Intercity Service Transit Authority – did not report ridership statistics in the most recent NTD reporting round, covering July and August 2024, and these omissions impact the following results.)

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Imperial County experiencing the most significant percentage increase of 32 percent when comparing July 2024 to July 2023. Meanwhile, Los Angeles, Riverside, and San Bernardino counties have experienced smaller gains of 13 percent, six percent, and 16 percent, respectively. Orange County is the only county in the region experiencing a significant loss in ridership, with a 13 percent decrease over the same period. (Again, this is likely due to omission of Anaheim Transportation Network's data for July and August 2024.) Ventura County shows a smaller loss in ridership of three percent, comparing July 2024 to July 2023. (This finding, too, is likely influenced by the omission of Ventura Intercity Service Transit Authority's data for July and August 2024.) Overall, regional bus ridership increased by nine percent year-over-year between July 2023 and July 2024, and by five percent year-over-year between August 2023 and August 2024.

Overall, these trends represent a significant improvement from June 2020, when regional transit ridership was down by 54 percent against June 2019. However, bus ridership remains below pre-

pandemic levels in all counties except Imperial County, as shown in Figure 2. In Imperial County, bus ridership was eight percent above pre-pandemic levels in August 2024. Although bus ridership in August 2024 was down by 13 percent in Ventura County relative to ridership in August 2019, it is important to note that it was three percent above pre-pandemic levels in May, marking the first month the county exceeded pre-pandemic levels. The region's overall bus ridership in August 2024 was 17 percent below pre-pandemic levels (August 2019).

Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)
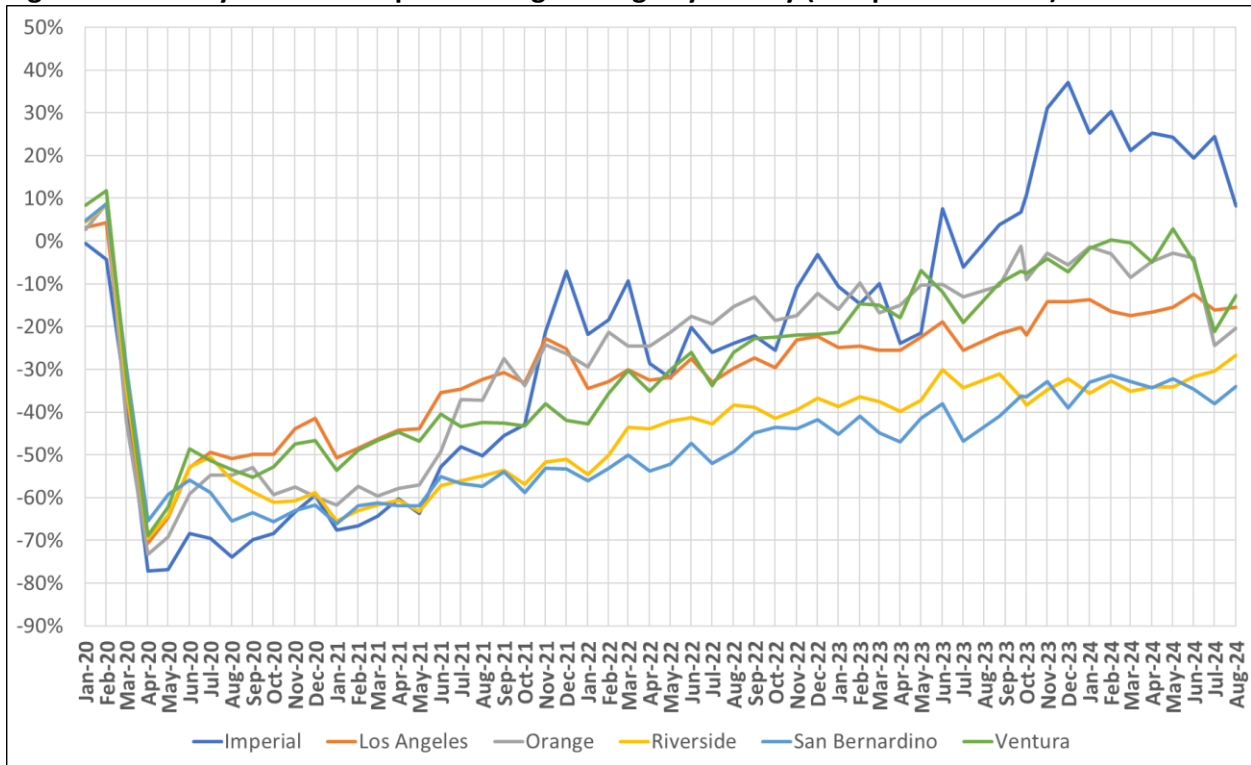
Source: <u>Federal Transit Administration National Transit Database</u>, as of November 2024.

Data reported by L.A. Metro for its bus and rail systems through September 2024 is reflected in Figure 3. L.A. Metro bus ridership increased by nearly seven percent in September 2024 compared to September 2023, marking the 22nd consecutive month of year-over-year bus ridership growth. L.A. Metro rail ridership also rose by 10 percent over the same period. Although these trends are an improvement from June 2020, they remain below pre-pandemic levels. For example, compared to September 2019, bus ridership in September 2024 was down 13 percent, and rail ridership was down 15 percent over the same time period.

Figure 3. Monthly L.A. Metro Ridership Percentage Change (Compared to 2019)
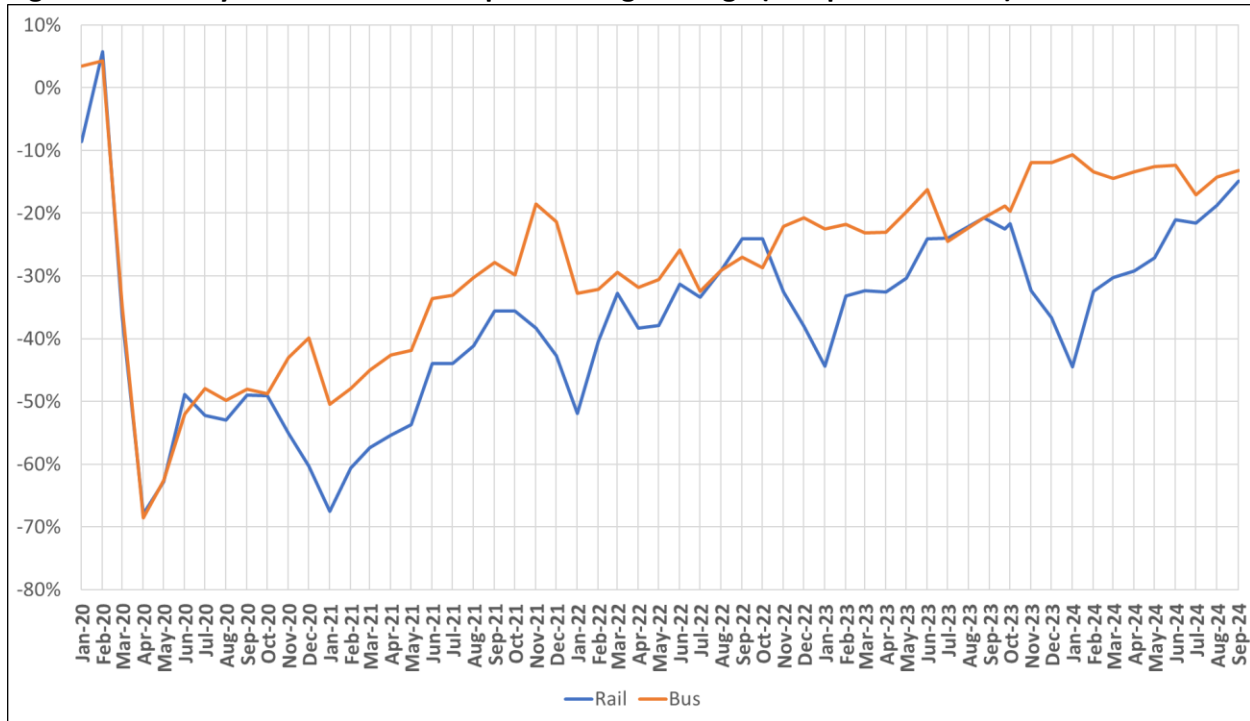
Source: Los Angeles County Metropolitan Transportation Authority, as of November 2024.

Figure 4 reflects total monthly ridership data reported by Metrolink by line through September 2024. Overall, Metrolink regional rail ridership is up by approximately 29 percent in September 2024, compared to September 2023, with the Antelope Valley line experiencing the most significant increase at 57 percent. The Ventura County line follows with a 46 percent increase, while the 91/Perris Valley and San Bernardino County lines experienced increases of 27 percent and 23 percent, respectively. Notably, the September 2024 increases for all lines are ahead of, or only slightly trail, the trends observed in preceding months.

Figure 4. Monthly Metrolink Ridership by Line (January 2020 through September 2024)
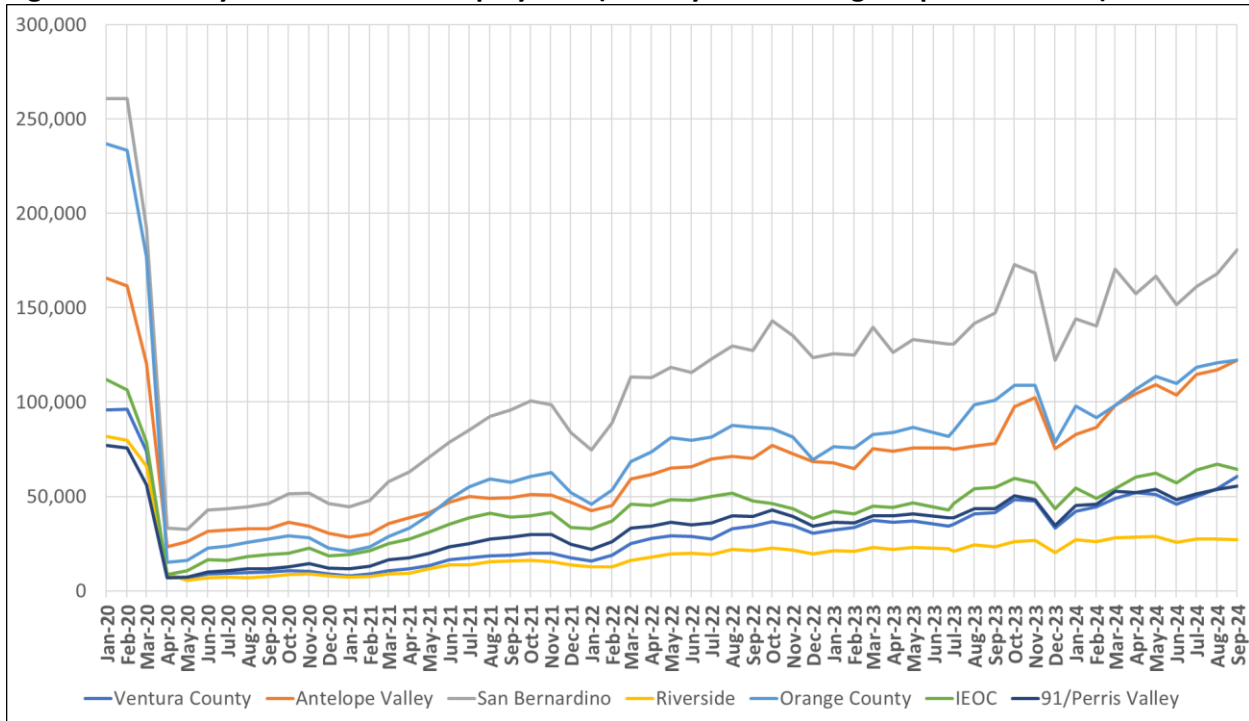
Source: Southern California Regional Rail Authority, as of November 2024.

However, total Metrolink ridership is still 40 percent lower than it was pre-pandemic at this time (September 2024 compared to September 2019). Metrolink is working to evolve from a primarily commuter-oriented service to one that also serves local and regional travel over much of the day to address pandemic-induced travel behavior changes. At the September 5, 2024 Regional Council meeting, Metrolink's Chief Executive Officer, Darren Kettle, presented on Metrolink's efforts to evolve its service. Metrolink debuted significant service increases, with more midday options, on October 21, 2024. Any changes in ridership will be reflected in future updates to the Transportation Committee.

Figure 5 shows trends in monthly Metrolink ridership by line, with findings depicted as percentage changes from line ridership from the same months in 2019.

Figure 5. Monthly Metrolink Ridership Percentage Change by Line (Compared to 2019)
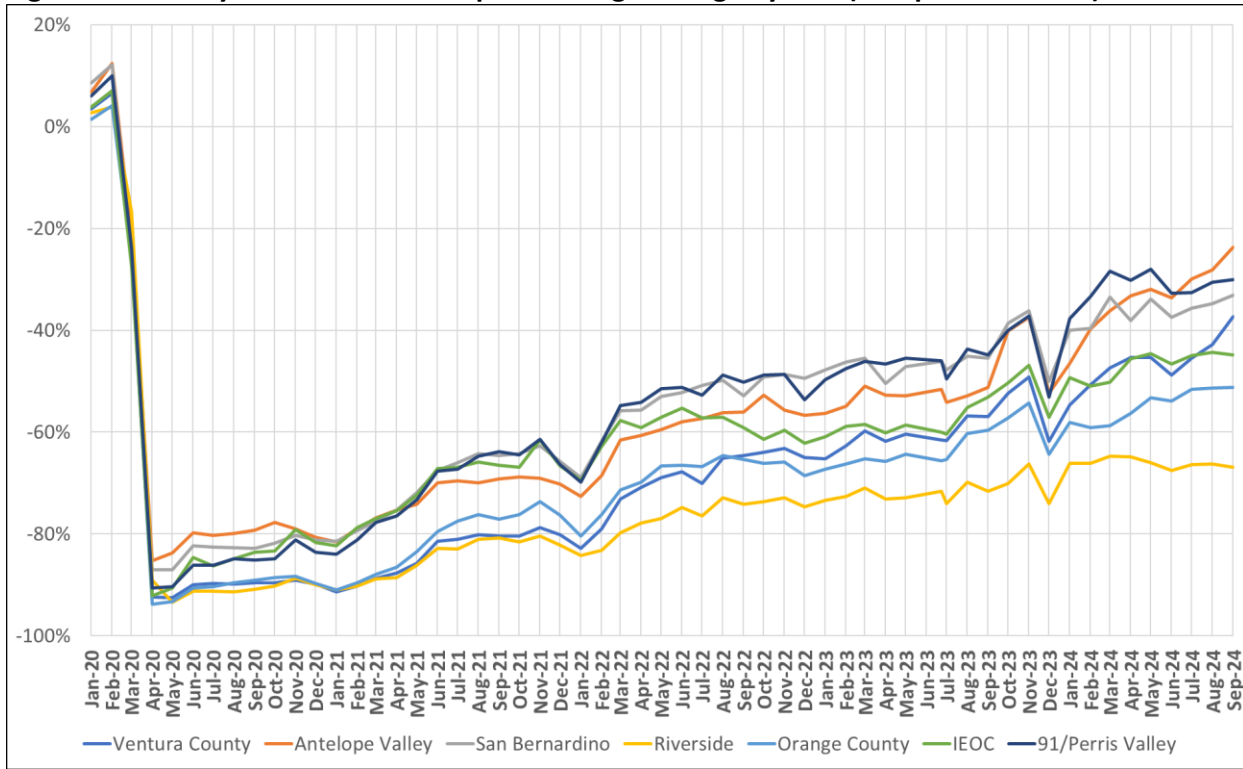
Source: Southern California Regional Rail Authority, as of November 2024.

Overall Vehicular Travel Trends

According to data collected and reported through PeMS, VMT levels on the SHS in the SCAG region hovered below pre-pandemic baseline levels since the onset of the COVID-19 pandemic in 2020 through the end of 2023. However, in February 2024, PeMS data indicated that overall regionwide VMT on the SHS eclipsed the pre-pandemic baseline for the first time. Figures 6 and 7 show monthly VMT totals at the SCAG-region and county-level, respectively, shown as percentage changes from PeMS-reported monthly VMT totals for the same months in 2019.

Figure 6. Monthly VMT Percentage Change, SCAG Region (Compared to 2019)
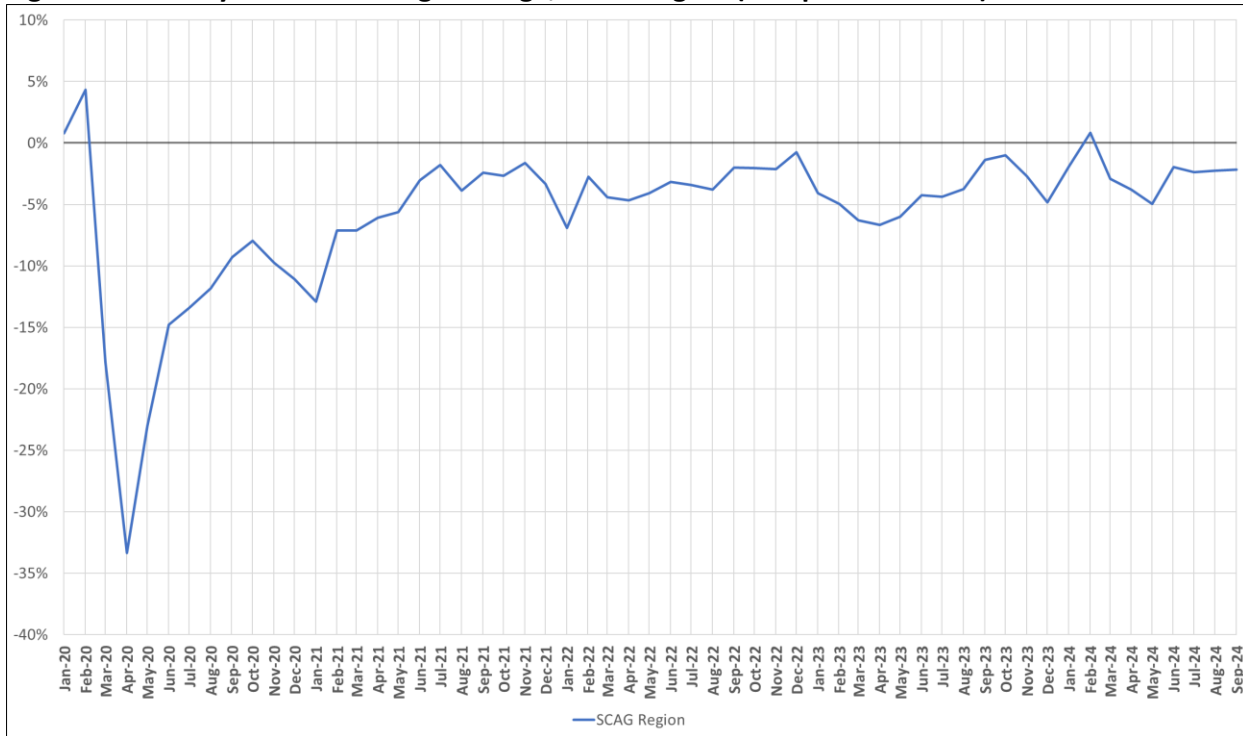
Source: California Performance Measurement System (PeMS), as of November 2024.

