



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, April 4, 2024

9:30 a.m. – 11:30 a.m.

To Attend In-Person:

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

To Watch or View Only:

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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.

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Instructions for Attending the Meeting

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

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/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.

- In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, April 3, 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, April 3, 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.
- 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.
- 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.

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General Information for Public Comments

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

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

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

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TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Ashleigh Aitken City of Anaheim - City Hall 200 S Anaheim Boulevard, 7th Floor Anaheim, CA 92805	Adele Andrade-Stadler 2956 West Shorb Street Alhambra, CA 91803	Elizabeth Becerra City of Victorville - City Hall Conference Room A 14343 Civic Drive Victorville, CA 92392
Brian S. Berkson City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509	Ross Chun City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637	Andrew Do County Administration North 400 West Civic Center Drive 6th Floor, Room 601A Santa Ana, CA 92701
Jonathan Dumitru City of Orange - City Hall 300 E Chapman Avenue Orange, CA 92866	J. John Dutrey City of Montclair - City Hall 5111 Benito Street Mayor's Office Montclair, CA 91763	James Gazeley City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717
Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor Orchard Conference RM Santa Clarita, CA 91355	Lauren Hughes-Leslie City of Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534	Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832
Trish Kelley City of Mission Viejo - City Hall 200 Civic Center, Second Floor Mission Viejo, CA 92691	Linda Krupa City of Hemet - City Hall Sister City Room 445 E Florida Ave Hemet, CA 92543	Bridgett Lewis City of Torrance - City Hall 3031 Torrance Blvd Assembly Room - 3rd Floor Torrance, CA 90503
Malcolm Lilienthal City of Hemet - City Hall Sister City Room 445 E Florida Ave Hemet, CA 92543	Richard Loa Law Offices of Richard Loa 536 East Palmdale Boulevard Palmdale, CA 93550	Ken Mann City of Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534
Marsha McLean City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Conference RM Santa Clarita, CA 91355	L. Dennis Michael City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730	Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637



TRANSPORTATION COMMITTEE AGENDA

<p>Ara Najarian 500 N Brand Boulevard Suite 830 Conference Room Glendale, CA 91203</p>	<p>Maria Nava-Froelich Calipatria Unified School District 501 W. Main Street, Room 4 Calipatria, CA 92233</p>	<p>Frank J. Navarro City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, CA 92324</p>
<p>Sharona Nazarian City of Beverly Hills - City Hall 455 N. Rexford Drive, 4th Floor Beverly Hills, CA 90210</p>	<p>Gil Rebollar SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243</p>	<p>Celeste Rodriguez City of San Fernando - City Hall 117 Macneil Street San Fernando, CA 91340</p>
<p>Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582</p>	<p>Ali Saleh City of Bell - City Hall 6330 Pine Avenue Bell, CA 90201</p>	<p>Suely Saro City of Long Beach - City Hall 411 W Ocean Blvd, 11th Floor Long Beach, CA 90802</p>
<p>Zak Schwank City of Temecula - City Hall 41000 Main Street Councilmember Office Temecula CA, 92590</p>	<p>Marty Simonoff City of Brea - City Hall 1 Civic Center Circle 3rd Floor Management Services Room Brea, CA 92821</p>	<p>Ward Smith City of Placentia Civic Center City Council Chambers 401 E. Chapman Ave Placentia, CA 92870</p>
<p>Wes Speake City of Corona - City Hall 400 S Vicentia Avenue 3rd Floor Councilmember's Office Corona, CA 92882</p>	<p>Cynthia Sternquist 6131 Camellia Avenue Temple City, CA 91780</p>	<p>Michael M. Vargas City of Perris - City Hall 101 N. D Street Office of the Mayor Perris, CA 92570</p>
<p>Donald P. Wagner County Administration North 400 West Civic Center Drive 6th Floor, Conference Room 601 A Santa Ana, CA 92701</p>	<p>Alan D. Wapner City of Ontario - City Hall 303 East B Street Conference Room 1 Ontario, CA 91764</p>	<p>Jeff Wood Lakewood City Council Chamber/Offices 5000 Clark Avenue Lakewood, CA 90712</p>

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



TC - Transportation Committee *Members – April 2024*

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

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TRANSPORTATION COMMITTEE AGENDA

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

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TRANSPORTATION COMMITTEE AGENDA

- 32. Hon. Clint Lorimore**
Eastvale, RC District 4
- 33. Hon. Ken Mann**
Lancaster, RC District 43
- 34. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 35. Hon. Ray Marquez**
Chino Hills, RC District 10
- 36. Hon. Larry McCallon**
Air District Representative
- 37. Hon. Marsha McLean**
Santa Clarita, Pres. Appt. (Member at Large)
- 38. Hon. Tim McOsker**
Los Angeles, RC District 62
- 39. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 40. Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)
- 41. Hon. Carol Moore**
Laguna Woods, OCCOG
- 42. Hon. Ara Najarian**
Glendale, SFVCOG
- 43. Hon. Maria Nava-Froelich**
ICTC
- 44. Hon. Frank Navarro**
Colton, RC District 6
- 45. Hon. Sharona Nazarian**
Beverly Hills, WSCCOG
- 46. Hon. Gil Rebollar**
Brawley, RC District 1
- 47. Hon. Ed Reece**
Claremont, SGVCOG

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- 48. Hon. Marlon Regisford**
Caltrans, District 7, Ex-Officio Non-Voting Member
- 49. Hon. Celeste Rodriguez**
San Fernando, RC District 67
- 50. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 51. Hon. Ali Saleh**
Bell, RC District 27
- 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

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TRANSPORTATION COMMITTEE AGENDA

- 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

- 69. Hon. Jeff Wood**
Lakewood, RC District 24

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, April 4, 2024
9:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Tim Sandoval, Chair)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

ELECTION OF CHAIR AND VICE CHAIR

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – February 1, 2024 PPG. 10

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items PPG. 20
3. Transportation Trends Update PPG. 26
4. CalSTA Transit Transformation Task Force Update PPG. 43
5. Clean Cities Coalition Strategic Plan PPG. 47
6. Update on SCAG’s Affordable Connectivity Program (ACP) Campaign PPG. 61



ACTION ITEMS

7. SCAG ATP Cycle 7 Regional Guidelines 10 Mins. PPG. 63
(Rachel Om, Senior Regional Planner)

RECOMMENDED ACTION:

Recommend that the Regional Council adopt Resolution No. 24-664-4 approving the 2025 Active Transportation Program Regional Guidelines.