**Figure 7. Monthly VMT Percentage Change by County (Compared to 2019)**
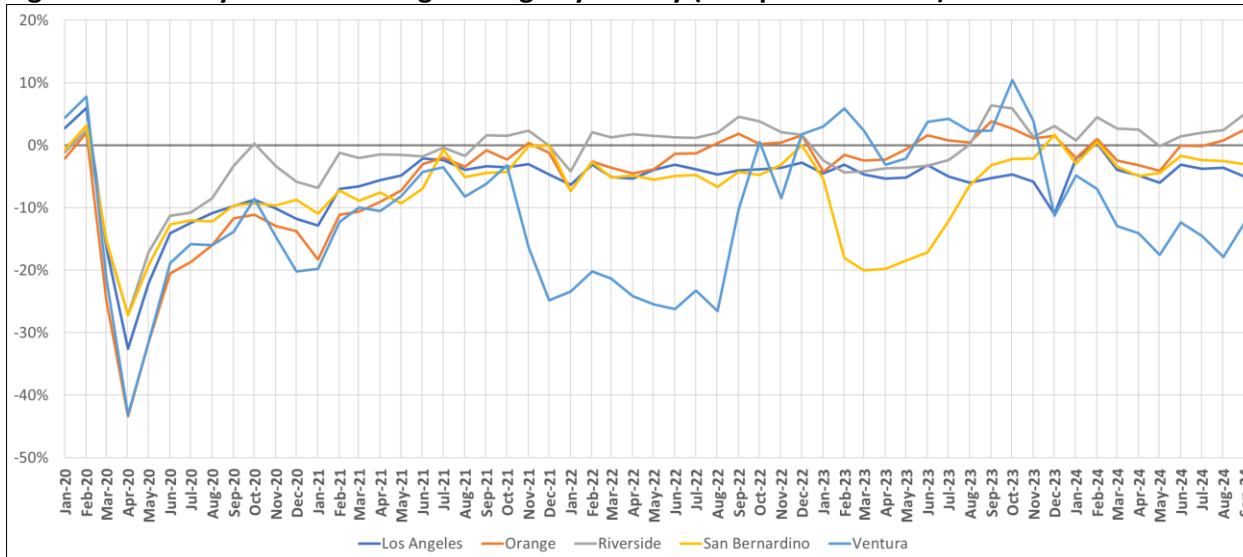
Source: California Performance Measurement System (PeMS), as of November 2024.

As noted in previous updates to the Transportation Committee, 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, as has also been noted in previous updates to the Transportation Committee, 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 is continuing to review county-level data given these apparent anomalies.

Figures 8 and 9 show monthly VMT totals at the SCAG-region and county-level, respectively, shown as raw monthly VMT totals (in miles).

Figure 8. Monthly VMT, SCAG Region (January 2019 through September 2024)
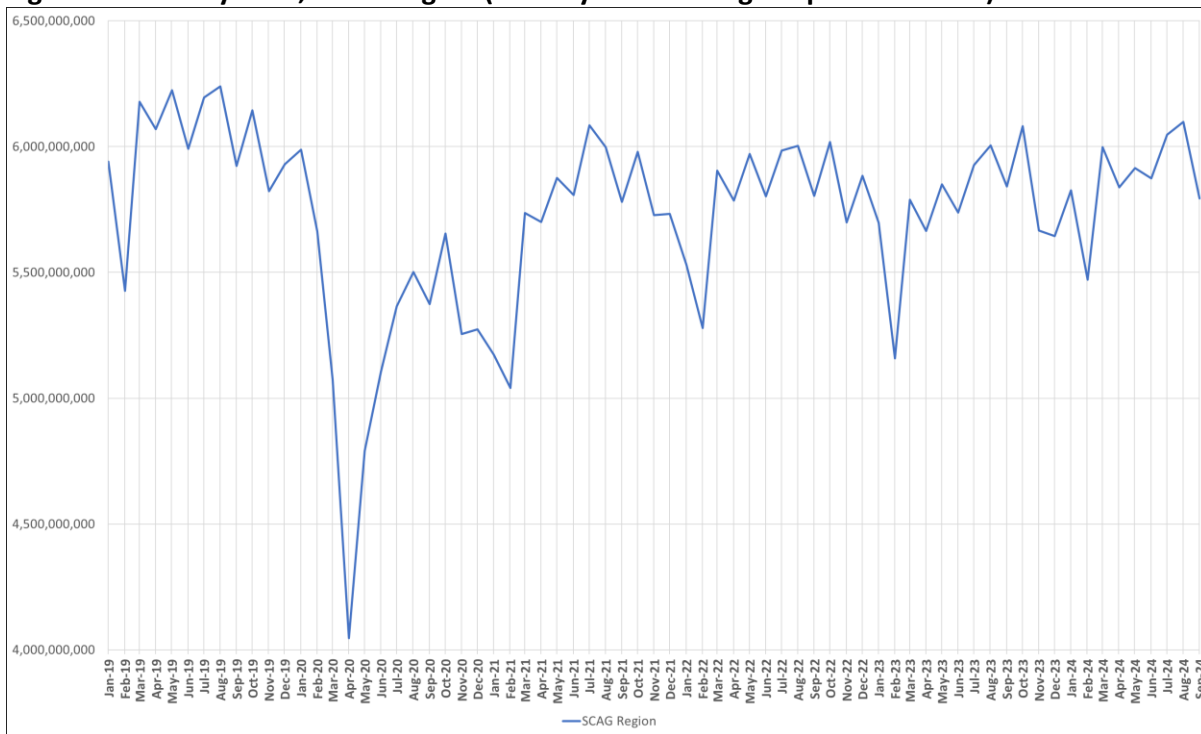
Source: California Performance Measurement System (PeMS), as of November 2024.

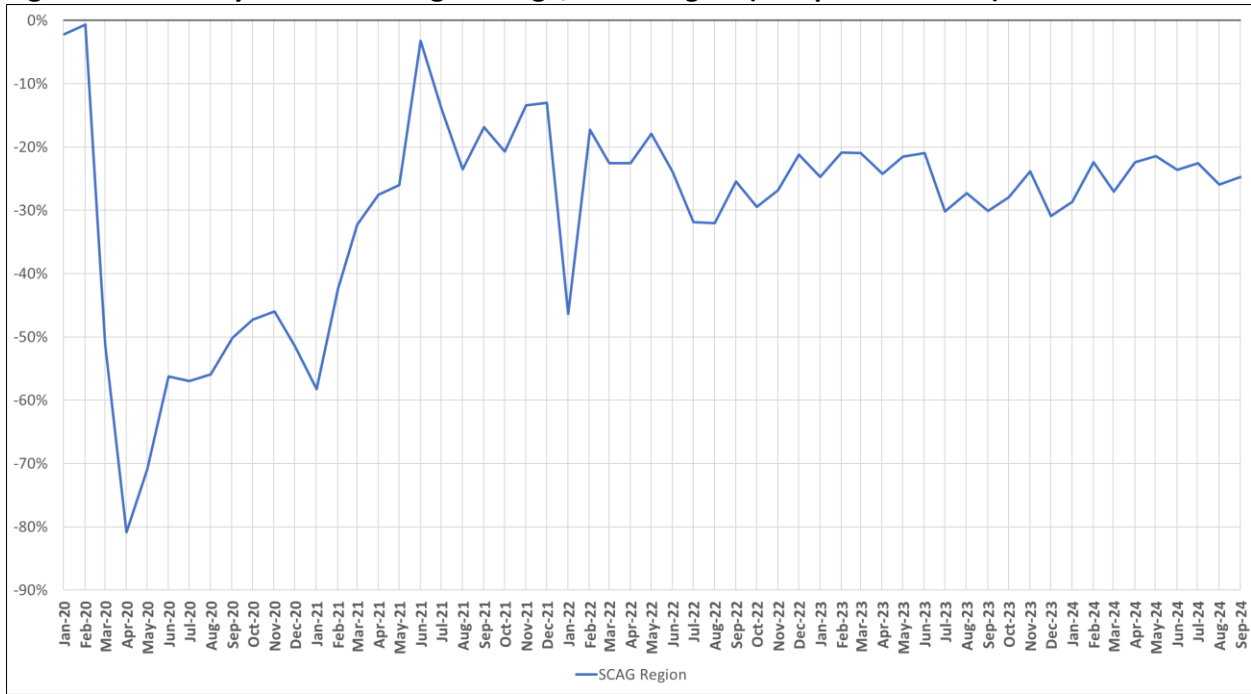**Figure 9. Monthly VMT by County (January 2019 through September 2024)**
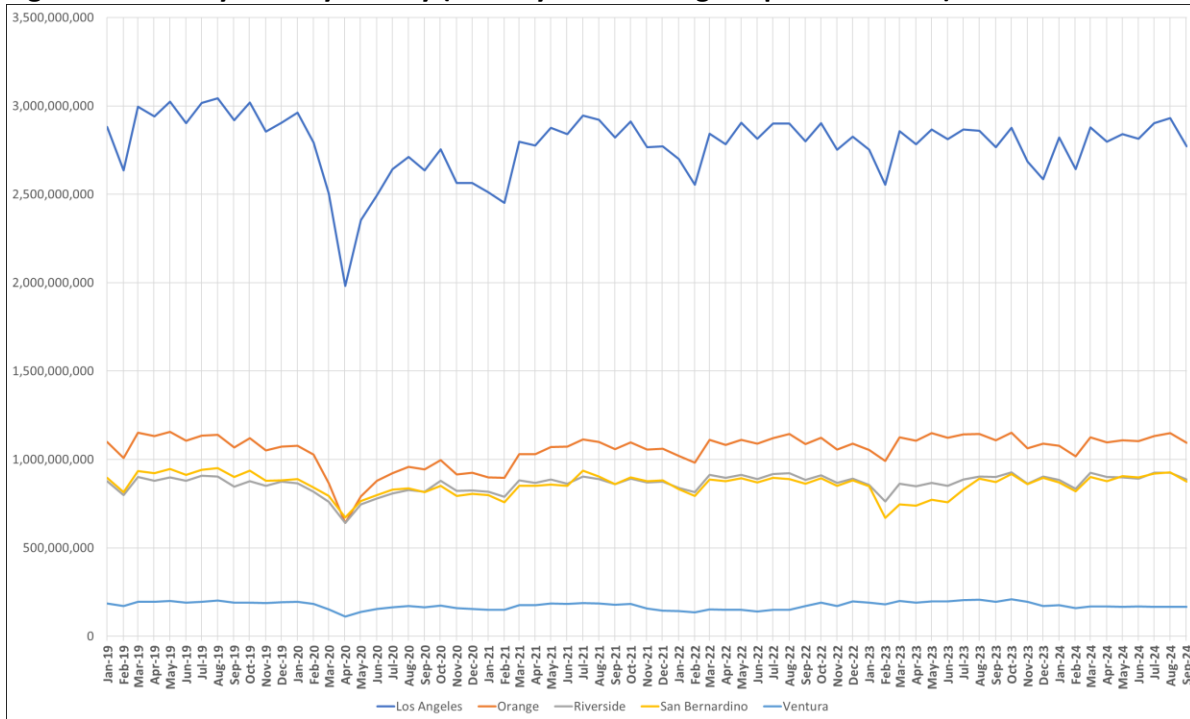
Source: California Performance Measurement System (PeMS), as of November 2024.

According to data collected and reported through PeMS, vehicle hours of delay (VHD) levels on the SHS in the SCAG region have continued to track well below pre-pandemic baseline levels, hovering between 20 percent and 30 percent below the pre-pandemic baseline since Fall 2022.

Figures 10 and 11 show monthly VHD totals at the SCAG-region- and county-level, respectively, shown as percentage changes from PeMS-reported monthly VHD totals for the same months in 2019.

Figure 10. Monthly VHD Percentage Change, SCAG Region (Compared to 2019)

Source: California Performance Measurement System (PeMS), as of November 2024.

Figure 11. Monthly VHD Percentage Change by County (Compared to 2019)
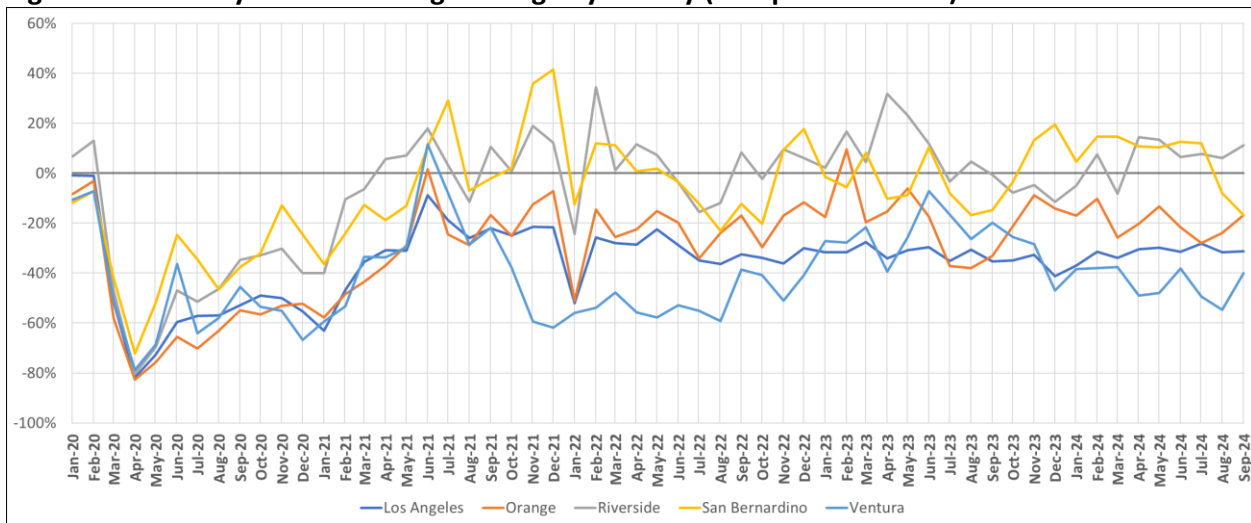
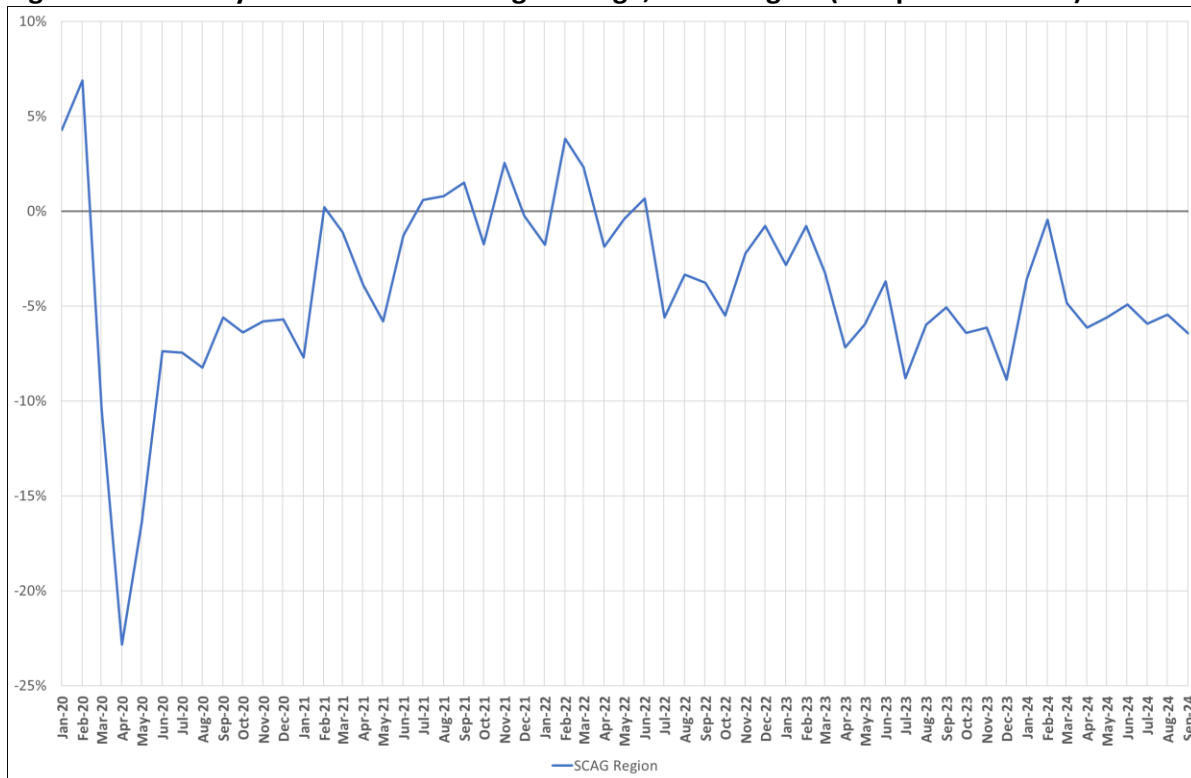Source: California Performance Measurement System (PeMS), as of November 2024.

As Figure 11 shows, county-level trends in vehicle delay have varied, with Riverside and San Bernardino counties appearing to eclipse the pre-pandemic baseline at numerous times since the

onset of the pandemic, including in the first half of 2024. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Finally, according to data collected and reported through PeMS, truck VMT levels on the SHS in the SCAG region continued to track at about five percent below pre-pandemic baseline levels through the end of 2023, before rapidly approaching the pre-pandemic baseline in February 2024, and declining again to about six percent below the pre-pandemic baseline by the end of September 2024. In general, the regional trend in truck VMT since the middle of 2022 seems to be continued regression below the pre-pandemic baseline, with monthly regionwide truck VMT creeping from five percent towards 10 percent below 2019 levels, before achieving near-parity with pre-pandemic levels in February 2024. Since February 2024, truck VMT levels hovered around -5%.