INFORMATION ITEMS

8. The Federal Aviation Administration and Advanced Air Mobility 30 Mins. PPG. 94
(Hiroshi Ishikawa, Senior Regional Planner; and Raquel Girvin, Regional Administrator, FAA Western-Pacific Region)
9. Montebello First Mile Last Mile Plan 15 Mins. PPG. 96
(Alfredo Machuca, Transit Planner, City of Montebello)

CHAIR'S REPORT

(The Honorable Tim Sandoval, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(David Salgado, Government Affairs Officer, SCAG Staff)

ANNOUNCEMENTS

ADJOURNMENT



**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, FEBRUARY 1, 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)

Hon. Adele Andrade-Stadler	<i>Alhambra</i>	VCTC District 34
Hon. Liz Becerra	<i>Victorville</i>	District 65
Hon. Brian Berkson	<i>Jurupa Valley, Pres. Appt.</i>	Member at Large
Hon. Russel Betts	<i>Desert Hot Springs</i>	CVAG
Hon. Daniel Brotman	<i>Glendale</i>	AVCJPA
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Jeanette Burns		Morongo Band of Mission Indians
Hon. Ross Chun	<i>Aliso Viejo</i>	OCCOG
Hon. Denise Delgado	<i>Coachella, Pres. Appt.</i>	Member at Large
Hon. Andrew Do	<i>Orange County</i>	CoC
Hon. John Dutrey	<i>Montclair</i>	SBCTA
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Jason Gibbs	<i>Santa Clarita</i>	NCTC
Hon. Curt Hagman		San Bernardino County
Hon. Jan Harnik		RCTC
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Fred Jung	<i>Fullerton</i>	OCCOG
Hon. Trish Kelley		TCA
Hon. Linda Krupa	<i>Hemet</i>	District 3
Hon. Malcolm Lilienthal	<i>Hemet</i>	WRCOG
Hon. Richard Loa	<i>Palmdale</i>	NCTC
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Ken Mann	<i>Lancaster</i>	District 43



Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Larry McCallon		Air District Representative
Hon. Marsha McLean	<i>Santa Clarita, Pres. Appt.</i>	Member at Large
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Linda Molina	<i>Calimesa, Pres. Appt.</i>	Member at Large
Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon. Ara Najarian	<i>Glendale</i>	SFVCOG
Hon. Maria Nava-Froelich		ICTC
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Sharona Nazarian	<i>Beverly Hills</i>	WSCCOG
Hon. Gil Rebollar	<i>Brawley</i>	District 1
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Celeste Rodriguez	<i>San Fernando</i>	District 67
Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
Hon. Karen Spiegel		Riverside County
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Michael Vargas	<i>Riverside County</i>	CoC
Hon. Don Wagner		Orange County
Hon. Colleen Wallace	<i>Banning</i>	WRCOG
Hon. Thomas Wong	<i>Monterey Park</i>	SGVCOG
Mr. Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member

Members Not Present:

Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Kathryn Barger		Los Angeles County
Hon. Jonathan Dumitru	<i>Orange</i>	District 17
Hon. Lauren Hughes-Leslie	<i>Lancaster</i>	NCTC JPA
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Tim Sandoval (Chair)	<i>Pomona</i>	District 38



Hon. Jeremy Smith	<i>Canyon Lake, Pres. Appt.</i>	Member at Large
Hon. Hilda Solis		Los Angeles County
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG
Hon. Alan Wapner		SBCTA
Hon. Jeff Wood	<i>Lakewood</i>	District 24

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Vice Chair Mike Judge, Simi Valley, VCTC, called the meeting to order at 9:30 a.m. Hon. Larry McCallon, Air District Representative, 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.

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

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

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 – January 4, 20204

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items
3. 2022 Trade Corridor Enhancement Program

4. Connect SoCal 2024: Draft Plan Release Activities
5. Active Transportation Cycle 7 and Sustainable Communities Program Update
6. Connect SoCal 2024 Program Environmental Impact Report (PEIR) (State Clearinghouse No.: 2022100337): Status Update on Additional Stakeholder Outreach and Preliminary Outline for the Proposed Final PEIR

A MOTION was made (Navarro) to approve Consent Calendar Item 1; and Receive and File items 2 through 6. The motion was SECONDED (Nazarian) and passed by the following roll call votes.

AYES: Becerra, Betts, Brown, Do, Dutrey, Gazeley, Hagman, Harnik, Jung, Kelley, Krupa, Loa, Lorimore, Mann, Manos, Marquez, McCallon, McLean, Michael, Moore, Najarian, Nava-Froelich, Navarro, Nazarian, Reece, Rodriguez, Saleh, Schwank, Simonoff, W. Smith, Solache, Sternquist, Tye, Vargas, Wallace (35)

NOES: None (0)

ABSTAIN: None (0)

Hon. Adele Andrade-Stadler, Alhambra, District 34, expressed support for Item the Consent Calendar. Her vote is not reflected in the count as she was not at a noticed location and there was not a quorum of the membership present in the room for her to use the “just cause” provision.

INFORMATION ITEMS

7. Quick Build Projects

There were no public comments on Item No. 7.

Rachel Om, SCAG staff, reported that these are commonly pilot or interim capital improvement projects for streets and communities using low-cost materials that are relatively easy to install and uninstall. These can include pop up demonstration projects for a few hours to several months. Quick Build can include a protected bike lane using planters, parking, plastic posts, rubber curbs, pavement paintings and other elements to highlight visibility promoting safety. These projects begin with community engagement, understanding the area conditions and examining the community’s challenges with the project area. This informs the project’s design and after a project is completed, an evaluation is conducted. Ms. Om reviewed current and completed Quick Build projects in Beverly Hills, Calexico, Hermosa Beach, Long Beach, Ojai, El Monte, and Pasadena.