Figures 12 and 13 show monthly truck VMT totals at the region- and county-level, respectively, as percentage changes from PeMS-reported monthly truck VMT totals for the same months in 2019. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Figure 12. Monthly Truck VMT Percentage Change, SCAG Region (Compared to 2019)

Source: California Performance Measurement System (PeMS), as of November 2024.

Figure 13. Monthly Truck VMT Percentage Change by County (Compared to 2019)
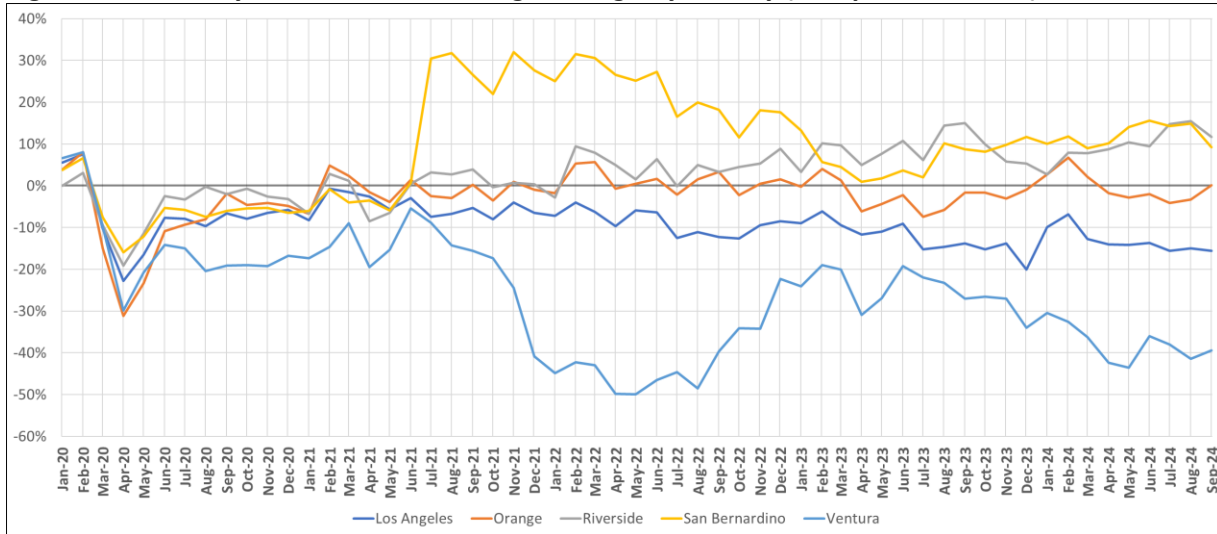
Source: California Performance Measurement System (PeMS), as of November 2024.

Figure 14 shows monthly bus ridership on the same chart as monthly VMT across the SCAG region, expressed as percentage changes from the same month's totals within each metric in 2019. Today, it appears that the deficit in bus ridership, standing at about 17 percent below its pre-pandemic baseline level as of August 2024, is greater than the deficit in VMT of about two percent below its pre-pandemic baseline level in August 2024. Although there has been a steeper decline in bus ridership compared to VMT, both metrics have exhibited similar recovery rates over the course of the pandemic, and both continue to gradually approach their pre-pandemic baselines.

Figure 14. Monthly Bus Ridership and VMT Percentage Change, SCAG Region (Compared to 2019)
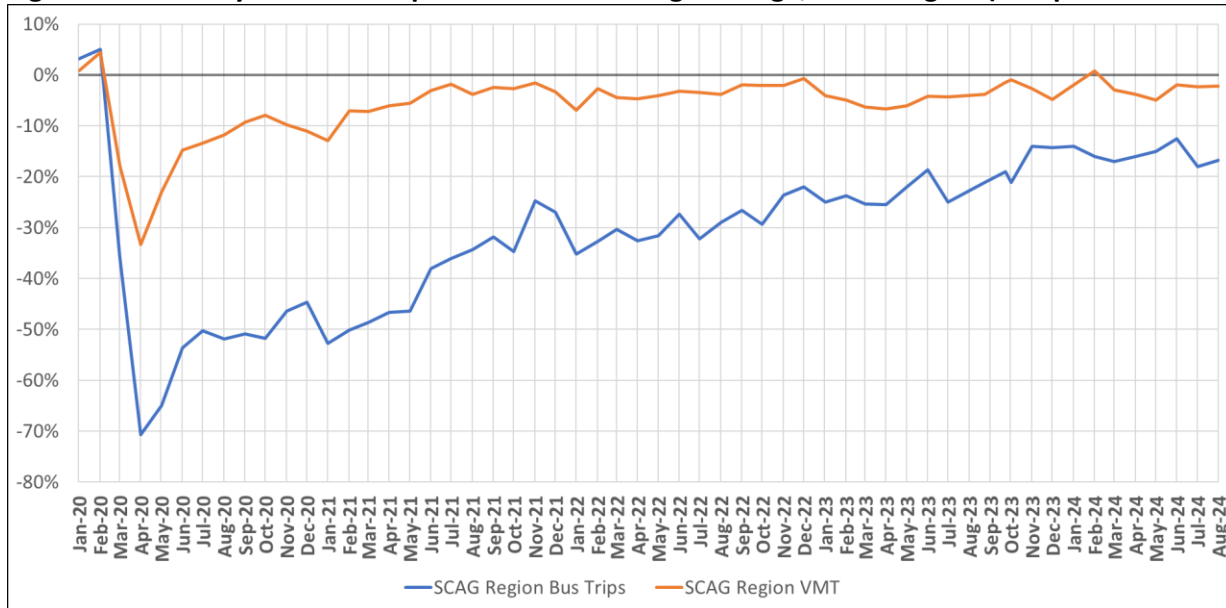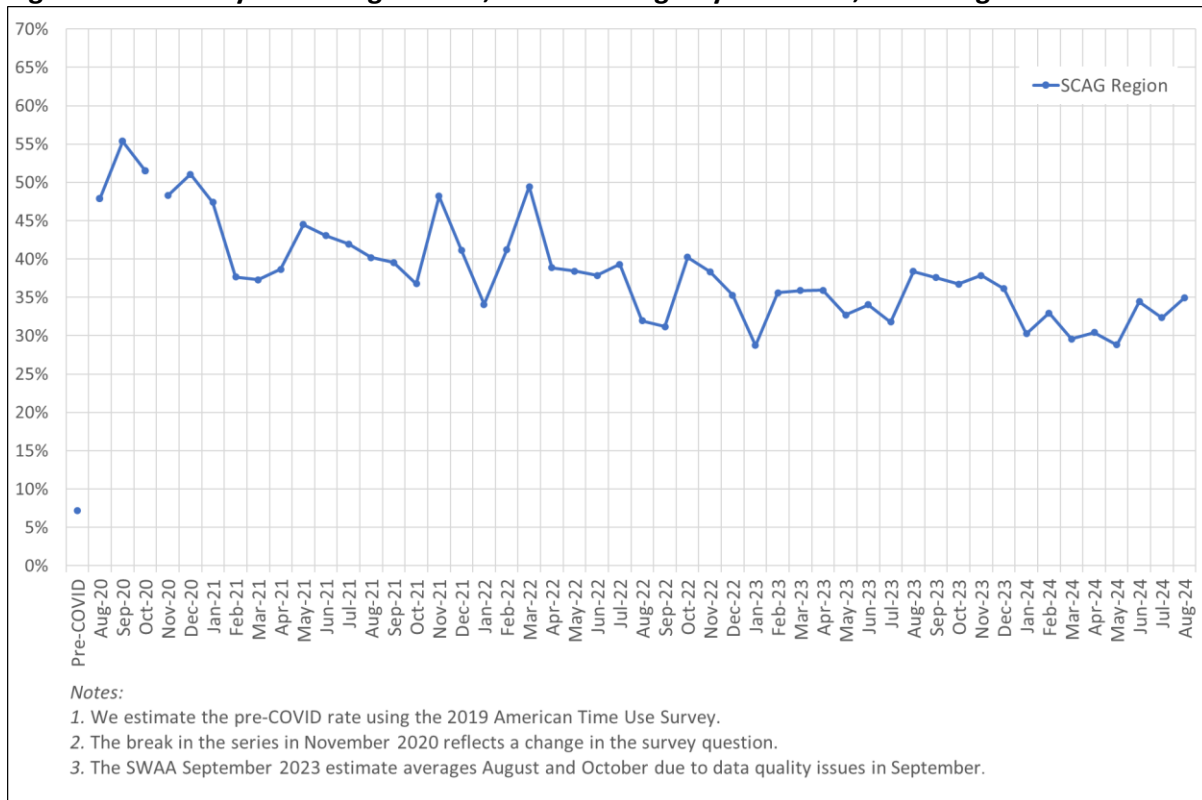

Source: Federal Transit Administration National Transit Database and California Performance Measurement System (PeMS), as of November 2024.

Overall Work from Home Trends

The onset of the COVID-19 pandemic in March 2020 led to a significant increase in the rate of remote work, replacing traditional commutes to fixed work sites. However, recent data indicates a modest decline in the frequency of remote workdays, attributed to the adoption of hybrid schedules by many office workers. This trend is illustrated in Figure 15, which shows the monthly percentage of full, paid working days spent at home in the re-weighted Los Angeles Combined Statistical Area (LA CSA) sample, representing the SCAG region. Based on current SWAA data (from November 2020 onward), work-from-home days in the region peaked in December 2020 at 51 percent, declined to 29 percent in January 2023, and have since remained relatively consistent, hovering between 30 and 35 percent. As of August 2024, the current rate stands at 35 percent. The work-from-home rate for August was roughly consistent with the previous five months, which may reflect seasonal fluctuations in remote work (e.g., related to school summer vacations).

Figure 15. Monthly Percentage of Full, Paid Working Days at Home, SCAG Region

Notes:
1. We estimate the pre-COVID rate using the 2019 American Time Use Survey.
2. The break in the series in November 2020 reflects a change in the survey question.
3. The SWAA September 2023 estimate averages August and October due to data quality issues in September.

Source: The work-from-home statistics are derived based on microdata from www.wfhresearch.com, re-weighted to be representative of the Los Angeles Combined Statistical Area (LA CSA, consisting of Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties), and updated as of November 2024.

NEXT STEPS:

Staff will continue to provide quarterly updates to the Transportation Committee on regional transportation and work-from-home trends using monthly PeMS, NTD, and SWAA data as the data becomes available. Staff will also continue to update the work-from-home statistics monthly on the SCAG SoCal Economic Trends Dashboard.

FISCAL IMPACT:

None.

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
	Regional Council (RC)	
From:	Rachel Om, Senior Regional Planner	
	213-630-1550, om@scag.ca.gov	
Subject:	2024 Sustainable Communities Program Active Transportation and Safety Recommended Projects	

RECOMMENDED ACTION FOR TC:
Recommend the Regional Council approve the Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Project List and Contingency List and authorize SCAG staff to fully fund awarded projects, and if applicable, any contingency projects, subject to the identification of additional funding.

RECOMMENDED ACTION FOR RC:
Approve the Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Project List and Contingency List and authorize SCAG staff to fully fund awarded projects, and if applicable, any contingency projects, subject to the identification of additional funding.

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:
In June 2024, following adoption of Connect SoCal 2024 and to support Connect SoCal implementation, the Regional Council directed staff to release a call for applications through the Sustainable Communities Program (SCP) focused on active transportation and safety. The SCP sought proposals for active transportation-related plans and quick-build projects, which primarily support Connect SoCal 2024 mobility policies under Complete Streets, Transit and Multimodal Integration, and Safety. A total of 40 applications were evaluated, and 13 projects are recommended for funding through a combination of state and federal sources.

BACKGROUND:
In June 2024, following adoption of Connect SoCal 2024 and to support Connect SoCal implementation, the Regional Council directed staff to release a call for applications through the Sustainable Communities Program (SCP) focused on Active Transportation and Safety, which primarily supports Connect SoCal 2024 mobility policies under Complete Streets, Transit and

Multimodal Integration, and Safety. The 2024 SCP Active Transportation and Safety call for applications was open from July 8 to September 27, 2024, and solicited applications for active transportation-related plans and quick-build projects. The call is funded by Active Transportation Program (ATP) Cycle 7 regional funds, a Fiscal Year (FY) 2023 Safe Streets and Roads for All federal grant, and SCAG matching state funds. The state budget enacted in June 2024 significantly reduced ATP funding, which was intended to serve as local match for SCAG's SS4A grant. The reduction in ATP Cycle 7 funding resulted in an approximately $1.9 million gap for SCAG's SS4A local match. SCAG is exploring alternative state funding sources to address the gap. To align with state ATP guidelines and reduced funding availability, in September 2024, the Regional Council directed staff to amend the 2024 SCP Active Transportation and Safety guidelines to reflect the revised funding availability of $8.2 million.

Engagement Summary

Prior to the opening of the call, draft guidelines were available for public comment from April 8 to 26, 2024, and the final guidelines were adopted by SCAG Regional Council on June 6, 2024 (and amended on September 5, 2024 as noted above). In addition, staff gave presentations at over 20 county transportation commission and council of governments meetings on quick-build projects and the upcoming SCP call for projects. Following the adoption of the guidelines, staff hosted two application workshops (July 25 and August 7) and weekly office hours. Prospective applicants participated in nearly 30 office hour appointments.

Application Summary

Twenty-nine applications (12 plans and 17 quick-build projects) were submitted from five of the six counties in the SCAG region for a total funding request of $15.9 million, approximately twice the amount of funding available. Applications were received from all counties except for Imperial, though outreach was conducted. SCAG staff had several meetings with prospective applicants from Imperial County, including Imperial County Public Health Department, Westmorland School District, and City of El Centro. Challenges discussed during the Imperial County outreach meetings included identifying a lead applicant and project delivery concerns due to limited capacity. SCAG staff will continue engagement with jurisdictions across the region on future funding opportunities. **Table 1** summarizes the number of applications submitted by county.

Table 1: 2024 SCP Active Transportation and Safety Applications Submitted by County

	Plan		Quick-Build Project		Total	
County	*Quantity*	*Total Request*	*Quantity*	*Total Request*	*Quantity*	*Total Request*
Imperial	0	$0	0	$0	0	$0
Los Angeles	5	$1,486,670	11	$8,554,920	16	$10,041,590
Orange	6	$2,515,000	1	$890,000	7	$3,405,000
Riverside	0	$0	3	$1,645,000	3	$1,645,000
San	1	$240,000	1	$503,700	2	$743,700

Bernardino					
Ventura	0	$0	1	$72,000	1	$72,000
Total	**12**	**$4,241,670**	**17**	**$11,665,620**	**29**	**$15,907,290**

Evaluation Summary

Applications were reviewed by 28 evaluators from SCAG, sub-regional agencies, and community-based organizations. Evaluators had experience in active transportation, complete streets, and/or safety. Evaluators reviewed applications using the scoring rubric that was published on the SCP webpage throughout the application period. The evaluation of applications occurred during October 2024, followed by debrief sessions among evaluators. A recommended project list and contingency list were developed based on application scores, geographic equity, and funding eligibility, as described in the 2024 SCP Active Transportation and Safety call guidelines.

Recommended Projects

Plans

Per the guidelines, the maximum plan award is $500,000. Of the nineteen plan applications considered, two plans are recommended for funding. **Table 2** summarizes the recommended plans. Given the reduction in ATP Cycle 7 regional funds, the OCTA plan is recommended for a partial award as there is insufficient funding for a full award. Plans are not included on the 2024 SCP Active Transportation and Safety recommended contingency list as unfunded plans will be handled through the ATP Cycle 7 regional component, which will be developed in partnership with the six county transportation commissions and brought to the Regional Council in April 2025.

Table 2: 2024 SCP Active Transportation and Safety – Recommended Plans

County	Applicant	Project Name	Funding Request	Recommended Funding	Percent of Request
Los Angeles	Cal State University, Dominguez Hills	CSUDH TDM Plan: LA 28 and Beyond	$266,670	$266,670	100%
Orange	OCTA	Move OC: A Vibrant Path to Active Transportation	$500,000	$400,000	80%
Total			**$766,670**	**$666,670**	

Quick-Build Projects

Per the guidelines, the maximum quick-build project award is $900,000. Of the 21 quick-build applications evaluated, 11 quick-build projects are recommended for funding and five quick-build projects are recommended for the contingency list. The remaining five quick-build projects are not recommended for the contingency list as they generally did not propose eligible quick-build scopes of work. **Table 3** summarizes the recommended quick-build projects. Several projects are

recommended for less funding than requested amount due to project components that would not use eligible quick-build materials or had requests exceeding the maximum award.

Table 3: 2024 SCP Active Transportation and Safety – Recommended Quick-Build Projects

County	Applicant	Project Name	Funding Request	Recommended Funding	Percent of Request
Los Angeles	Burbank	Safer Downtown Burbank Mobility Network Improvement Project	$900,000	$900,000	100%
Los Angeles	Covina	Covina Town Center Bicycle/Pedestrian Safety and Connectivity (Gap Closure) Quick-Build Roadway Project	$790,000	$790,000	100%
Los Angeles	Los Angeles County	Norwalk Boulevard Vision Zero Quick-Build Pedestrian Safety Project	$803,000	$803,000	100%
Los Angeles	Monrovia	Monrovia Active Community Travel Vinculum Phase II	$995,748	$900,000	90%*
Los Angeles	Montebello	Montebello CycleSafe Bridge Project	$702,500	$362,500	52%**
Los Angeles	Pico Rivera	Pio Pico Bikeway Connector Project	$900,000	$900,000	100%
Los Angeles	Santa Monica	Santa Monica Neighborhood Greenways Project	$875,552	$875,552	100%
Orange	Westminster	City-wide Safe Routes to Schools Quick-Build Project	$890,000	$445,000	50%**
Riverside	Banning	Banning Two-Way Cycle Track Safety Project	$895,000	$895,000	100%
San Bernardino	Victorville	La Paz Dr. / Seneca Rd. Traffic Circle	$503,700	$503,700	100%
Ventura	Port Hueneme	Rectangular Rapid Flashing Beacons Citywide	$70,150	$70,150	100%
Total			**$8,325,650**	**$7,444,902**	

The recommended funding for the City of Monrovia reflects the maximum award amount of $900,000 for quick-build projects.

**The recommended funding for the City of Westminster and the City of Montebello reflects the proposed project components that are eligible quick-build elements.*

Quick-build projects that scored at least 70 out of 100 points are recommended for the contingency list as those applications proposed projects that met the quick-build criteria of conducting community engagement, using quick-build materials, and conducting evaluation. The remaining five quick-build projects are not recommended for the contingency list as the applications scored below the contingency list threshold and generally did not propose eligible quick-build scopes of work. **Table 4** summarizes the recommended quick-build contingency list.

Table 4: 2024 SCP Active Transportation and Safety – Recommended Quick-Build Project Contingency list

County	Applicant	Project Name	Request
Los Angeles	Los Angeles County	East Los Angeles Pedestrian Enhancements Project	$1,525,000*
Los Angeles	Los Angeles County	West Carson Pedestrian Safety Project	$1,175,000*
Los Angeles	Montebello	Madison Avenue Neighborway	$442,400
Los Angeles	Pico Rivera	Walkable Uptown Pico Rivera	$900,000
San Bernardino	San Bernardino	City of San Bernardino Rectangle Rapid Flashing Beacons Installation Project	$399,000

The Los Angeles County applications were submitted to the ATP Cycle 7 statewide component but were not selected for funding. If either of these projects are selected for funding through the contingency list process, they will be subject to the maximum $900,000 award outlined in the 2024 SCP Active Transportation and Safety Guidelines.

Table 5 summarizes the total number of projects and funding by county.

Table 5: 2024 SCP Active Transportation and Safety Awards by County

	Plan		Quick-Build Project		Total	
County	*Quantity*	*Total Award*	*Quantity*	*Total Award*	*Quantity*	*Total Award*
Imperial	0	$-	0	$-	0	$-
Los Angeles	1	$266,670	7	$5,531,052	8	$5,797,722
Orange	1	$400,000	1	$445,000	2	$845,000
Riverside	0	$-	1	$895,000	1	$895,000
San Bernardino	0	$-	1	$503,700	1	$503,700
Ventura	0	$-	1	$70,150	1	$70,150
Total	**2**	**$666,670**	**11**	**$7,444,902**	**13**	**$8,111,572**

Next Steps
Upon Regional Council approval, staff will begin coordinating with quick-build project awardees to initiate the environmental clearance processes under the California Environmental Quality Act

(CEQA) and National Environmental Policy Act (NEPA). Staff will continue to collaborate with county transportation commissions on the development of the ATP Cycle 7 Regional Program, which will include the plans and quick-build projects funded with ATP Cycle 7 regional funds and infrastructure and non-infrastructure projects. The latest anticipated schedule is below:

2024 SCP Active Transportation and Safety and 2025 ATP Milestone	Anticipated Date
SCAG Regional Council approves the 2024 SCP Active Transportation and Safety Recommended Project List and Contingency List*	December 5, 2024
SCAG Regional Council approves the ATP Cycle 7 Regional Program*	April 3, 2025
California Transportation Commission adopts the 2025 ATP Regional Program, including the 2024 SCP Active Transportation and Safety projects*	June 26-27, 2025
2024 SCP Active Transportation and Safety project initiation	Summer/Fall 2025

Projects selected to receive ATP funding are subject to approval by the SCAG Regional Council and California Transportation Commission as part of the adoption of the complete 2025 Regional ATP. In addition, projects receiving ATP funding will be subject to the programming and allocation process, requirements, and schedule of the Commission.

FISCAL IMPACT:
Funding for staff work on this effort is included in the FY25 Overall Work Program (OWP) in projects 050.0169.06 Complete Streets: Active Transportation Program, 050.0169.11 Active Transportation Program, and 225.4955.01: Safe Streets and Roads for All.

ATTACHMENT(S):
1. PowerPoint Presentation - 2024 SCP Active Transportation and Safety Projects
2. 2024 SCP Active Transportation and Safety Recommended Project and Contingency List

2024 Sustainable Communities Program Active Transportation and Safety Recommended Projects

Transportation Committee

December 5, 2024

SCAG

WWW.SCAG.CA.GOV

Call Overview

- Following adoption of Connect SoCal 2024, Regional Council directed staff to release a call for applications through the **Sustainable Communities Program** (SCP) focused on **Active Transportation and Safety** from July 8 to September 27, 2024.

- Supports implementation of Connect SoCal 2024 mobility policies under **Complete Streets**, **Transit and Multimodal Integration**, and **Safety**.

Call Overview

- $8.2 million funded by:
    - Active Transportation Program Cycle 7 Regional Funds
    - FY23 Safe Streets and Roads for All Federal Grant
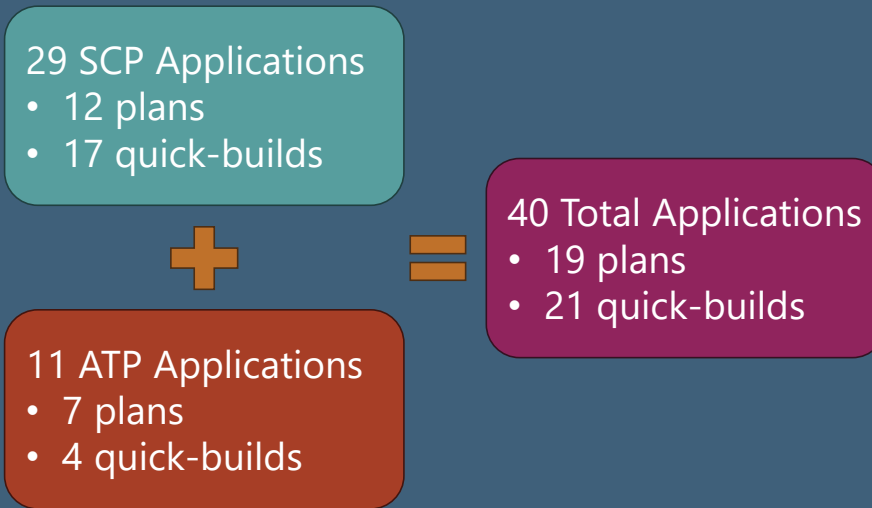   - SCAG State Matching Funds (due to ATP budget cuts)

- Project Types:
    - Community/Areawide Plans: $500,000 maximum award
    - Quick-Build Projects: $900,000 maximum award

Engagement Summary

Engagement Touch Point	Timeframe (2024)	Reach
Feedback Survey for Guidelines Development	March	121 responses
Public Comment on Draft Guidelines	April	9 comments
Presentations to County Transportation Commissions, Councils of Governments, SCAG Safe and Active Streets Working Group	June – September	20+ presentations
Application Workshops	July, August	2 workshops, 80 attendees
Office Hours	June – September	30 sessions
Emails, Individual Meetings, and Phone Calls throughout the call process		

Application Summary

- Submissions from five of six counties
  - o No applications from Imperial County, but SCAG staff coordinated with several prospective applicants.
  - o Potential challenges around identifying a lead applicant and staff capacity for project delivery.

29 SCP Applications
- 12 plans
- 17 quick-builds

+

11 ATP Applications
- 7 plans
- 4 quick-builds

=

40 Total Applications
- 19 plans
- 21 quick-builds

2024 SCP Active Transportation and Safety Application Summary

Total SCP funding request approximately twice funding availability.

County	Plan		Quick-Build Project		Total	
	Quantity	Total Request	Quantity	Total Request	Quantity	Total Request
Imperial	0	$0	0	$0	0	$0
Los Angeles	5	$1.5M	11	$8.6M	16	$10M
Orange	6	$2.5M	1	$890K	7	$3.4M
Riverside	0	$0	3	$1.6M	3	$1.6M
San Bernardino	1	$240K	1	$504K	2	$744K
Ventura	0	$0	1	$72K	1	$72K
Total	12	$4.2M	17	$11.7M	29	$15.9M

Recommended Plans

County	Applicant	Project Name	Funding Request	Recommended Funding
Los Angeles	Cal State University, Dominguez Hills	CSUDH Travel Demand Management Plan: LA28 and Beyond	$266.67K	$266.67K
Orange	OCTA	Move OC: A Vibrant Path to Active Transportation	$500K	$400K*
		Total	$766.67K	$666.67K

*Given the reduction in ATP Cycle 7 regional funds, the OCTA plan is recommended for a partial award as there is insufficient funding for a full award.

Recommended Quick-Build Projects

County	Applicant	Project Name	Funding Request	Recommended Funding
Los Angeles	Burbank	Safer Downtown Burbank Mobility Network Improvement Project	$900K	$900K
Los Angeles	Covina	Covina Town Center Bicycle/Pedestrian Safety and Connectivity (Gap Closure) Quick-Build Roadway Project	$790K	$790K
Los Angeles	LA County	Norwalk Bl Vision Zero Quick-Build Pedestrian Safety Project	$803K	$803K
Los Angeles	Monrovia	Monrovia Active Community Travel Vinculum Phase II	$996K	$900K*
Los Angeles	Montebello	Montebello CycleSafe Bridge Project	$702.5K	$362.5K*
Los Angeles	Pico Rivera	Pio Pico Bikeway Connector Project	$900K	$900K
Los Angeles	Santa Monica	Santa Monica Neighborhood Greenways Project	$875.6K	$875.6K
Orange	Westminster	Citywide Safe Routes to Schools Quick-Build Project	$890K	$445K*
Riverside	Banning	Banning Two-Way Cycle Track Safety Project	$895K	$895K
San Bernardino	Victorville	La Paz Dr. / Seneca Rd. Traffic Circle	$503.7K	$503.7K
Ventura	Port Hueneme	Rectangular Rapid Flashing Beacons Citywide	$70.15K	$70.15K
		Total	$8.3M	$7.4M

*Projects are not recommended full funding request due to ineligible project component(s) or the funding request exceeds the maximum award.

Recommended Quick-Build Projects Contingency List

County	Applicant	Project Name	Request
Los Angeles	Los Angeles County	East Los Angeles Pedestrian Enhancements Project	$1.53M*
Los Angeles	Los Angeles County	West Carson Pedestrian Safety Project	$1.18M*
Los Angeles	Montebello	Madison Avenue Neighborway	$442.4K
Los Angeles	Pico Rivera	Walkable Uptown Pico Rivera	$900K
San Bernardino	San Bernardino	City of San Bernardino Rectangular Rapid Flashing Beacons Installation Project	$399K

The LA County applications were submitted to the ATP Cycle 7 statewide component but were not selected for funding. If either of these projects are selected for funding through the contingency list process, they will be subject to the maximum $900,000 award outlined in the 2024 SCP Active Transportation and Safety Guidelines.

- Unfunded plans will be handled through ATP Cycle 7 Regional Program Contingency List.

2024 SCP Active Transportation and Safety Award Summary

County	Plan Quantity	Plan Total Award	Quick-Build Project Quantity	Quick-Build Project Total Award	Total Quantity	Total Total Award
Imperial	0	$-	0	$-	0	$-
Los Angeles	1	$266.67K	7	$5.5M	8	$5.8M
Orange	1	$400K	1	$445K	2	$845K
Riverside	0	$-	1	$895K	1	$895K
San Bernardino	0	$-	1	$503.7K	1	$503.7K
Ventura	0	$-	1	$70.15K	1	$70.15K
Total	2	$666.67K	11	$7.4M	13	$8.1M

Attachment: PowerPoint Presentation - 2024 SCP Active Transportation and Safety Projects (2024 SCP Active Transportation and Safety

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Next Steps

2024 SCP Active Transportation and Safety and 2025 ATP Milestone	Anticipated Date
SCAG Regional Council approves the 2024 SCP Active Transportation and Safety Recommended Project List and Contingency List	December 5, 2024
SCAG staff work with quick-build awardees to initiate environmental clearance (CEQA/NEPA)	December 2024 – March 2025
SCAG Regional Council approves the ATP Cycle 7 Regional Program	April 3, 2025
California Transportation Commission adopts the 2025 ATP Regional Program, including the 2024 SCP Active Transportation and Safety projects	June 26-27, 2025
2024 SCP Active Transportation and Safety project initiation	Summer/Fall 2025

Recommended Actions

- Recommend the Regional Council approve the Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Project List and Contingency List and authorize SCAG staff to fully fund awarded projects, and if applicable, any contingency projects, subject to the identification of additional funding.

Attachment: PowerPoint Presentation - 2024 SCP Active Transportation and Safety Projects (2024 SCP Active Transportation and Safety

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THANK YOU!

For more information, please visit:

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

Rachel Om, AICP
Senior Regional Planner
om@scag.ca.gov

2024 Sustainable Communities Program Active Transportation and Safety Recommended Project List and Contingency List

Community/Areawide Plans

County	Applicant	Project Name	Recommended Funding
Los Angeles	Cal State University, Dominguez Hills	CSUDH Travel Demand Management Plan: LA 28 and Beyond	$266,670
Orange	Orange County Transportation Authority	Move OC: A Vibrant Path to Active Transportation	$400,000

Quick-Build Projects

County	Applicant	Project Name	Recommended Funding
Los Angeles	Burbank	Safer Downtown Burbank Mobility Network Improvement Project	$900,000
Los Angeles	Covina	Covina Town Center Bicycle/Pedestrian Safety and Connectivity (Gap Closure) Quick-Build Roadway Project	$790,000
Los Angeles	Los Angeles County	Norwalk Boulevard Vision Zero Quick-Build Pedestrian Safety Project	$803,000
Los Angeles	Monrovia	Monrovia Active Community Travel Vinculum Phase II	$900,000
Los Angeles	Montebello	Montebello CycleSafe Bridge Project	$362,500
Los Angeles	Pico Rivera	Pio Pico Bikeway Connector Project	$900,000
Los Angeles	Santa Monica	Santa Monica Neighborhood Greenways Project	$875,552
Orange	Westminster	City-wide Safe Routes to Schools Quick-Build Project	$445,000
Riverside	Banning	Banning Two-Way Cycle Track Safety Project	$895,000
San Bernardino	Victorville	La Paz Dr. / Seneca Rd. Traffic Circle	$503,700
Ventura	Port Hueneme	Rectangular Rapid Flashing Beacons Citywide	$70,150

Quick-Build Projects Contingency List

County	Applicant	Project Name	Request
Los Angeles	Los Angeles County	East Los Angeles Pedestrian Enhancements Project	$1,525,000*
Los Angeles	Los Angeles County	West Carson Pedestrian Safety Project	$1,175,000*
Los Angeles	Montebello	Madison Avenue Neighborway	$442,400
Los Angeles	Pico Rivera	Walkable Uptown Pico Rivera	$900,000
San Bernardino	San Bernardino	City of San Bernardino Rectangular Rapid Flashing Beacons Installation Project	$399,000

The Los Angeles County applications were submitted to the ATP Cycle 7 statewide component but were not selected for funding. If either of these projects are selected for funding through the contingency list process, they will be subject to the maximum $900,000 award outlined in the 2024 SCP Active Transportation and Safety Guidelines.

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Southern California Association of Governments
December 5, 2024

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
From:	Jonathan Raspa, Senior Regional Planner 213-630-1551, raspa@scag.ca.gov	*Kome Ajise*
Subject:	Southern California Zero Emissions Truck Infrastructure Study: Preliminary Findings	

RECOMMENDED ACTION:
Information Only – No Action Required

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:
The purpose of this staff report is to provide an update on the modeling and technical analysis efforts conducted as part of the Southern California Zero Emissions Truck Infrastructure Study (ZETI). The ZETI Study's goal is to create a phased blueprint and action plan towards realizing a regional network of zero emission charging and fueling infrastructure, and to answer key questions about how stations in the region may operate to serve different truck markets and business functions. Details related to the quantity, distribution, and characteristics of charging and fueling stations will be quantified to help plan for infrastructure needs and investments.

The ZETI Study includes three technical analysis components to develop an understanding of potential charging and hydrogen fueling demand across the region. First, a freight-specific GPS dataset and travel demand model are used to develop a complete set of trips made by medium and heavy-duty trucks, including their origin, destination, route choice and logistics market type. Second, a cutting-edge model developed by the consultant team simulates each truck's trip as a battery electric or hydrogen fuel cell truck, monitoring charge levels and distance to potential charging or fueling locations, while also incorporating data on recharging/fueling speeds, efficiency, and range. Lastly, based on the level of charging/fueling demand simulated by the model, each site is classified into a series of typologies that assess suitability based on fleet utilization, land use, grid capacity, equity and environmental conditions.

BACKGROUND:

Connect SoCal includes a technology advancement plan for the regional goods movement system, as well as action steps to be taken by SCAG and its regional partners. This includes a focus on the long-term goal of a zero-emission goods movement system where technically feasible and economically viable, while also integrating near-zero emissions technologies that serve as bridging options to continue to reduce emissions below current levels.

To support this work, SCAG has received a California Energy Commission (CEC) Research Hub for Electric Technologies in Truck Applications (RHETTA) grant as a sub-recipient to the Electric Power Research Institute (EPRI). The larger grant effort was designed to fund applied research and development (AR&D) and technology demonstration and deployment (TD&D) activities through the creation of a Research Hub for Electric Technologies in Truck Applications. The larger study will demonstrate and evaluate corridor-based charging strategies for zero emission truck solutions. Phase 1 of the larger project has been funded for $13,000,000. Of this, SCAG received $600,048 associated with its study of supporting infrastructure for medium and heavy-duty (MHD) zero emission trucks. This grant was accepted by the Regional Council on Jan 6, 2022, under Resolution # 22-639- 1.

SCAG kicked off the Southern California Zero Emissions Truck Infrastructure Study (ZETI) in January 2023, with Cambridge Systematics Inc. as the consultant selected to lead the work. After completing a robust round of engagement with the trucking and logistics industry, electrical utilities, ZE fueling site developers, and related agencies, the project team used stakeholder perspectives and survey results to inform the approach to technical modeling and site classification.

Charging Demand Simulation with HEVI-LOAD

Truck trip data preparation and modeling was completed in May 2024 and handed off to the Lawrence Berkeley National Laboratory (LBNL) simulation team to calibrate HEVI-LOAD for statewide ZEV charging demand simulations. Three future years: 2030, 2035, and 2040, were completed as a baseline set of results, which will be the primary focus of this staff report. These baseline simulations were also calibrated to match the CEC's own forecasts of overall ZEV fleet conversion in each county (known as AATE3[1]), ensuring consistency with statewide planning that will allow ZETI's approach to serve as a model for the state's own simulation efforts. These forecasts take into account the California Air Resource Board's (CARB) Advanced Clean Trucks (ACT) and Advanced Clean Fleets (ACF) regulations, which require both manufacturers and truck fleets to increase their share of ZEV medium- and heavy-duty trucks that are manufactured and operated in California.