Margot Ocañas, Safe Routes to School, Los Angeles, continued the presentation. She stated that her approach to design involves calming streets to match context and Quick Build projects are an opportunity for trial approaches, innovative ideas and a key opportunity to engage city staff in new safety approaches. She reported on a recent project for Young Oak Kim Academy on Shatto Place. The project was 18 months in length and was set in motion with a pop-up demonstration project at the school site. She reviewed critical project elements including stakeholder engagement, enhanced wayfinding and signage, and processing multiple iterations of design. Quick Build changes were reviewed including creating a pedestrian plaza and a dedicated student drop-off and pick-up lane. The idea was to establish organization and predictable vehicle patterns for the street and sidewalk particularly during busy student pick-up and drop-off times. Vertical delineators were used to eliminate vehicle U-turns for improved safety. Shade trees were added to the pedestrian area and concrete seating further defined purpose for the space. She reported engagement with the school staff and students was critical in changing user behaviors around student drop-off and pick-up. Results indicated that traffic speeds on the street were reduced achieving the goals of traffic calming and improved safety. She noted the cost of the project was approximately \$250,000.

Hon. Colleen Wallace, Banning, WRCOG, asked about intersection roundabouts and data regarding their use. Ms. Ocañas responded that reports from traffic engineers indicated greater traffic flow and improved safety conditions where roundabouts were used.

Hon. Linda Molina, Calimesa, commented in support of reaching out to students and parents to encourage desired behaviors.

Hon. Curt Hagman, County of San Bernardino, asked about the long-term effects to traffic on the street due to its redesign to improve conditions around the school. Ms. Ocañas responded that other corridor users such as local residents and a business on the block saw lasting benefits.

8. Mobility Hubs - Lessons Learned

There were no public comments on Item No. 8.

Grecia White, City of Boston, provided an update on Mobility Hubs. Ms. White reported that Mobility Hubs are spaces to connect people to transportation options and enhance the space through placemaking amenities. She noted these spaces can vary according to purpose and location. Some include structures linking accessible shared roads and transit services. She reviewed new Mobility Hubs in the Boston area noting that neighborhood hubs can be simpler in design and include bike share facilities, nearby seating, well-lit areas, an information kiosk, and access to a bike path. These can also be smaller spaces which may look like a bus stop but includes seating, bike facilities, a covered waiting area and mobility information. She stated that Mobility Hubs are not a

one-size-fits-all solution. Each one ought to support its strategic needs and challenges while working with the specific conditions of its location.

Ms. White introduced a guidebook produced by City of Boston where Mobility Hubs are categorized as Gateways, Squares and Points. Gateways are often a natural gate path to a neighborhood. She noted the city also created a Kit of Parts to help build spaces and explore different street and neighborhood treatments. Lessons learned included the importance of community engagement particularly a survey of users to understand their preferences and behaviors. Placemaking amenities are essential and can include benches, planters and shade canopies. Branding and additional signage can be useful to guide users to other mobility hubs and enhance familiarity with the hub network.

Hon. Suely Saro, Long Beach, District 29, asked about safety concerns with promoting micro mobility. Ms. White responded there is frequently concerns about making way for active transportation as it might take away vehicle space on the right of ways but their installed bikeshare stations, as an example, were well received and attracted users.

9. Advanced Air Mobility (AAM) Update: AAM 101

There were no public comments on Item No. 9.

Ricky Sandhu, CEO, Urban-Air Port, provided a report on Advanced Air Mobility (AAM). He noted AAM involves moving passengers and cargo by aircraft over local and regional trips. It differs from traditional air travel in that it refers to shorter trips at lower altitudes using new technology such as electric aircraft that utilize vertical takeoffs and landing. He noted the goal of the Urban-Air Port is to help global cities operate better and safely incorporate the benefits of this aviation service. He noted the basic design of the Urban-Air Port involves electric, zero-emission aircraft which land at the highest level of the building and are then lowered to a different level to unload passengers and service the crafts. The design enables the building footprint to fit well into the urban landscape and efficiently facilitate a high number of aircraft. Mr. Sandhu noted the strength of the design enables a city to do more with less and bring this technology to its full advantage.

Hon. Carol Moore, Laguna Woods, OCCOG, asked who manages air traffic for this type of air travel. Mr. Sandhu responded that the existing governing body such as the FAA would oversee this activity. The vertiport acts as a miniature version of the larger aviation system with aircraft operating at lower altitudes and shorter distances.

10. Governor's Budget Update: Regional Early Action Planning Grant 2021 (REAP 2.0)

There were no public comments on Item No. 10.

Kevin Gilhooley, SCAG staff, provided an update on Regional Early Action Planning Grant 2021 (REAP). Mr. Gilhooley reported the governor recently proposed a \$291 billion budget which includes \$1.2 billion in cuts to housing programs including a \$300 million cut to REAP. He noted that REAP is the only program specifically designed to implement the region's Sustainable Communities Strategy. Further, he noted that the state is undergoing a housing crisis and has also set a course to reduce GHG emissions. Mr. Gilhooley stated cutting REAP funding undercuts the region's ability to address these and other critical goals. He noted SCAG entered an MOU with HCD for \$237 million in summer 2023 and has since sub allocated \$192 million to member jurisdictions. SCAG has engaged in an advocacy campaign and legislative outreach actions to help secure full REAP funding on behalf of our region. An advocacy letter template is available, and members are encouraged to submit one on behalf of their cities and counties.

CHAIR'S REPORT

Hon. Mike Judge, Simi Valley, VCTC, welcomed new members Jeanette Burns, Morongo Band of Mission Indians, and Marlon Regisford, Caltrans District 7. He also reported that there would be a Joint Policy Committees meeting on March 7. He also noted that SCAG was hosting an equity training for Regional Council and Policy Committee members February 22nd and that the training would be virtual and led by Charles Brown from Equitable Cities.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported that Amtrak and other service along the LOSSAN corridor had been closed due to landslides in the San Clemente area. He shared there were efforts to restore service and long-term solutions were being explored. He indicated that Metrolink would provide free service February 4th in honor of transit equity day.

STAFF REPORT

David Salgado, SCAG staff, reported that the April TC meeting would have an item to elect a Chair and Vice Chair for the coming year.

ANNOUNCEMENTS

Hon. Linda Molina, Calimesa, asked if the Chair's report can be placed in the agenda packet for committee members.