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[1] Additional Achievable Transportation Electrification, Source: https://efiling.energy.ca.gov/GetDocument.aspx?tn=247954, 2022, California Energy Commission

Additional Scenarios

In addition to the baseline simulation, three additional scenarios were developed to better forecast demand that does not exactly align with the CEC's AATE3 forecast. These additional scenarios include different rates of ZEV fleet conversion (higher, lower, stagnation growth or slow start adoption), and a hydrogen scenario that focused on hydrogen demand from truck fleets in 2040. The table below summarizes the differences between each simulation; there is some overlap between different scenarios, which will make HEVI-LOAD model runs more efficient. Interim years will use higher or lower percentage of the baseline AATE3 scenario, as there are no other long-term detailed forecasts of ZEV adoption in California.

Table 1. HEVI-LOAD Scenarios

Scenario Name	2030	2035	2040
Baseline	AATE3	AATE3	AATE3
Below Baseline	AATE3 (-10%)	AATE3 (-15%)	AATE3 (-10%)
Complete Success	AATE3 (+5%)	AATE3 (+15%)	AATE3
Loss of Future Incentives	AATE3 or AATE3 (+5%)	AATE3	AATE3 (-10%)
Equity Sites	AATE3 (no equity sites)	AATE3 (no equity sites)	AATE3 (no equity sites)
Hydrogen	N/A	N/A	AATE3

HEVI-LOAD is primarily used for national or statewide simulation; regional analysis employed by ZETI necessitated adjustments to model inputs, ensuring samples matched the truck markets developed by the travel demand analysis, and additional verification of the results to ensure calibration was successful.

The hydrogen scenario has required a different approach, as the limitation of grid capacity and charger power are not a constraint for site development. Based on feedback from industry and TAC members, hydrogen site developers expect each refueling site to serve a larger geographic area, given the higher costs of developing a single site. Therefore, aggregation of individual fueling events and validation employs a different approach to account for this. There are also additional costs of having compressed or liquid hydrogen delivered by truck, until on-site electrolyzers or pure hydrogen pipeline connections (i.e. not blended with natural gas, current practice for most hydrogen delivered via pipeline) are feasible at scale. There are also significant technical challenges to hydrogen pipelines such as embrittlement and cracking, compression, and cooling/boil-off[2] (for liquified hydrogen). Therefore, sites are sized with the assumption that compressed gaseous hydrogen is being delivered by truck to each site.

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[2] See Department of Energy, "Hydrogen Pipelines" for additional information.
https://www.energy.gov/eere/fuelcells/hydrogen-pipelines

Another critical aspect of the simulation was creating a process to classify different charging sites in the simulation into different sizes. Once the energy needs have been simulated, candidate sites are aggregated into equally sized zones sized approximately 2-square mile areas (called Hex 7[3]). This aggregation is important at this stage to obfuscate the precise site locations used for the simulation and then see how demand varies at zones with consistent geographic sizes and how these patterns evolve over time. As each site will have different energy needs based on truck travel patterns and the type of trucks stopping at the sites, developing a deeper understanding of each of those sites both from a travel and land-use behavior and how it fits into the regional context becomes important for site planning and prioritization.

It is also important to use an organizing convention to help categorize the sites to standardize capital and operations and maintenance costs. The cost information provides an important context for jurisdictions as they look to develop charging sites. To help organize all of the potential charging locations, three sizes of charging location typologies were created: small, medium, and large, as shown in Table 1. Site classification was completed for 2030 and 2040 future years, allowing the team to better understand the growth of demand over time, and how individual areas or sites should account for future expansion.

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[3] "Hex 7" refers to the spatial resolution of the H3 system. H3 is an open-source geospatial indexing system that partitions the world into hexagonal cells for uniform, simpler analysis of patterns or movements within a geographic area. See https://h3geo.org/docs/ for more information.

Figure 1. Site Classification, 2030
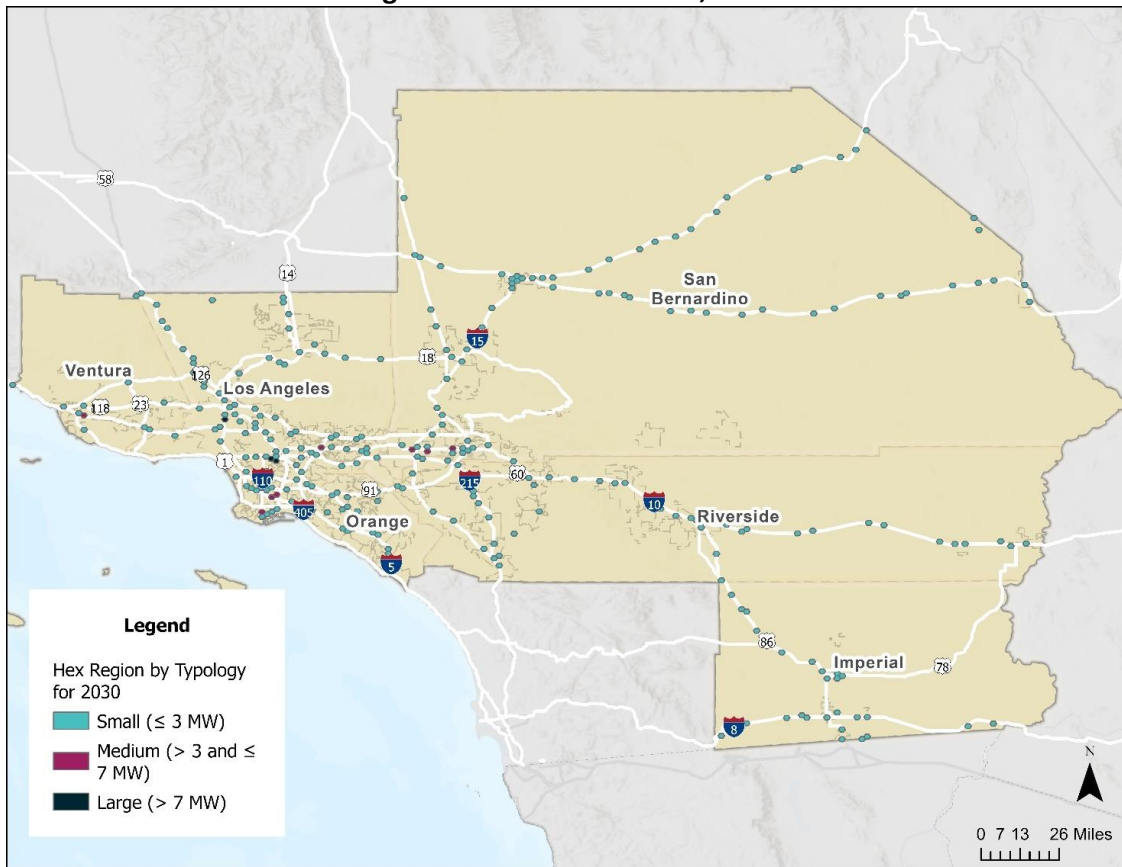
While more detailed discussion of demand and classifications will be in the final proejct report and regional blueprint, growth in demand throughout the region is largely along major freight corridors (I-710, I-10, I-15), around the ports and major intermodal rail factilities, major warehouse districts in all six counties, and along interstate corridors that connect to central California, Arizona, Nevada and international border crossings.

**Figure 2. Site Classifications, 2040**
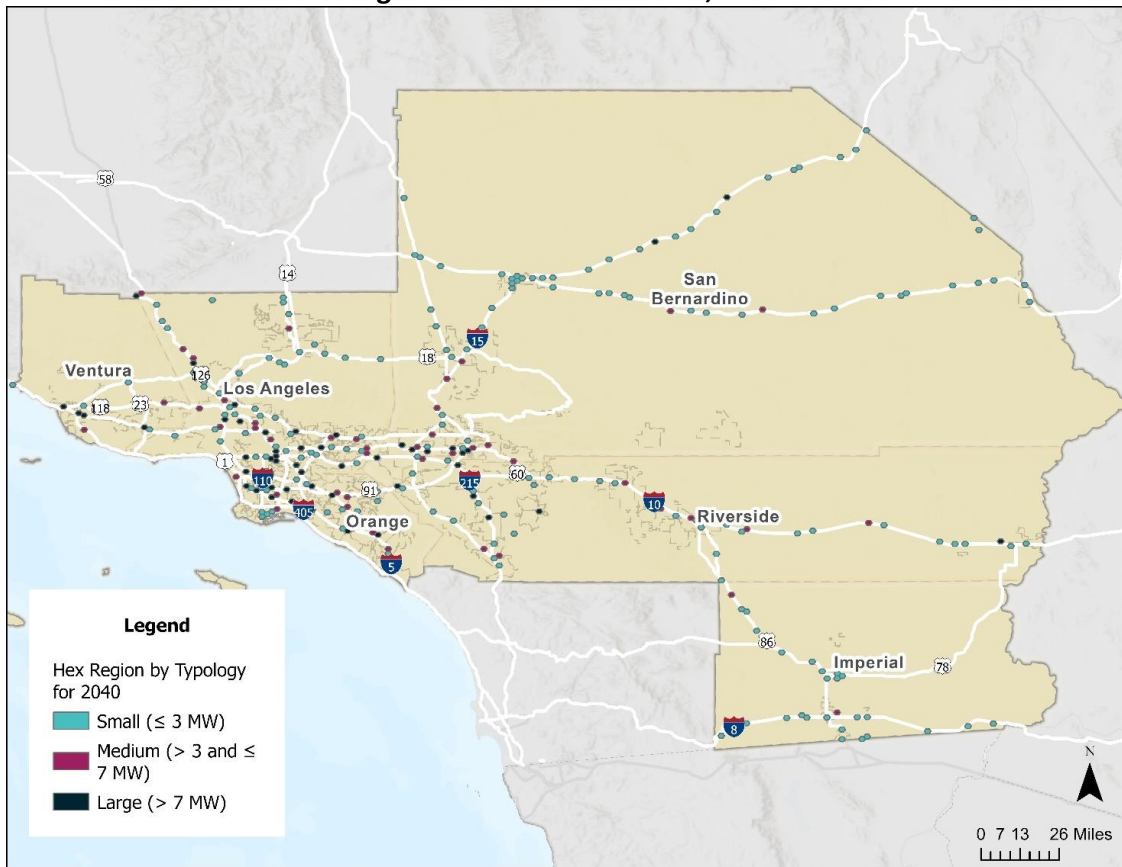
Of particular note is the decrease in the number of small sites in the region (See Figure 3 below), as medium- and large-sized sites are developed to support a growing ZEV fleet. Several key reasons include:

- There are better economies of scale for medium or large sites. Land, distribution, and charging equipment unit prices go down for larger purchases As the ZEV charging infratructure will be largely owned and operated by the private sector, which will seek profitable development strategies that take advantage of larger scale development.

- Demand for charging will include both California trucks, as well as interstate trucks traveling to or from California into other states that have adopted regulations similar to ACT/ACF.

- As utilities beging to catch up on the backlog of grid capacity requests from site operators, they will become more proactive in building out additional capactiy for industrial sites.

Utilities were unable to keep up with the initial wave of requests when production BEV trucks became more common, but this will be less likely in the future.

Most of the large chargings sites will be developed around existing industrial sites or along interstate routes. However, in urbanized areas or where land costs are significantly higher, developers may opt for scattered small sites, or small quasi-public sites around major freight transfer locations (warehouses, railyards, transloading facilities, etc.), so as not to sacrifice key supply chain links solely for the sake of a single charging site.

Figure 3. Change in Site Classifications, 2030-2040
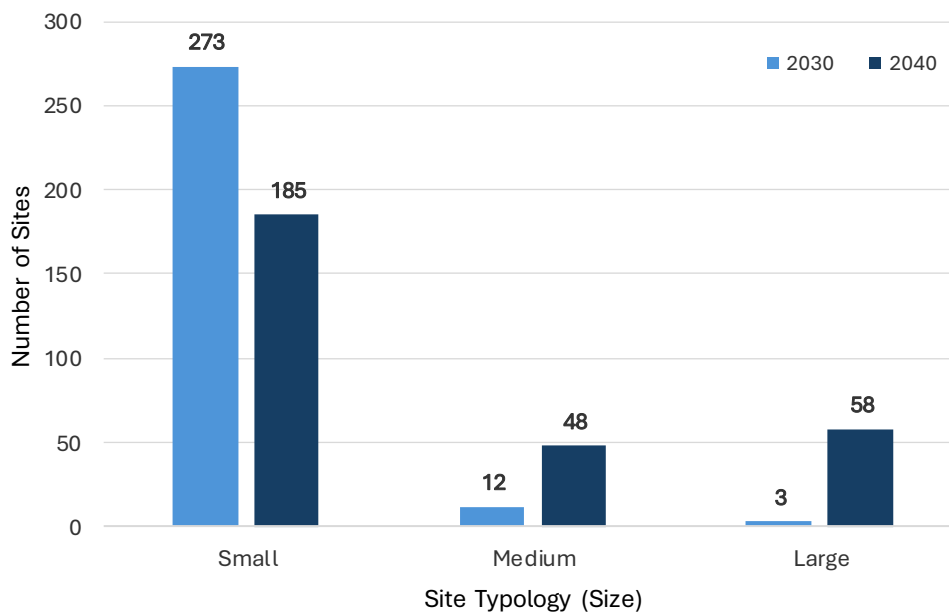
SCAG Region Truck Charging Demand

Below is the heat map showing the spatial distribution of public charging energy demand across sub-regions (Hex4, ~15 miles radius zones) for years 2030, 2035, and 2040. It provides insights into how energy demand for public charging is projected to evolve over time, highlighting areas of increasing need. These results do not include depot charging at "behind-the-fence" sites. Some key results include:

- Drayage is a larger share (7%) of overall demand in 2030 but shrinks dramatically as the energy needs of long-haul trucking increase with the improvement of battery efficiency and size through the fleet transition to ZE equipment.

- Megawatt (MCS, 1,000+ kWh) charging is less critical than thought for public charging. Most charging sessions (75%) are met with 150-350kWh equipment in 2030, and nearly half of charging sessions are less than 60 minutes in length. By 2040, MCS charging only accounts for 14% of overall public demand.

- In 2040, most demand is clustered in Los Angeles County, western Riverside County, and along I-15 and I-40. Drayage is less than 3% of overall demand, with most charging still supported by 150-350kWh chargers. However, long-haul trucks have a much higher requirement for 750+ kWh chargers (77% of all demand) in 2040.

- Extended charging sessions (2+ hours) are the exception, and primarily occur overnight. They overwhelmingly (90%) use lower power chargers (150 kWh), and mostly serve trucks with no dedicated charging depot, which is precisely the market for which the ZETI study was aiming to best understand the needs.

- Time of day demand stabilizes over time. It is most volatile in 2030 but shifts to primarily evening and overnight charging for medium-duty, drayage, and regional trucks. Long haul trucking remains the most volatile, as that market lacks any dedicated charging and has the least predictable routes, leading to more energy demand at random times of day.
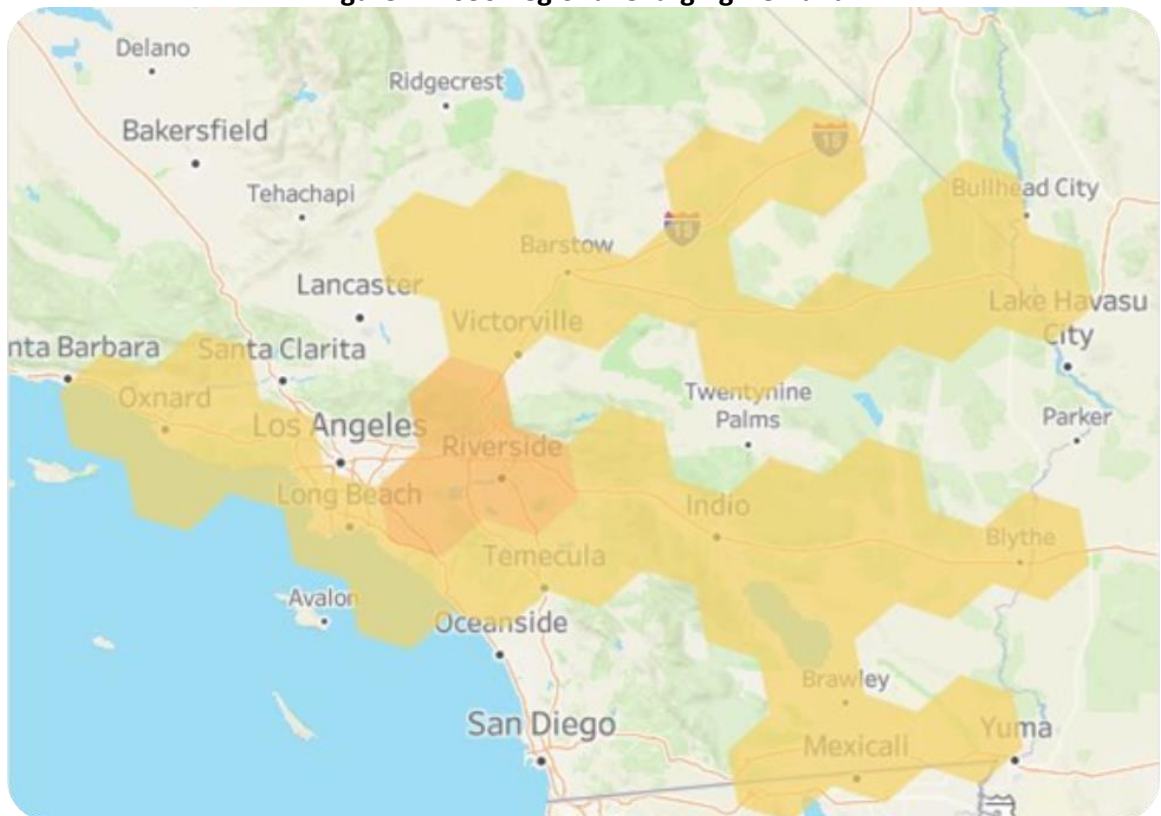
Figure 4. 2030 Regional Charging Demand