ADJOURNMENT

There being no further business, Vice Chair Judge adjourned the meeting of the Transportation Committee at 11:43 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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Transportation Committee Attendance Report

2023- 24

MEMBERS	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	Total Mtgs Attended To Date
Andrade-Stadler, Adele	Alhambra, RC District 34		0			1	1		0	1				3
Anthony, Konstantine	Burbank, RC District 42	1	1			0	0		0					2
Barger, Kathryn	Los Angeles County	0	1			0	0		0					1
Becerra, Liz	Victorville, RC District 65	1	1			1	1		1	1				6
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1	1			1	1		1	1				6
Betts, Russell	Desert Hot Springs, CVAG	0	1			1	1		1	1				5
Brotman, Daniel	Glendale, AVCJPA					1	1		1	1				4
Brown, Art	Buena Park, RC District 21	1	1	D	D	1	1	D	1	1	D			6
Burns, Jeanette	Morongo Band of Mission Indians									1				1
Chun, Ross	Aliso Viejo, OCCOG	1	1			0	1		0	1				4
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)	1	1			0	0		1	1				4
Do, Andrew	Orange County CoC	1	1			1	1		1	1				6
Dumitru, Jonathan	Orange, RC District 17	0	1			1	0		1					3
Dutrey, J. John	Montclair, SBCTA	1	1			1	1		1	1				6
Gazeley, James	Lomita, RC District 39	1	1			1	1		0	1				5
Gibbs, Jason	Santa Clarita, NCTC	0	1			1	0		1	1				4
Hagman, Curt	San Bernardino County	1	1			1	0		0	1				4
Harnik, Jan	RCTC	1	1			1	1		1	1				6
Hernandez, Laura	Port Hueneme, RC District 45	0	1			1	0		1	1				4
Hughes-Leslie, Lauren	Lancaster, NCTC JPA						1		1					2
Hutt, Heather	Los Angeles, RC District 57	0	0			0	0		0					0
Judge, Mike	VCTC	1	1			1	1		1	1				6
Jung, Fred	Fullerton, OCCOG	1	1			1	1		1	1				6
Kelley, Trish	TCA Representative	1	1	A	A	1	1	A	1	1	A			6
Krekorian, Paul	Los Angeles, RC District 49/Public Transit Rep.	0	0			0	0		0					0
Krupa, Linda	Hemet, RC District 3	1	1			1	1		1	1				6
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)	0	1			0	1		1					3
Lilienthal, Malcolm	Hemet, WRCOG	1	1			1	0		1	1				5
Loa, Richard	Palmdale, NCTC	0	1			0	0		0	1				2
Lorimore, Clint	Eastvale, RC District 4	1	1			1	1		1	1				6
Mann, Ken	Lancaster, RC District 43	1	1			1	1		1	1				6
Manos, Steve	Lake Elsinore, RC District 63	1	1			1	1		1	1				6
Marquez, Ray	Chino Hills, RC District 10	1	1			1	1		1	1				6
McCallon, Larry	Air District Representative	0	0			1	1		1	1				4
McLean, Marsha	Santa Clarita, Pres. Appt. (Member at Large)	1	1			1	1		1	1				6
McOsker, Tim	Los Angeles, RC District 62					1	0		0					1
Michael, L. Dennis	Rancho Cucamonga, RC District 9	1	1			0	0		1	1				4
Molina, Linda	Calimesa, Pres. Appt. (Member at Large)	1	1			0	1		1	1				5
Moore, Carol	Laguna Woods, OCCOG	1	1			1	1		1	1				6
Najarian, Ara	Glendale, SFVCOG	1	1			1	1		1	1				6
Nava-Froelich, Maria	ICTC	1	1			1	1		1	1				6
Navarro, Frank	Colton, RC District 6	0	1			1	1		1	1				5
Nazarian, Sharona	Beverly Hills, WSCCOG	1	1			1	1		1	1				6
Rebollar, Gil	Brawley, RC District 1	1	1			0	0		1	1				4
Reece, Ed	Claremont, SGVCOG	1	1	R	R	1	1	R	0	1	R			5
Regisford, Marlon	Caltrans, District 7, Ex-Officio Member								1	1				2

Attachment: TCAttendance Sheet February 1, 2024 (Minutes of TC Meeting, February 1, 2024)

Rodriguez, Celeste	San Fernando, RC District 67					1			1	1				3
Ruiz, Crystal	Sna Jacinto, WRCOG	1	0			1	1		1	1				5
Saleh, Ali	Bell, RC District 27	1	1			1	1		1	1				6
Sandoval, Tim	Pomona, RC District 38	1	1			1	1		1					5
Saro, Suely	Long Beach, RC District 29	1	1			0	0		1	1				4
Schwank, Zak	Temecula, RC District 5	1	1			1	1		0	1				5
Simonoff, Marty	Brea, RC District 22	1	1			1	1		0	1				5
Smith, Jeremy	Canyon Lake, Pres. Appt. (Member at Large)	0	0			0	0		0					0
Smith, Ward	Placentia, OCCOG	1	1			1	0		1	1				5
Solache, Jose Luis	Lynwood, RC District 26	1	0			1	1		1	1				5
Solis, Hilda	Los Angeles County	0	0			0	0		0					0
Speake, Wes	Corona, WRCOG	1	1	K	K	1	1	K	1		K			5
Spiegel, Karen	Riverside County	0	1			1	1		1	1				5
Sternquist, Cynthia	Temple City, SGVCOG	1	1			1	1		1	1				6
Tye, Steve	Diamond Bar, RC District 37	0	1			0	1		0	1				3
Vargas, Michael	Riverside County CoC	0	1			1	1		1	1				5
Voigts, Scott	Lake Forest, OCCOG	0	1			1	0		0					2
Wagner, Don	Orange County	1	1			1	1		1	1				6
Wallace, Colleen	Banning, WRCOG	1	1			0	1		0	1				4
Wapner, Alan	SBCTA	1	1			1	1		1					5
Wong, Thomas	Monterey Park, SGVCOG	1	1			1	1		1	1				6
Wood, Jeff	Lakewood, RC District 24					1	1		0					2



AGENDA ITEM 2
REPORT

Southern California Association of Governments
April 4, 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 & Future Agenda Items

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

Policy Development Framework for Connect SoCal 2024

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

Transportation Committee Outlook and Framework

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

The Outlook organizes content into three programmatic areas:

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

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



FISCAL IMPACT:

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

ATTACHMENT(S):

1. TC Outlook for FY24_April 2024

Transportation Committee Agenda Outlook for FY2024

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

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

Transportation Committee Agenda Outlook for FY2024

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

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan-Feb	<ul style="list-style-type: none"> ü Connect SoCal 2024: Draft Plan Release Activities ü Zero Emission Truck Infrastructure Study (ZETI) Outreach Findings ■ Transportation Pricing & Incentives Joint MPO Research Update (moved to April) ■ Comprehensive Goods Movement Plan Update (moved to June) ü Guest Speaker Series: Replacing the Gas Tax ■ Guest Speaker Series: Congestion Pricing & Equity ü Guest Speaker Series: Mobility Hubs ■ Clean Technology Compendium Findings (moved to Nov.) ü Highways to Boulevards Regional Study ü Advanced Air Mobility 	<ul style="list-style-type: none"> ■ Curb Space Management Update (R&F) ■ Carbon Reduction Program: CTC Program Project Selection (moved to June) ■ Last Mile Freight Program Update (moved to FY25) ■ Broadband LATA Update (moved to Nov.) ■ SCAG ATP Cycle 7 Regional Program & AT&S Sustainable Communities Programs Guidelines (moved to April) ■ Climate Pollution Reduction Grant Update (R&F) (moved to June) ü Quick Build Projects 	<ul style="list-style-type: none"> ■ Metrolink Transit Oriented Development (TOD) Study ■ Broadband Permit Streamlining Report Findings Update (moved to June) ■ EV Oasis Project Update ■ REAP 2.0 Regional Pilot Initiatives Program Update ü Trade Corridor Enhancement Plan Update
March	Joint Policy Committee: Connect SoCal 2024 Final Plan Review		

Transportation Committee Agenda Outlook for FY2024

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

Date	Connect SoCal	Local Assistance Program	Regional Update
April	<ul style="list-style-type: none"> • Transportation Pricing & Incentives Joint MPO Research Update (moved to July) • Advanced Air Mobility FHWA 	<ul style="list-style-type: none"> • Last Mile Freight Program Update (moved to Sept) • Clean Cities Strategic Plan (R&F) • SCAG ATP Cycle 7 Regional Program • Montebello First and Last Mile Plan 	<ul style="list-style-type: none"> • LOSSAN Rail Corridor Resiliency Subcommittee Update (R&F) (moved to June) • Transit Transformation Task Force Update (R&F)
May	General Assembly		
June	<ul style="list-style-type: none"> • Connect SoCal 2024: Implementation Strategies • Comprehensive Goods Movement Plan Update • Highways to Boulevards Regional Study • ZETI Study Update 	<ul style="list-style-type: none"> • REAP 2.0 CTC Partnership Program Update • REAP 2.0 Regional Pilot Initiatives Program Update • Joint STBG/CMAQ/CRP Project Selection • Sustainable Communities Program Active Transportation & Safety Guidelines • Climate Pollution Reduction Grant Update (R&F) • Regional Rail Station Housing Development Study 	<ul style="list-style-type: none"> • Smart Cities Vision Plan Update • LOSSAN Rail Corridor Resiliency Subcommittee Update (R&F) • Broadband Permit Streamlining Report Findings



AGENDA ITEM 3
REPORT

Southern California Association of Governments
April 4, 2024

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

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Considering the COVID-19 pandemic's enduring impacts on travel behavior, SCAG staff plan to provide 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 course of the past year. Overall, the region's bus ridership is currently 17 percent below what it was pre-pandemic. For LA Metro, the region's largest transit operator, bus ridership has recovered more than rail ridership (down 11 percent vs. 46 percent, respectively, January 2019 vs. 2024), while Metrolink's rail ridership is currently 52 percent lower than it was pre-pandemic at this time. Vehicular travel has recovered at a more robust rate. For the last several years, 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. However, in February 2024, overall VMT eclipsed the pre-pandemic baseline for the first time since the onset of the pandemic, and truck VMT showed a nearly full recovery towards its pre-pandemic baseline in February 2024. 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),¹ administered by the Federal Transit Administration (FTA). 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, like Caltrans Performance Measurement System (PeMS),² 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's (LA Metro or Metro) Interactive Estimated Ridership Statistics dashboard,³ which provides monthly ridership statistics, line level trends, and historical information for Metro's bus and rail systems. Staff specifically utilized 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 commuter 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 PeMS. PeMS data is collected by physical roadside measurement devices that are situated along various stretches of the SHS. California currently hosts 46,873 PeMS detectors and tracks data for 41,236 directional mainline miles of SHS roadway. Within the SCAG region, PeMS relies upon 22,157 roadside detectors and tracks vehicle data travel metrics across 7,595 miles directional mainline miles of SHS roadway. PeMS data has known limitations. To start, it only reflects roadway conditions on California's SHS, and does not provide insight into travel on local roads, streets, and arterials. Also, at any given time, as many as 50 percent or more PeMS roadside sensors may be nonfunctional within a given county due to issues like construction or malfunctioning PeMS roadside sensors. Essentially, PeMS provides a high-level accounting of SHS travel trends. One additional limitation for the SCAG region is that PeMS does not have roadside sensors in Imperial County. However, since the intention of this report is to provide the most current information, PeMS remains the most appropriate data source that is available for this analysis, as it offers virtually real-time data on vehicle miles traveled (VMT) and vehicle hours of delay (VHD) for most of the SCAG region.

¹ Federal Transit Administration (FTA). National Transit Database (NTD). <https://www.transit.dot.gov/ntd>