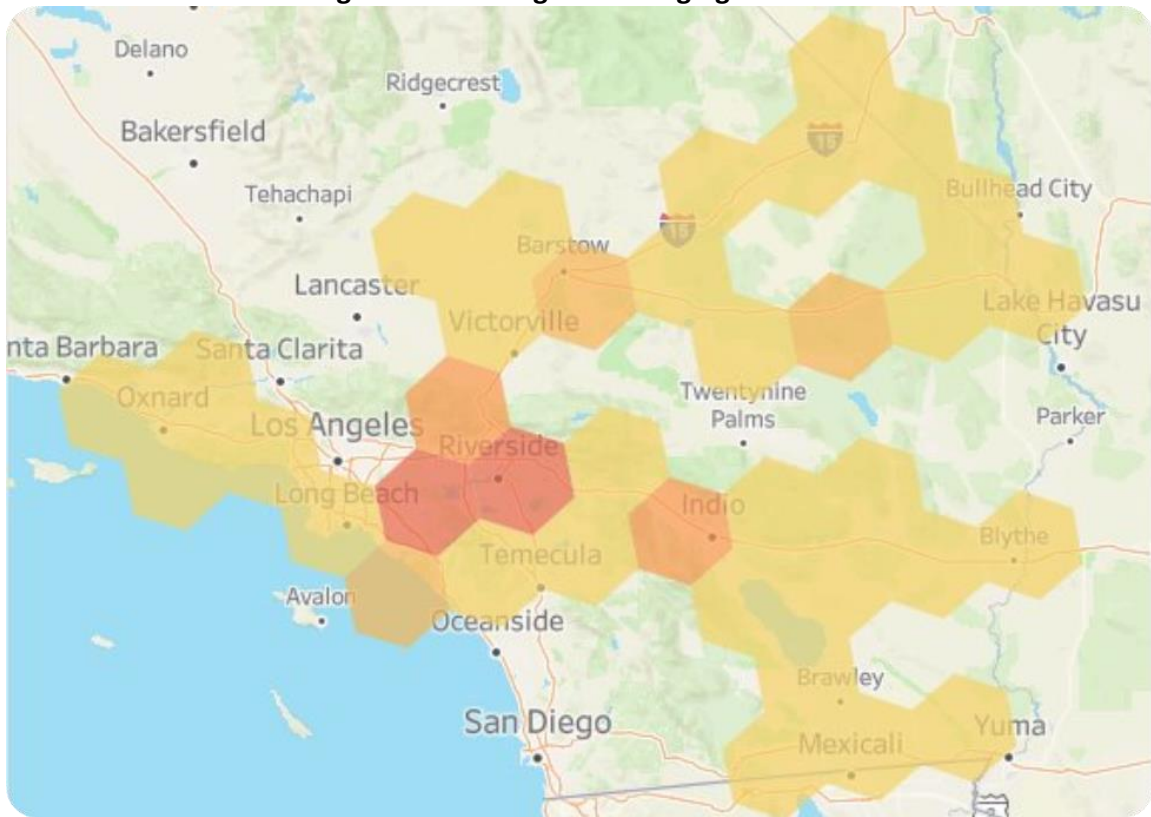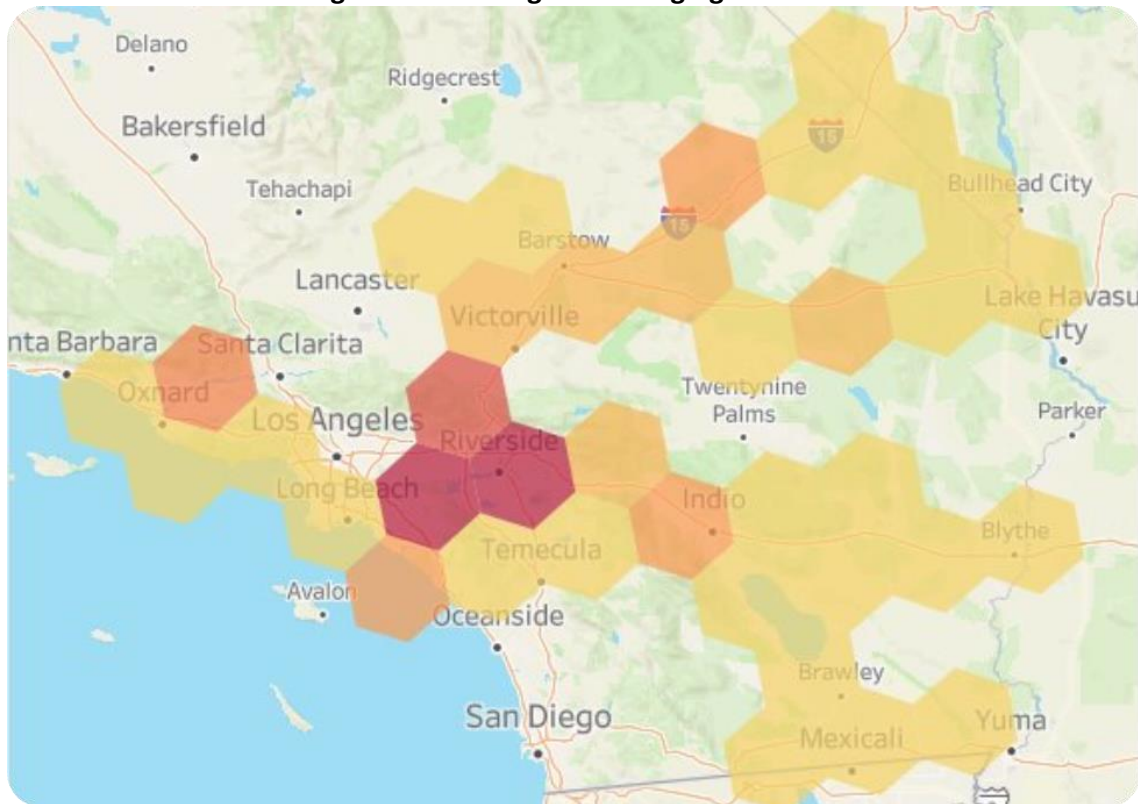**Figure 5. 2035 Regional Charging Demand**

Figure 6. 2040 Regional Charging Demand

A summary of charging demand for all six counties in the SCAG region, across all three simulation years is shown in Figure 7. Apart from Ventura, all counties see a doubling or more of public charging demand from 2030 to 2035, which aligns with the requirements from ACT to only allow sales of ZEV trucks past 2036. Los Angles accounts for most of the demand, jumping from 35% in 2030 to 46% in 2035 and 2040.

Figure 7. Change in County-Level Charging Demand
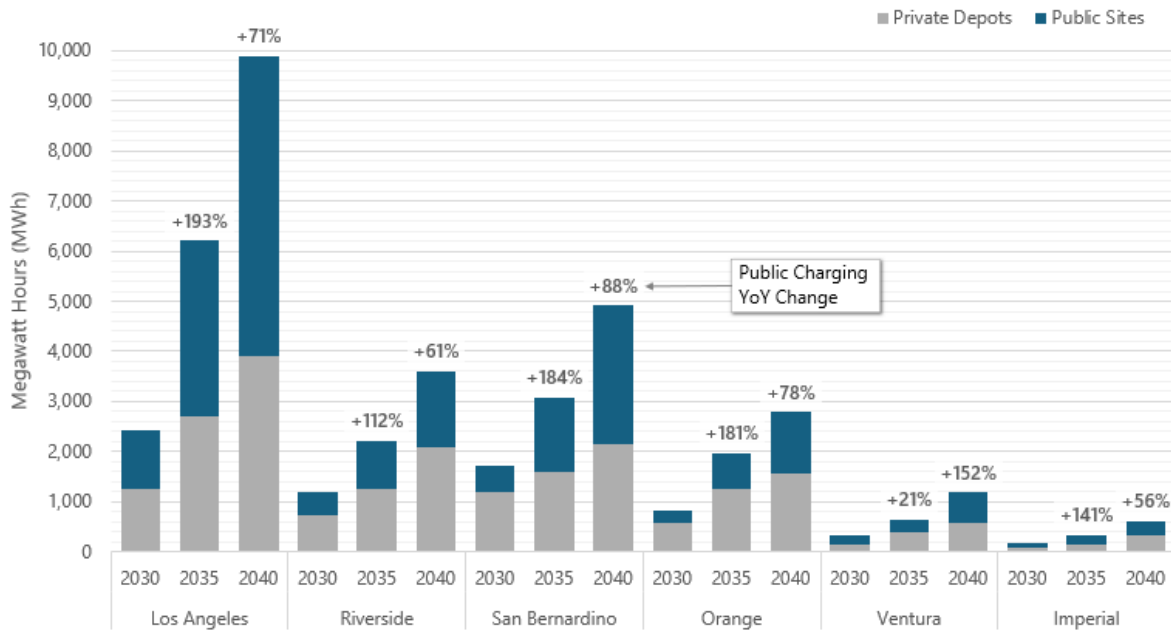
Post Processing for Operational Benefits

The HEVI-LOAD simulation produces energy requirements that are consistent with AATE3 scenarios at an aggregated, countywide level. However, as the results are assessed at a more granular Hex7 level, there are several inconsistencies (some of which are to be expected in a simulation-based modeling approach) that need to be smoothed out for use in practical applications.

- Adjacent sites have dramatically different levels of overall energy demand and temporal distribution.

- Home-base regional trucks use public charging infrastructure more than expected; their business models and depots would depend heavily on public infrastructure, increasing operating costs compared to using a depot charger.

- Charging is occurring primarily at specific peak hours, which is unlikely given the use of grid load management and individual site demand management.

The smoothing approach applied a variety of techniques at the aggregated Hex4 level, including limiting peak demand in any single hour, distributing overnight charging peaks across longer durations for specific market segments, and re-distributing aggregated peaks throughout the day.

This approach had two primary benefits: simulation inconsistencies were significantly reduced; site operational outputs were able to improve by increasing overall utilization throughout the day. According to industry research and feedback from the TAC and project team, sites should expect to be profitable if they are utilized for approximately 20% during the day; less than that means that there is not enough hourly demand to justify operating the site.

An example from an aggregated area near Ventura in 2040 is shown below, with the hourly modeled vs. post-processed demand compared in Figure 8, and the change in site requirements (grid power delivery, number of chargers and power level). The grid capacity requirement was halved, along with the number of chargers that were needed to support demand. This would also require fewer and/or smaller sites to be constructed, reducing the impact on land consumption and community impacts. Even with fewer sites and lower grid capacity, load management would still meet the ~110 MW-h.

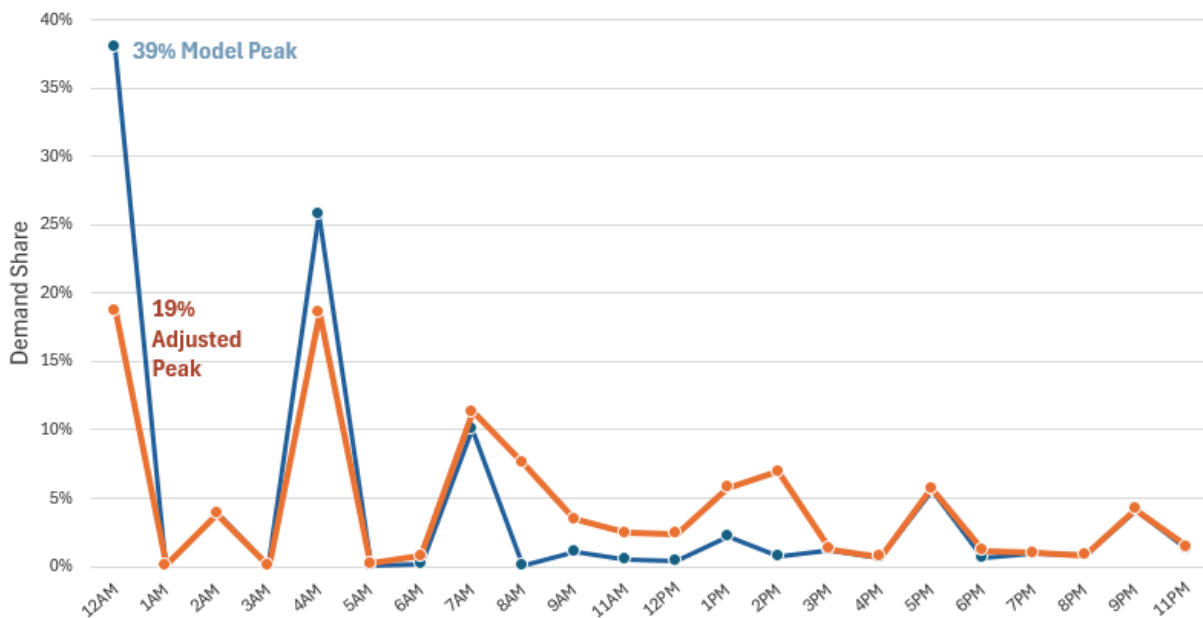**Figure 8. Modeled vs Post Processed Hourly Demand**

Table 2 below details the impacts in site requirements as well. In addition to the potential savings on land and equipment for site development, the post-processed demand predicts an increased utilization of sites within the area from 11% to 21%.

Table 2. Ventura Case Study Results

Measure	Original Outputs	Post-Processed Outputs
Required Grid Capacity	42 MW-h	21 MW-h
Number of Chargers	• 120-180 350kW *or* • 57-85 750kw	• 60-90 350kW *or* • 30-52 750kw
Number of Sites	• 1 large site *or* • 4-6 medium sites	• 3-4 medium sites
Site Utilization	11%	21%

Next Steps

The project team is currently completing post-processing of the alternative scenario simulation runs. Other tasks in the final stage include completion of twenty-four site assessments, which will represent a variety of charging and hydrogen fueling locations that vary based on size, built environment, and type of charging activity. Quality assurance on a parcel prioritization tool is also underway, which will allow users to customize prioritization of different sizes of charging and fueling sites throughout the SCAG region at the parcel level.

There is one final TAC meeting remaining, which will focus on review of the draft project report and draft regional blueprint. The meeting is scheduled for mid-December, after which the project team will finalize the project deliverables. Staff will return to the Transportation Committee in the first quarter of 2025 with an additional update on the study final report and findings.

FISCAL IMPACT:
Work associated with this item is included in the FY 2024-2025 Overall Work Program (OWP) Task 100.4911.04 Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study.

ATTACHMENT(S):
1. PowerPoint Presentation - ZETI Technical Analysis Update

Southern California ZETI Study: Preliminary Findings
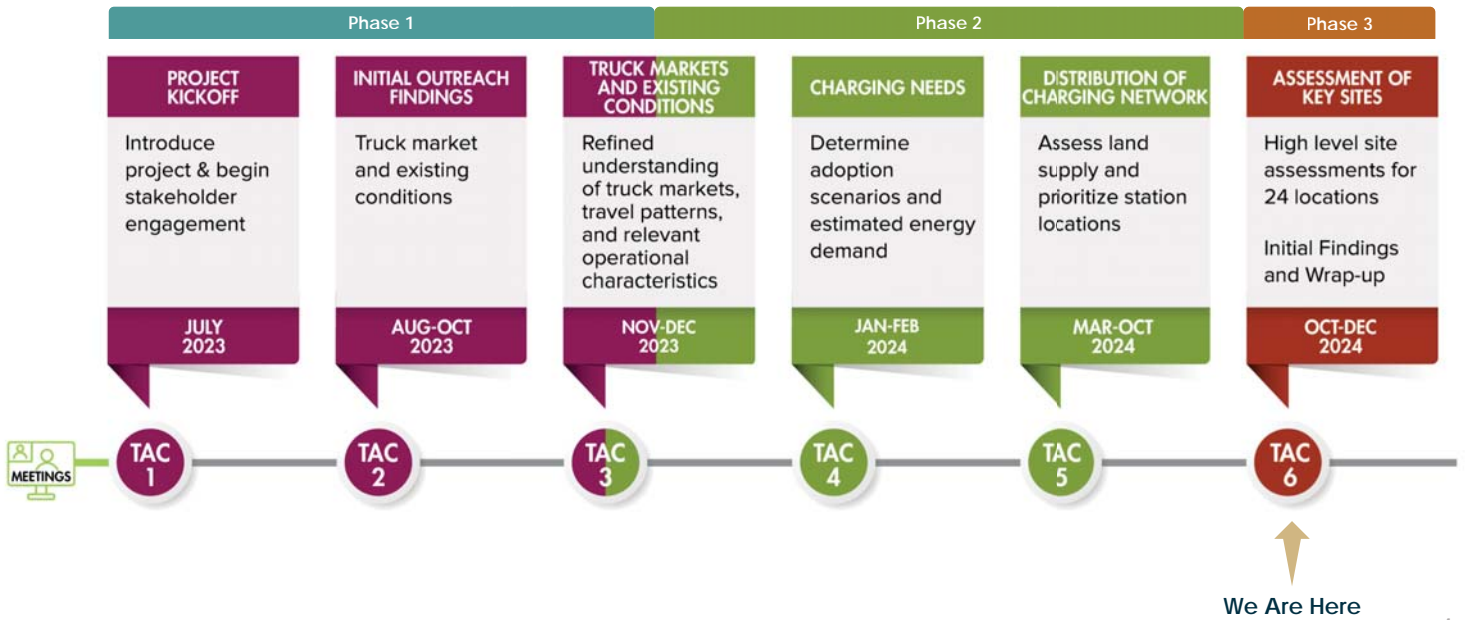
December 5, 2024

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PROJECT OVERVIEW

Study Objectives & Project Phases

ZETI Study Overview

- **What:** Vision and blueprint for regional truck charging and fueling infrastructure for the SCAG region

- **Why:** Improve regional air quality and livability, reduce greenhouse gas (GHG) emissions, and support our equity communities and the goods movement industry in the transition

- **How:** Engage stakeholders, capture other ongoing efforts, implement a technical approach, vet outcomes, and assess results

Project Phase Review, detail

Phase 1			Phase 2		Phase 3
PROJECT KICKOFF	**INITIAL OUTREACH FINDINGS**	**TRUCK MARKETS AND EXISTING CONDITIONS**	**CHARGING NEEDS**	**DISTRIBUTION OF CHARGING NETWORK**	**ASSESSMENT OF KEY SITES**
Introduce project & begin stakeholder engagement	Truck market and existing conditions	Refined understanding of truck markets, travel patterns, and relevant operational characteristics	Determine adoption scenarios and estimated energy demand	Assess land supply and prioritize station locations	High level site assessments for 24 locations. Initial Findings and Wrap-up
JULY 2023	AUG-OCT 2023	NOV-DEC 2023	JAN-FEB 2024	MAR-OCT 2024	OCT-DEC 2024
TAC 1	TAC 2	TAC 3	TAC 4	TAC 5	TAC 6