² California Performance Measurement System (PeMS). <https://pems.dot.ca.gov>

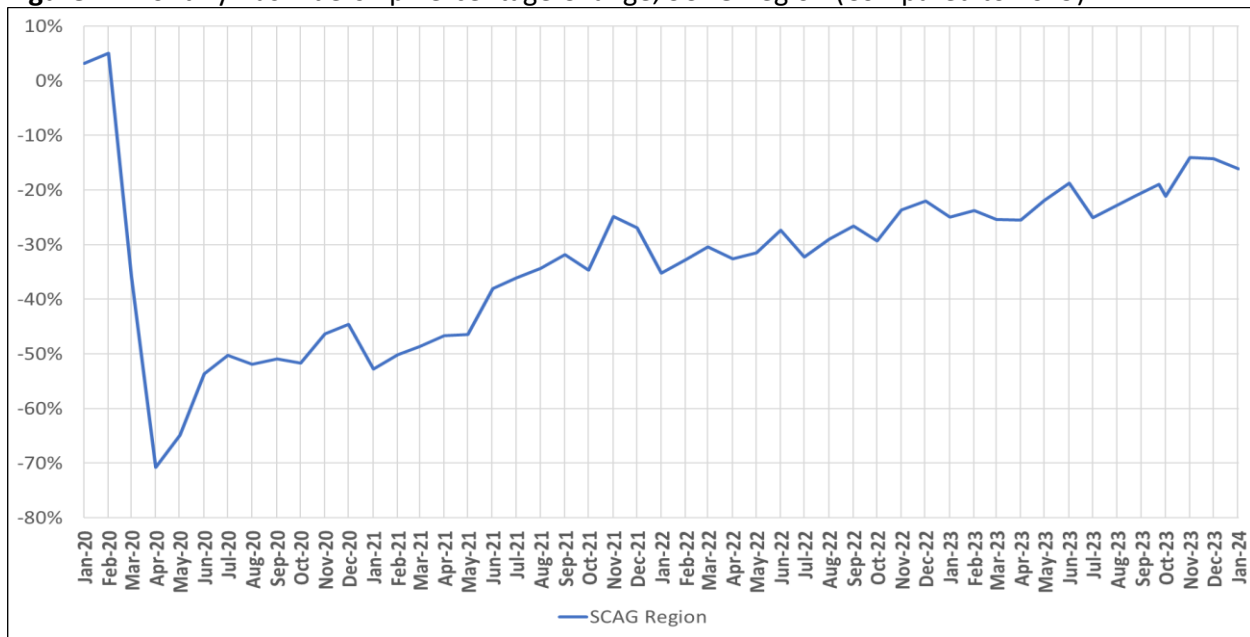
³ Los Angeles County Metropolitan Transportation Authority (Metro). Interactive Estimated Ridership Stats. <https://isotp.metro.net/MetroRidership/YearOverYear.aspx>

For remote work trends, SCAG staff gathered and summarized data utilizing the Survey of Working Attitudes and Arrangements (SWAA),⁴ administered by WFH Research. SWAA data is collected through monthly online surveys from individuals aged 20 to 64 across the nation. SWAA is a relatively new data source with inherent limitations, including potential under-sampling, the absence of data for Imperial County, and a focus on ensuring national representativeness by using reweighting techniques based on age, sex, education, and earnings. Additionally, the SWAA's establishment in May 2020 limits historical data availability, posing challenges in accurately estimating pre-pandemic levels. To address these limitations, SCAG staff will explore methods to potentially reweight the data.

Overall Transit/Rail Trends

Figures 1 and 2 and **Table 1** below 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: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>, as of January 2024.

⁴ WFH Research. Survey of Working Attitudes and Arrangements (SWAA). www.wfhresearch.com

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

Bus Operator	FY23 Qtr3 Jan-Mar	FY23 Qtr4 Apr-Jun	FY24 Qtr1 Jul-Sep	FY24 Qtr2 Oct-Jan*
Anaheim Transportation Network	-10%	-8%	-7%	-0.3%
Antelope Valley Transit Authority	-46%	-43%	-41%	-28%
Beach Cities Transit (City of Redondo Beach)	-29%	-36%	-33%	-29%
City of Commerce Municipal Buslines	11%	14%	23%	26%
City of Glendale	-46%	-46%	-43%	-44%
City of Los Angeles Department of Transportation	-20%	-18%	-16%	-8%
City of Pasadena	-26%	-30%	-26%	-27%
Culver City Municipal Bus Lines	-41%	-40%	-39%	-34%
Foothill Transit	-34%	-30%	-28%	-20%
Gold Coast Transit	-11%	-7%	-7%	-1%
City of Gardena Transportation Department	-30%	-31%	-39%	-31%
Imperial County Transportation Commission	-12%	-14%	2%	25%
Long Beach Transit	-33%	-29%	-13%	-21%
Los Angeles County Metro	-22%	-20%	-21%	-15%
Montebello Bus Lines	-53%	-54%	-49%	-47%
Norwalk Transit System	-26%	-28%	-24%	-23%
Omnitrans	-43%	-41%	-41%	-37%
Orange County Transportation Authority	-15%	-13%	-9%	-7%
Riverside Transit Agency	-38%	-36%	-32%	-36%
Santa Clarita Transit	-14%	-6%	-4%	-23%
Santa Monica's Big Blue Bus	-37%	-36%	-37%	-31%
SunLine Transit Agency	-36%	-36%	-38%	-38%
Torrance Transit System	-50%	-50%	-51%	-50%
Ventura Intercity Service Transit Authority	-44%	-38%	-35%	-38%
Victor Valley Transit Authority	-49%	-53%	-46%	-32%
TOTAL	-25%	-22%	-22%	-17%

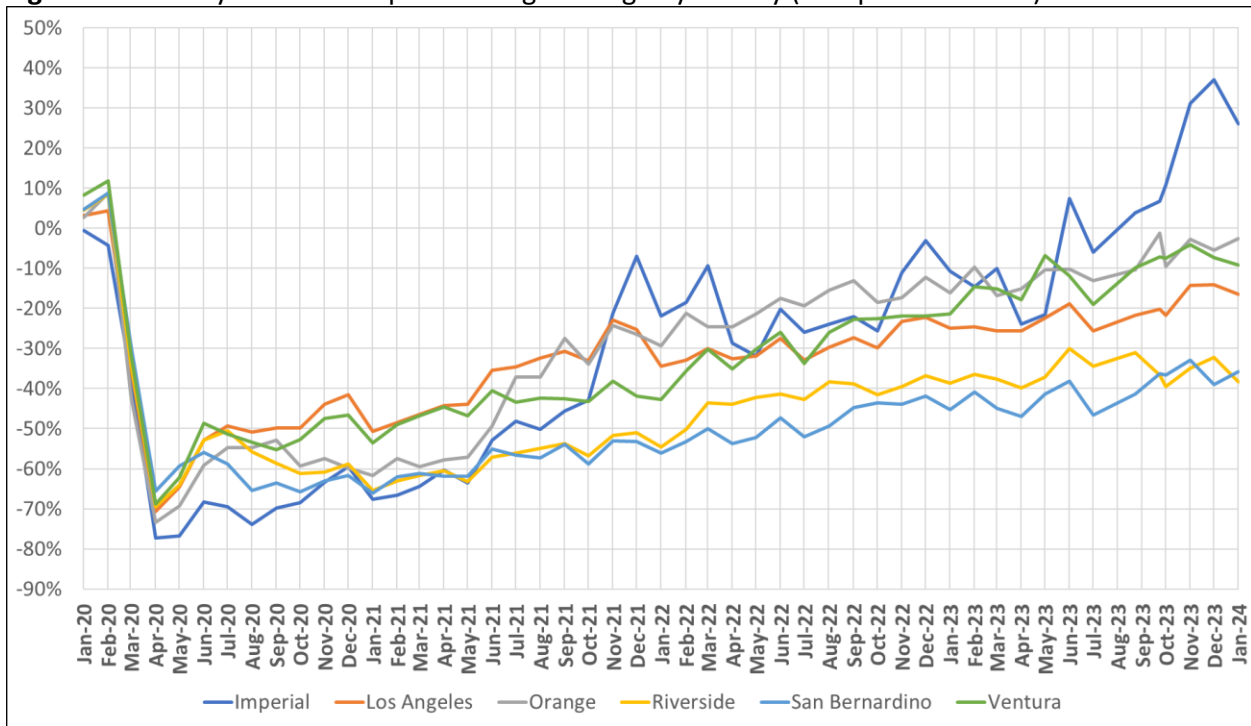
Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>, as of January 2024. *This data reflects bus ridership change compared to 2019 for specific months rather than fiscal year quarters to allow for the utilization of the most up-to-date data, capturing the latest trends in bus usage.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Imperial, Ventura, and San Bernardino Counties experiencing the most significant increases. For example, when comparing January 2023 to January 2024, Imperial County shows a 40 percent increase in bus ridership, Ventura County reflects a 25 percent increase, and San

Bernardino reflects a 23 percent increase. Additionally, Orange and Los Angeles Counties show more modest gains of 19 percent and 15 percent, respectively, over the same period. Meanwhile, Riverside County has only experienced a gain of five percent when comparing January 2023 to January 2024. Overall regional bus ridership increased 15 percent during this time period. It is worth noting that the January increases across the board exceed preceding months. For example, bus ridership overall increased 12 percent each when comparing October 2022 to October 2023 and November 2022 to November 2023, and 10 percent when comparing December 2022 to December 2023.

Overall, these trends are better than where the region was in January 2021 when overall transit ridership was down by 53 percent. However, bus ridership remains below pre-pandemic levels for all counties except Imperial County as reflected in **Figure 2** below. In Imperial County, bus ridership is 26 percent above what it was pre-pandemic for the most recent month of data available, January, which is an improvement from preceding months (e.g., Imperial County bus ridership was 11 above pre-pandemic levels in July). As noted earlier, the region’s bus ridership levels are currently 17 percent below what they were pre-pandemic.

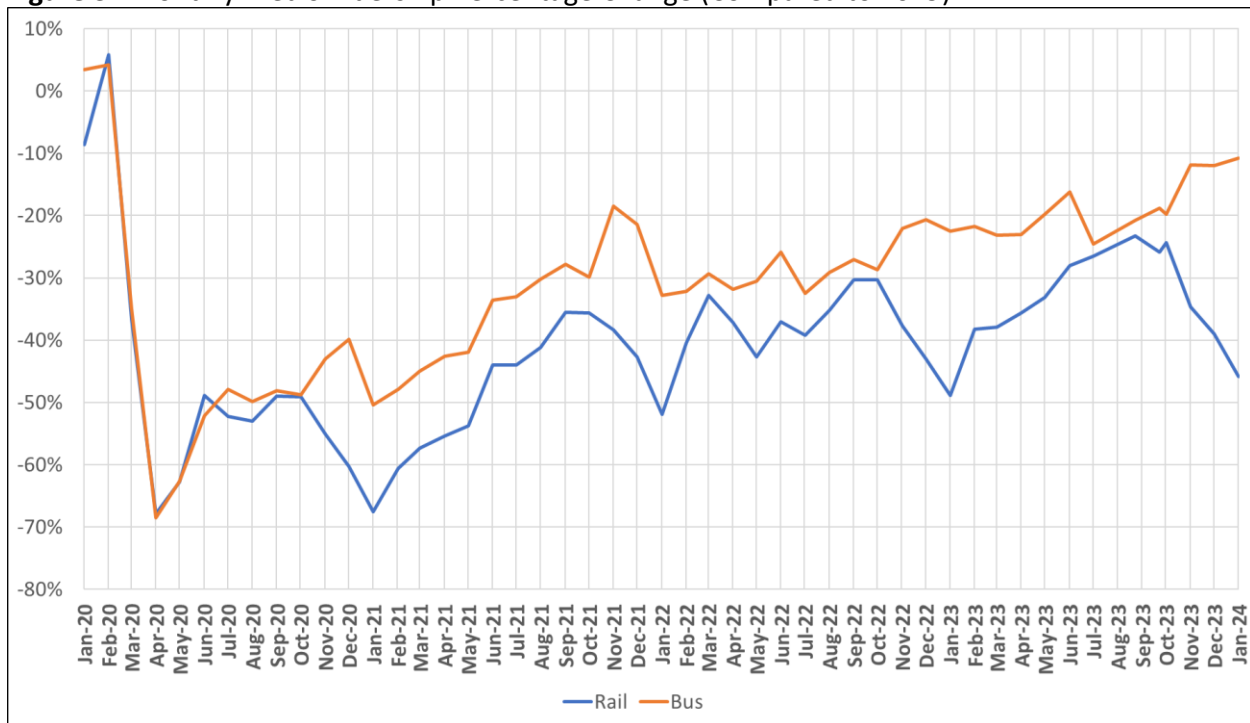
Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)



Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>, as of January 2024.

Data reported by Metro for its bus and rail systems through January 2024 is reflected in **Figure 3** below. Metro bus ridership is up by nearly 15 percent in January 2024 compared to January 2023, marking the fourteenth consecutive month of year-over-year bus ridership growth. Metro rail ridership is up by six percent for the same time period. While these trends are better than where the region was in January 2021, they are still below pre-pandemic levels. For example, when comparing January 2019 to January 2024, bus ridership was down 11 percent and rail ridership was down 46 percent.