We Are Here

CHARGING & FUELING SIMULATION RESULTS

Charging & Fueling Simulation Results

Simulation Goals

The goal was to answer three critical questions:

1. How much estimated energy is needed to serve the region's truck travel as it transition to zero emission vehicles?

2. What share of that demand will be served by public charging?

3. Where are these public locations, and how many chargers are needed to serve that demand

COUNTY-LEVEL DEMAND

Combine GPS Truck Data & Energy Modeling

Charging & Fueling Simulation Results

Simulation Assumptions

1. Truck tours include all stops throughout a single day

2. Simulation assumes no charging management strategies

3. Megawatt charging is limited in 2030, scaling up in 2035 and 2040

4. Simulation was driven by *demand*, i.e., chargers and power capacity were "unconstrained" at each location

5. Trucks charge when they cannot reach the next destination with their remaining battery capacity

2030 Regional Charging Demand
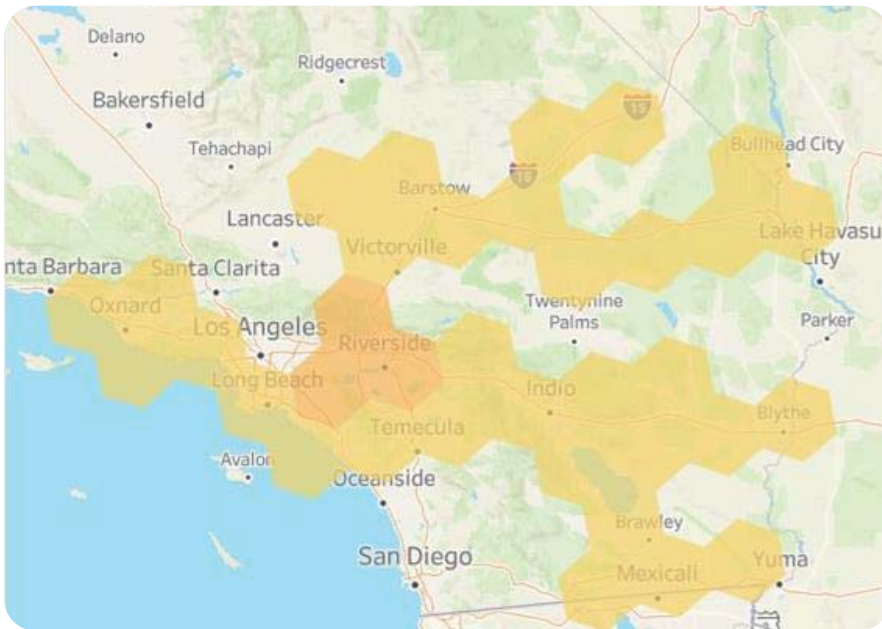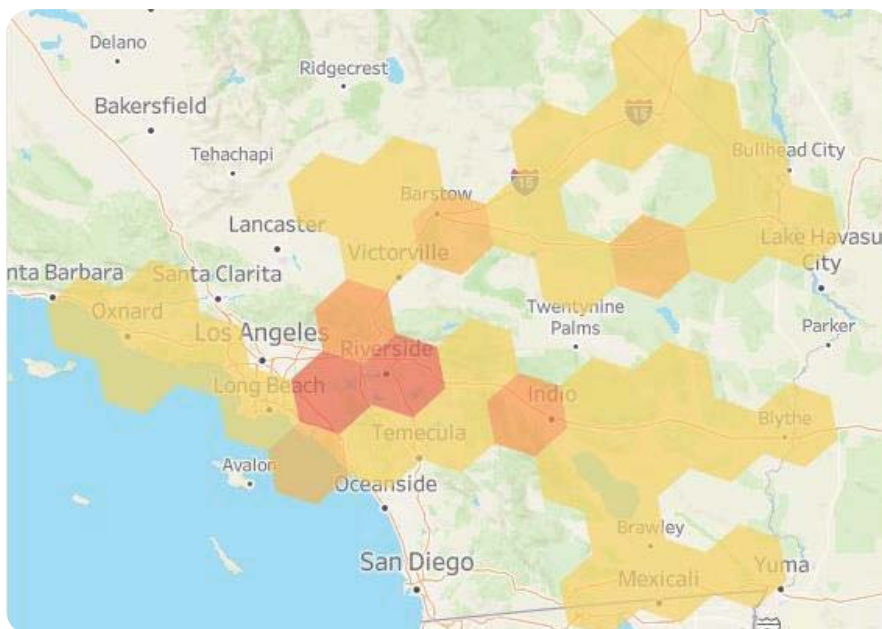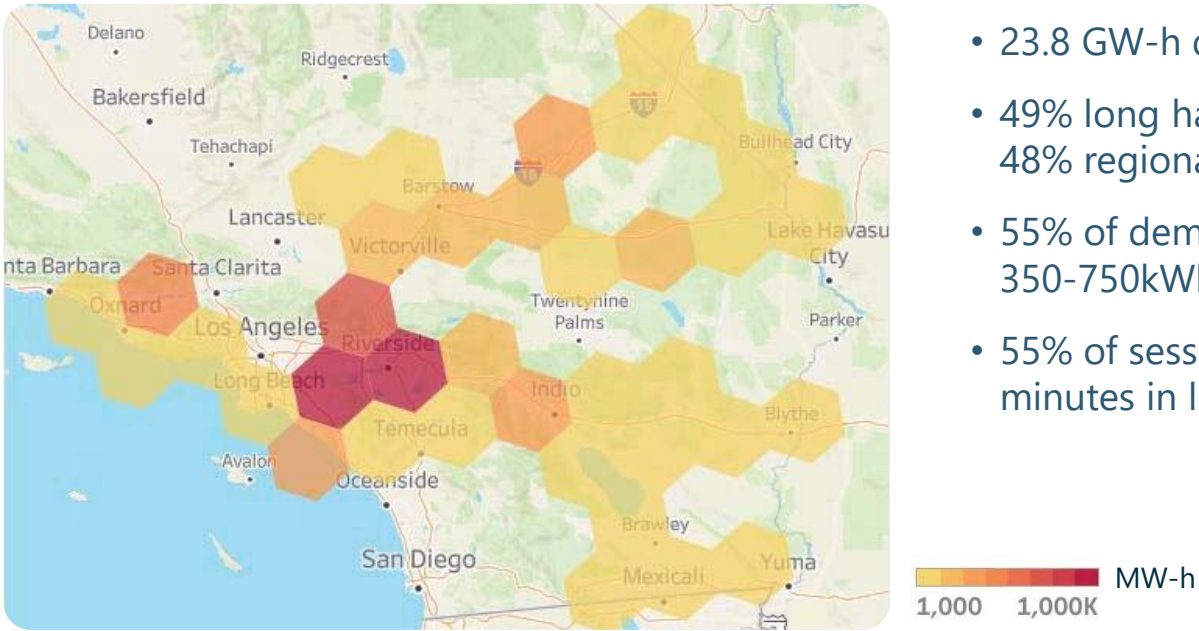

- 6.5 GW-h daily demand

- 60% regional fleets
  7% drayage

- 75% of demand met with
  150-350kWh chargers

- 46% of sessions are ≤60
  minutes in length

MW-h
1,000   1,000K

9

2035 Regional Charging Demand

- 14.5 GW-h daily demand

- 43% long haul
  3% drayage

- 64% of demand met with
  150-350kWh chargers

- 56% of sessions are ≤60
  minutes in length

MW-h
1,000   1,000K

10

2040 Regional Charging Demand

MW-h
1,000   1,000K

- 23.8 GW-h daily demand
- 49% long haul
  48% regional fleets
- 55% of demand met with
  350-750kWh chargers
- 55% of sessions are ≤60
  minutes in length

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County-Level Charging Demand Summary

Public Charging Energy Demand

Private Depots   Public Sites

% Change in Public
Charging Demand

Los Angeles: +193% (2035), +71% (2040)
Riverside: +112% (2035), +61% (2040)
San Bernardino: +184% (2035), +88% (2040)
Orange: +181% (2035), +78% (2040)
Ventura: +21% (2035), +152% (2040)
Imperial: +141% (2035), +56% (2040)

12
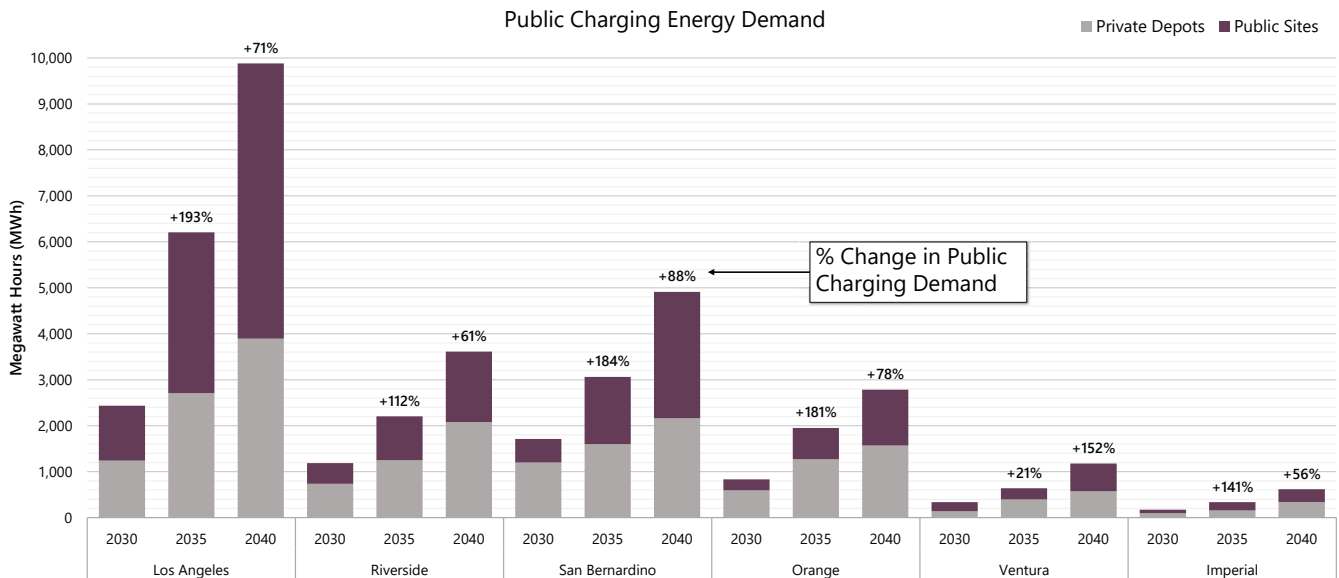
HEVI-LOAD Additional Scenarios

| Scenario Name	2030	2035	2040
Baseline	AATE3	AATE3	AATE3
Below Baseline	AATE3 (-10%)	AATE3 (-15%)	AATE3 (-10%)
Complete Success	AATE3 (+5%)	AATE3 (+15%)	AATE3
Loss of Future Incentives	AATE3 or AATE3 (+5%)	AATE3	AATE3 (-10%)
Equity Sites	AATE3 (no equity sites)	AATE3 (no equity sites)	AATE3 (no equity sites)
Hydrogen	N/A	N/A	AATE3

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SCAG

POST-PROCESSING APPROACH

Creating Actionable Data from Modeling

Packet Pg. 81

Case Study #1 – Barstow

- Public energy consumption occurs at 12 sites with 12 unique energy profiles.

- The grid capacity and hourly energy demand vary dramatically for neighboring sites.

- From a practical/developer perspective, this is not useful information and creates too much uncertainty.

Site 1 vs. Site 2 Hourly Energy Distribution

Site 1 Peak Demand 3,836 kW-h

Site 2 Peak Demand 1,127 kW-h
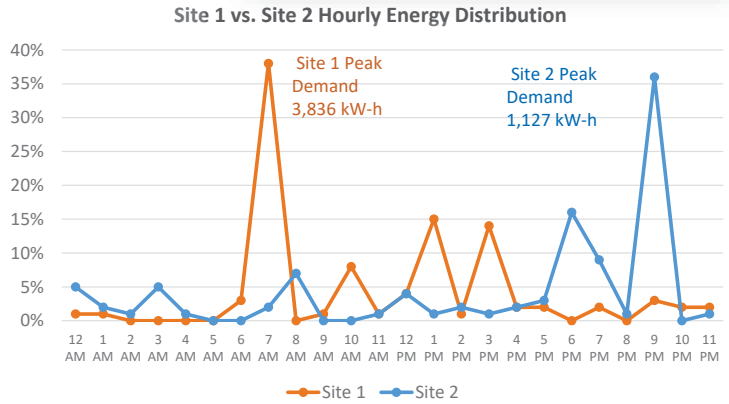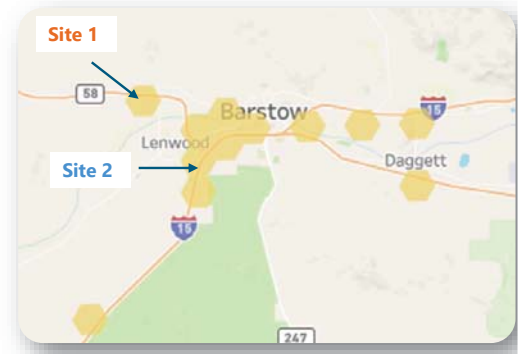
Case Study #1 – Barstow

- Aggregate all 12-sites into a single profile for Barstow

- Apply the total energy needs and share of trucking markets that are operating in Barstow.
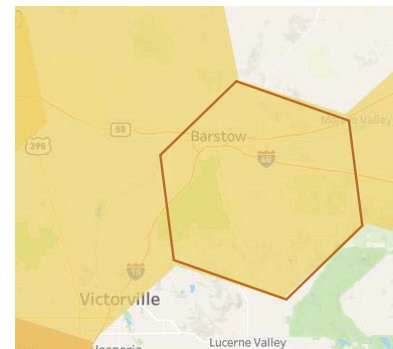
Original Profile
- **Grid Capacity for Public Site** 8.3 MW-h (24% of daily public energy demand)
- **Can be served by** 11-17 750 kwh or 24-36 350 kwh chargers

Adjusted Profile
- **Grid Capacity for Public Site** 7 MW-h (19% of daily public energy demand)
- **Can be served by** 10-15 750 kwh or 20-30 350 kwh chargers

Total Energy Hourly Distribution (Model Vs Adjusted)

Case Study #2 – Ventura

Original Requirements

- **Grid Capacity** 42 MW-h

Number of chargers:
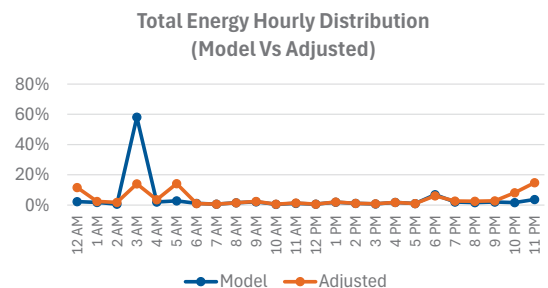120-180 350kW or 57-85 750 kW

1 large Site or 4-6 medium sites

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Public Charging Energy Distribution

39% Model Peak
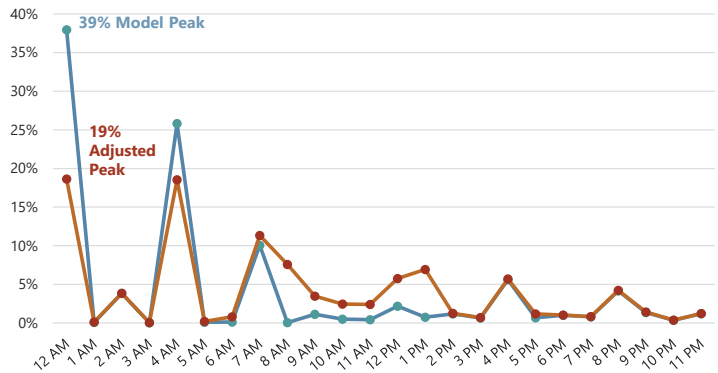
19% Adjusted Peak

Adjusted Requirements

- **Grid Capacity** 21 MW-h
- **Number of Chargers:**
  60-90 350kW or 30-52 750kW
- **Increased utilization from 11% to 21%, and decreased peak demand**

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Southern California ZETI Study – Preliminary Findings

Next Steps

- Finalize post-processing of simulation scenario runs

- Finalize site assessments and prioritization tool

- Final TAC meeting, focused on draft report and regional blueprint

- Draft final report, regional blueprint and local agency primer

THANK YOU!

For more information, please reach out to:

Jonathan Raspa - **raspa@scag.ca.gov**

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Southern California Association of Governments
December 5, 2024

To: Transportation Committee (TC)

From: Jasmin Munoz, Assistant Regional Planner
213-630-1584, munoz@scag.ca.gov

Subject: 2024 Go Human Outcomes

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Information Only – No Action Required

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

EXECUTIVE SUMMARY:
On May 1, 2014, the General Assembly adopted 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 (ATP). To extend campaign efforts, SCAG has secured Pedestrian/Bicycle Safety funds from the California Office of Traffic Safety (OTS) annually. SCAG secured a grant in the amount of $1,354,475 to conduct an eighth round of Go Human safety programming and engagement across the region, approved by the Regional Council on October 5, 2023. SCAG, in coordination with its local and regional partners, has since completed and exceeded OTS grant activities and deliverables upon completion of the grant period.

This report provides an update on accomplishments of the Go Human program over the course of the last completed OTS grant period, ending September 30, 2024, focusing on outcomes from the grant inclusive of traffic safety community engagement strategies and projects.

These activities align with Resolution No. 23-655-2, which authorized SCAG to sign onto the U.S. Department of Transportation (U.S. DOT) National Roadway Safety Strategy (NRSS) Call to Action.

BACKGROUND:

Introduction

In the six-county SCAG region, walking or bicycling accounts for 9.9% of all trips, but more than 30% of all roadway fatalities, according to Connect SoCal, SCAG's Adopted 2020-2045 Regional Transportation Plan (RTP). Each year in Southern California, an average of 1,600 people are killed and 140,000 people are injured (7,000 of which are serious injuries) in traffic collisions.

Created through a collaboration between SCAG, County Transportation Commissions, and Public Health Departments, SCAG *Go Human* is an award-winning community engagement program with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. The program has been funded annually through the California Office of Traffic Safety for the past eight years. During the most recent grant period, from October 1, 2024, through September 30, 2024, with $1,354,475 in funding, *Go Human* implemented multiple strategies to improve the safety of residents walking and biking across the region.

This item is being presented to provide SCAG Policy Members with highlights and outcomes of *Go Human's* recent grant activities, including the *Go Human* Community Streets grant program, temporary traffic safety demonstration projects using the Kit of Parts, distribution of co-branded safety advertisements, community expert education services, traffic safety event support, and in-depth media research.

Strategies

1. ***Go Human* Community Streets Grant Program**

In January 2024, SCAG *Go Human* released the *Go Human* Community Streets Grant Program Call for Applications. This program funds selected community-based organizations, non-profits, and social enterprises to implement innovative traffic safety and community engagement projects. The program aims to support street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and frontline workers, particularly those walking and biking.

SCAG *Go Human* awarded nearly $431,000 to 15 projects across the region through a competitive Call for Projects (Call). As part of the Call, SCAG staff hosted a webinar and two office hour sessions during the application period, resulting in 32 quality applications representing every county in the region. Selected projects included temporary traffic safety demonstrations, community survey collection, walk audits, safety rodeos, community murals, 'zine workshops, safety material distribution and education, bike repair workshops, traffic safety clinics, advocacy guides, charettes, and multilingual media campaigns.

Table 1. Go Human Community Streets Awards by County

County	Number of Awards	Total Amount Distributed
Imperial	1	$27,610.00.
Los Angeles	7	$203,645.06
Orange	2	$59,614.98
San Bernardino	1	$30,000.00
Riverside	2	$59,999.20
Ventura	2	$50,032.66
Total	**15**	**$430,901.90**

SCAG provided technical assistance to awardees throughout the project implementation period. Five awardees demonstrated safety infrastructure using the Kit of Parts, four awardees utilized co-branded safety messaging material, and four awardees distributed bicycle helmets and fitting guides to community members, among other activities and strategies.

2. **Temporary Traffic Safety Demonstration Projects utilizing the SCAG *Go Human* Kit of Parts Lending Library**

SCAG *Go Human*'s Kit of Parts Lending Library (Kit) is an engagement tool provided at no-cost to jurisdictions to temporarily demonstrate safety infrastructure. Designed with modular elements, the Kit supports planning efforts by showcasing potential and planned street design treatments that support public space, improve equity, and enhance community resiliency. The Kit is used as an engagement tool, alongside opportunities for robust survey and feedback collection with the goals of supporting the implementation of permanent infrastructure. SCAG supported partners with 13 temporary demonstration projects across the region, providing in-depth technical assistance to five partners.

Table 2. Temporary Safety Demonstrations with the Kit of Parts by County

County	Number of Demonstrations	Jurisdictions
Imperial	0	
Los Angeles	2	City of Los Angeles and City of Santa Monica
Orange	3	City of Santa Ana and City of Fullerton
San Bernardino	1	City of Rialto
Riverside	3	Cities of Riverside, Jurupa Valley, and Palm Springs
Ventura	1	City of Oxnard
Total	**13**	

SCAG and its partners implemented 13 temporary traffic safety demonstration projects utilizing the Kit of Parts, far exceeding SCAG's objective to implement six demonstrations of, as detailed in SCAG's grant agreement with OTS. Overall, the demonstrations collected 189 feedback surveys showing support for the permanent installation of the infrastructure improvements. More than 7,184 people engaged the demonstration projects across the region.

3. **Co-Branding & Traffic Safety Advertising Strategies**

SCAG *Go Human* supported local traffic safety advertisement campaigns by providing print and digital material to jurisdictions and community organizations to amplify its message-tested regional advertising campaign. SCAG designed, co-branded, printed, and shipped advertisements to partners at no cost. SCAG *Go Human* provided 1,357 materials to 14 partners across the region.

Table 3. Distribution of Co-Branded Advertisements by County

County	Number of Local Partner Requestors	Number of Materials	Associated Value
Imperial	2	103	$2,074.03
Los Angeles	5	424	$5,474.58.00
Orange	1	32	$975.81
San Bernardino	2	175	$2,896.77
Riverside	2	325	$2,152.36
Ventura	2	298	$3,255.61
Total	**14**	**1, 357**	**$16,829.16**

4. *Community Expert Education Services & Traffic Safety Event Support*

SCAG *Go Human* provided funding and resources to community-based organizations to advances traffic safety. With this funding, *Go Human* acknowledges and values the expertise of community-based leaders. Through a non-competitive process, SCAG distributed more than $30,000 in funding to ten Traffic Safety Community Experts/Trainers across the region to create video content, present on creative solutions and successful safe streets initiatives, host community leadership workshops, and create reports and equity frameworks to advance traffic safety locally.

SCAG *Go Human* also provided traffic safety event support to community-based organizations to distribute traffic safety educational materials and campaigns to community members through events and other community-centered engagement opportunities. Partners distributed bicycle

helmets and lights, hosted traffic safety booths at events, and led educational awareness campaigns. SCAG distributed $35,150.00 in funding to four partners for the traffic safety events.

Table 4. Distribution of Traffic Safety Event Support to Partner Organizations by County

County	# of Partnerships	Jurisdiction	Partner Organization	Event Name	Award Amount
Imperial	1	City of Brawley	Los Amigos de la Comunidad, Inc.	Traffic Safety Pre-4th of July Movie Night	$9,950
Los Angeles	2	City of Lancaster City of Los Angeles	Antelope Valley Partners for Health CicLAvia, Inc.	Hispanic Heritage Month Event CicLAvia-South LA	$5,700 $10,000
San Bernardino	1	City of Rialto	DEV Partnerships, Inc.	Rialto Juneteenth Jam	$9,500
Riverside	0				
Ventura	0				
Orange	0				
TOTAL	4				$35,150.00

5. *Media* Research *& Recommendations*

SCAG developed and implemented an in-depth media research plan that produced data and recommendations for *Go Human*'s traffic safety messaging campaign. The study included an assessment of market research, current campaign offerings, 25 in-depth interviews, 12 focus groups, and 600 surveys. The recommendations included strategic insight into the types of communications needed to gather support for infrastructure implementations as well as understanding barriers to public support for new infrastructure projects and opportunities to strategically communicate their value. Overall, the research findings reaffirmed the direction and impact of SCAGs *Go Human* program.

Recognition
During the 2024 grant period, four (4) SCAG-funded projects received recognition from the American Planning Association (APA) at the local section level and the state chapter level.
- The American Planning Association (APA) Orange County Section and California Chapter recognized *Go Human* Grantee Santa Ana Active Streets for their 2023 Community Hubs project "TWIGY Bikey Summer" with a Grassroots Initiative Award of Merit.

- The American Planning Association (APA) Los Angeles Section recognized *Go Human* Grantee Arts Council for Long Beach for their 2022 Mini-Grant project "Washington Neighborhood Community Corners: A Neighborhood-led Intersection Transformation" with a Grassroots Initiative Award of Merit. This project resulted in the permanent installation of an artistic curb extension in the Washington neighborhood.
- The American Planning Association (APA) Los Angeles Section recognized *Go Human* Grantee Yolanda Davis-Overstreet for their 2023 Community Hubs project, "Reimagine Biking While Black: Roadmap to Justice and Joy Advocacy Guide" with a Communications Initiative Award of Excellence.
- The American Planning Association (APA) Los Angeles Section recognized *Go Human* Grantee People for Mobility Justice for their 2023 Community Hubs project, "South Los Angeles Quick Build Community Planning: An Equity-Centered Outreach Model" with a Public Outreach Award of Merit.

Next Steps

On July 8, 2024, SCAG was awarded another round of funding from OTS to continue *Go Human* activities. The FFY 2025 grant activities will continue to advance the *Go Human program including an* evaluation of its Kit of Parts and community grants program for accessibility, guided by a disability justice framework. The Accessibility Assessment will create opportunities for ongoing collaboration with local partners and community organizations to offer insight on priorities, provide feedback on research and analysis, and guide the development of recommendations. The implementation of the FFY 2025 OTS grant will leverage a five-year, $12 million grant from the Safe Streets and Roads for All (SS4A) Grant Program. The SS4A grant will expand the reach of SCAG's OTS-funded work by supporting the *Go Human* Community Grant program, Kit of Parts technical assistance, the development of a Regional Safety Action Plan, and plan and implement safety infrastructure quick-build projects. These SS4A-funded activities are expected to begin during FFY 2025. *Go Human* will continue to advance traffic safety across the region along with an attention to elevating the co-benefits that come with investments in safer communities like improved community and economic vitality, public health, and overall quality of life.

FISCAL IMPACT:

All costs associated with this item are included in the FY 2024-25 Overall Work Program (OWP) under project number 225.3564.19 and funded by a Pedestrian and Bicycle Safety Program Grant from the California Office of Traffic Safety.

ATTACHMENT(S):

1. PowerPoint Presentation - 2024 Go Human Safety Strategies Outcomes

2024 *Go Human* Office of Traffic Safety Grant Outcomes

December 5, 2024

SCAG

go human

WWW.SCAG.CA.GOV

Go Human Program

2024 *Go Human* Strategies

1. Community Streets Grant Program
2. Kit of Parts & Technical Assistance
3. Co-branded Messaging Materials
4. Community Expert Education Services
5. Traffic safety education event support
6. Media research

Regional Traffic Safety Data Snapshot

1,600 people
- die every year from collisions

7,000 people
- sustain serious injuries every year from collisions

140,000 people
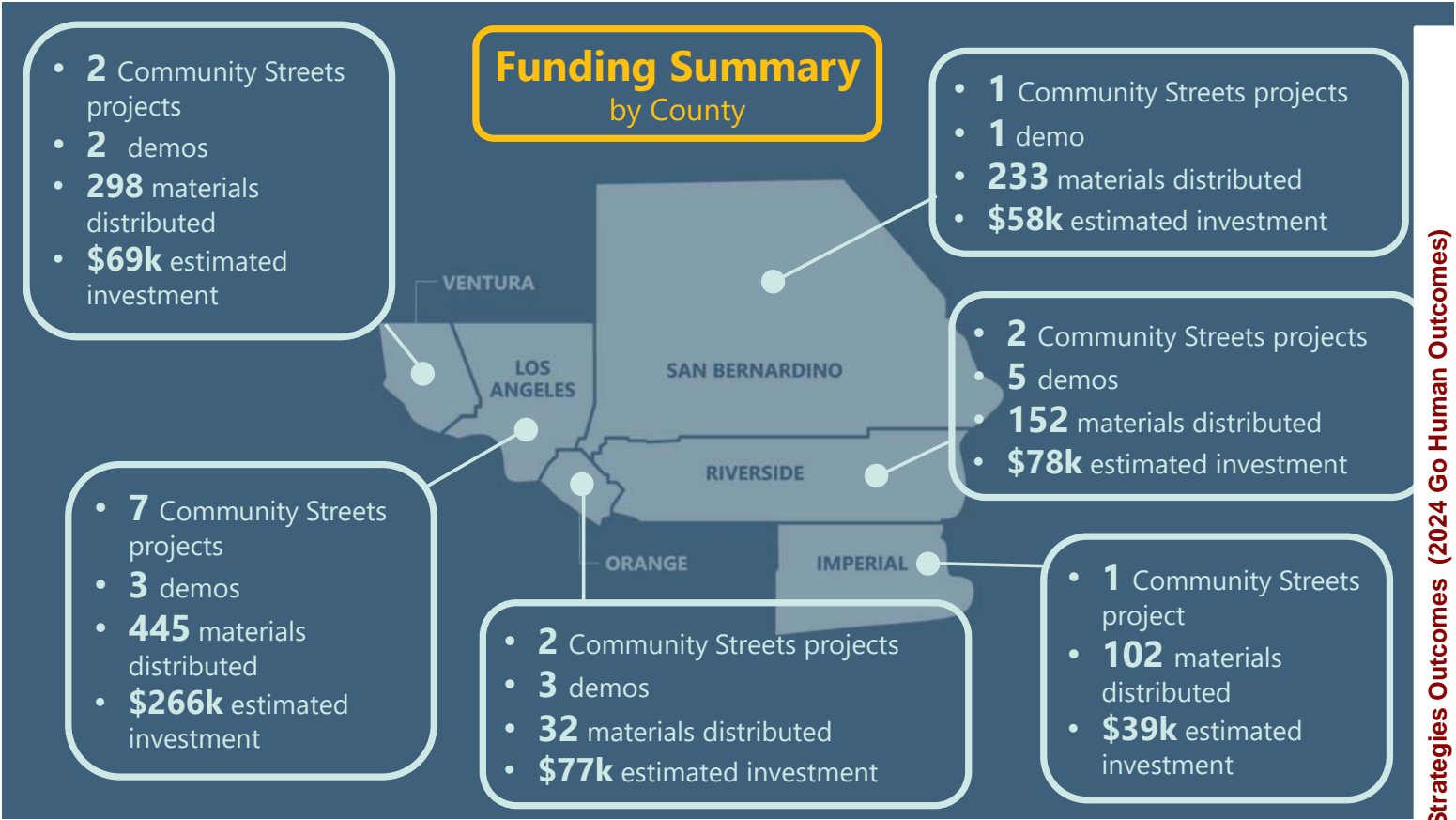- sustain injuries every year from collision

People who walk and bike

5%

Daily Trips

36%

Fatalities

from SCAG's 2024 Draft Connect SoCal Performance Monitoring Technical Report

- **2** Community Streets projects
- **2** demos
- **298** materials distributed
- **$69k** estimated investment

- **1** Community Streets projects
- **1** demo
- **233** materials distributed
- **$58k** estimated investment

VENTURA

LOS ANGELES

SAN BERNARDINO

RIVERSIDE

ORANGE

IMPERIAL

- **7** Community Streets projects
- **3** demos
- **445** materials distributed
- **$266k** estimated investment

- **2** Community Streets projects
- **5** demos
- **152** materials distributed
- **$78k** estimated investment

- **2** Community Streets projects
- **3** demos
- **32** materials distributed
- **$77k** estimated investment

- **1** Community Streets project
- **102** materials distributed
- **$39k** estimated investment

2024 Community Streets Grant Program by the numbers

130+

traffic safety projects funded since 2018

$1.7M+

Go Human grant funds distributed to date

2024 *Go Human* Community Streets Grant Program is a funding opportunity for community organizations to implement traffic safety and community engagement strategies.

2024 Community Streets Grant Program by the numbers

6th
round of Community Grants
since 2018

$430K+
total funds awarded in 2024

Eligible Applicants	Community-based organizations, non-profits, social enterprises
Max. Funding Amount	$30,000
Total Project Awardees	15 projects

Los Amigos de la Comunidad Inc. *Imperial County*	Arts Council for Long Beach *Los Angeles County*	Central City Neighborhood Partners *Los Angeles County*	Proyecto Pastoral *Los Angeles County*	Streets for All *Los Angeles County*	**go human**
Los Angeles Walks *Los Angeles County*	Office of: People *Los Angeles County*	People for Mobility Justice *Los Angeles County*	Latino Health Access *Orange County*	Santa Ana Active Streets *Orange County*	Reach Out *Riverside County*
Riverside Art Museum *Riverside County*	Stronger Together Now *San Bernardino County*	Bike Ventura County *Ventura County*	Nyeland Promise *Ventura County*	**Congrats to all Community Streets Awardees!**	

Awarded Project Spotlights

2,200+
- Helmets, bike lights, and other safety materials distributed directly to community members

11
- Walk audits and community rides

25
- Capacity building and educational workshops

Nyeland Promise
Ventura County
Bike Rodeo & education campaign

Latino Health Access
Orange County
Walk audits, demo, & education campaign

7

Awarded Project Spotlights

People for Mobility Justice
Los Angeles County
Bike rides, charettes, & surveys

10
- Traffic safety demonstrations or open streets events

400+
- Surveys collected

23
- Videos & storytelling efforts

8

Kit of Parts + Technical Assistance

- Technical assistance to host a Kit of Parts activations was provided in:
  - City of Los Angeles
  - City of Santa Ana
  - City of Oxnard
  - City of Rialto
  - City of Palm Springs
- Technical assistance included event ideation, site planning, permitting, logistics, staffing, promotion, data collection, documentation, and more.

13 Kit of Parts deployments throughout the project period

Kit of Parts & Technical Assistance

7,184 People engaged during the deployments

2024 *Go Human* Kit of Parts Technical Assistance Outcomes

189 Surveys collected through the 5 deployments

100% of those surveyed indicated these demonstrations helped them understand the value of safety infrastructure

96% of those surveyed indicated that they would like these temporary demonstrations to be permanent

49% of those surveyed indicated they previously attended a meeting hosted by a government entity to discuss transportation

Co-branded Safety Messaging Materials

SCAG designs, co-brands, prints, and ships safety advertisements in multiple languages at no cost to partner agencies and CBOs.

14 Partners/requestors

1,600+ Materials distributed

18M+ Estimated impressions/reach

Traffic safety education event support

CicLAvia
South Los Angeles

Tomorrow's World
Rialto, CA
Juneteenth Jam

Los Amigos de la Communidad
Brawley, CA
Community event & helmet distribution

Community Expert Training & Education

Creating "Biking While Black"
A Community-Driven Media Advocacy Campaign (turned) Movement

**2 trainings &
1 educational video**

CommunityCORNERS
15TH ST. & CHESTNUT AVE
WASHINGTON NEIGHBORHOOD
Sergio Alan Diaz, Programs Associate
3 September 2024

Arts COUNCIL for LONG BEACH

2024 Media Research

Media Research

- *Go Human* Strategy Audit, Creative and Content Recommendations
  - Media research & data collection on strategy priorities
  - 25 interviews, 600+ surveys, and 12 focus groups
- Next Steps in FFY25
  - Proposing and testing new creative & messaging

BAJA LA VELOCIDAD.
Salvar vidas es más importante que ahorrar tiempo.

請減速。
路上有行人。

THANK YOU!

For more information, please visit:

scag.ca.gov/go-human

Alina Borja, Associate Regional Planner, SCAG

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