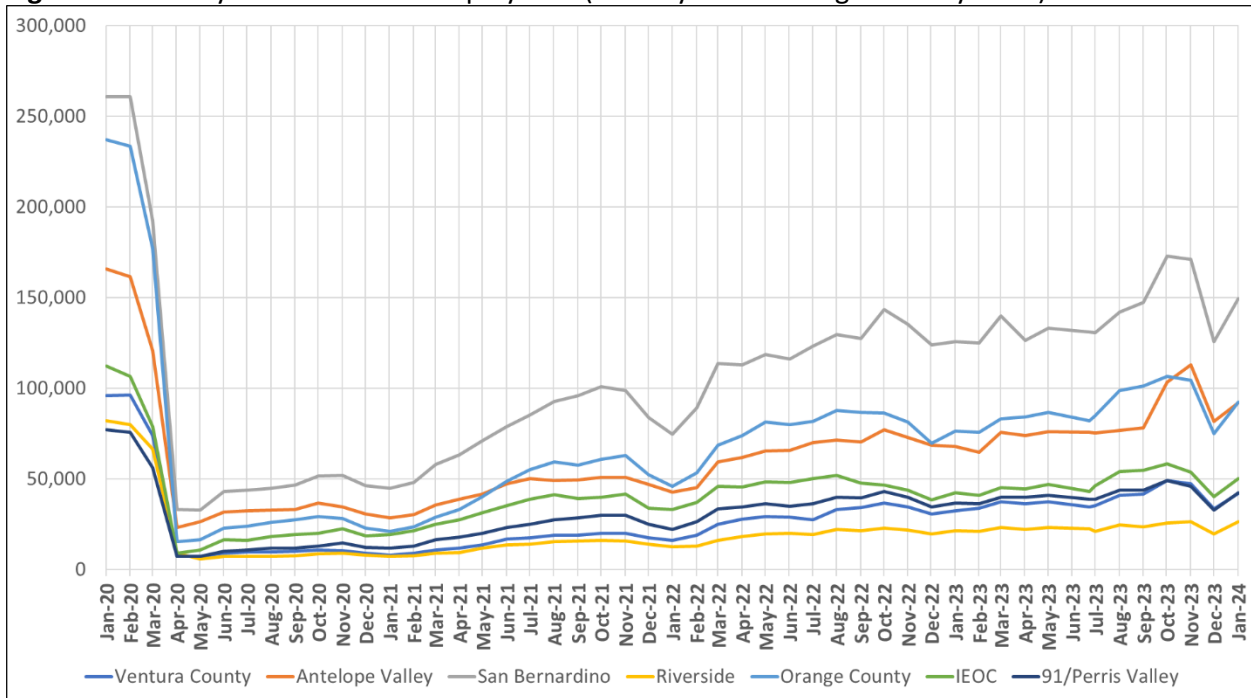
Figure 3. Monthly Metro Ridership Percentage Change (Compared to 2019)



Source: Los Angeles County Metropolitan Transportation Authority, <https://isotp.metro.net/MetroRidership/Index.aspx> as of January 2024.

Figure 4 below reflects total monthly ridership data reported by Metrolink by line through January 2024. Overall, Metrolink commuter rail ridership is up by approximately 23 percent in January 2024 compared to January 2023, with the Antelope Valley and Ventura County Lines experiencing the most significant increases (36 percent and 31 percent, respectively), and the Riverside (23 percent), Orange County (21 percent), San Bernardino (19 percent), Inland Empire-Orange County (IEOC, 19 percent), and 91/Perris Valley (14 percent) lines reflecting modest to low ridership increases. It is important to note that the January increases for all lines are consistent with the trends observed in preceding months.

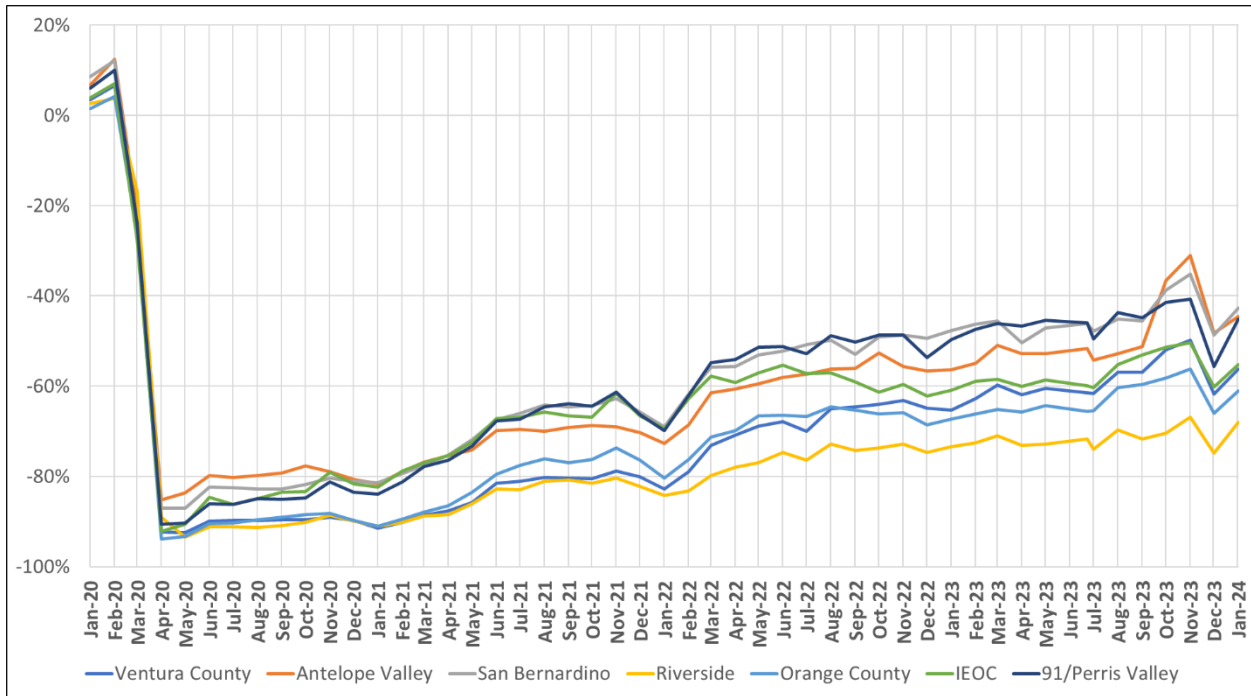
Figure 4. Monthly Metrolink Ridership by Line (January 2020 through January 2024)



Source: Southern California Regional Rail Authority, as of January 2024.

However, total Metrolink ridership is still 52 percent lower than it was pre-pandemic at this time (January 2024 compared to January 2019). Pre-pandemic, 80 percent of Metrolink trips were commute trips. That figure has declined to just over half (52 percent) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20 percent pre-pandemic to currently 48 percent. Metrolink is working to evolve from a primarily commuter-oriented service to one that also serves local travel over much of the day to address pandemic-induced travel behavior changes. **Figure 5**, below, 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)

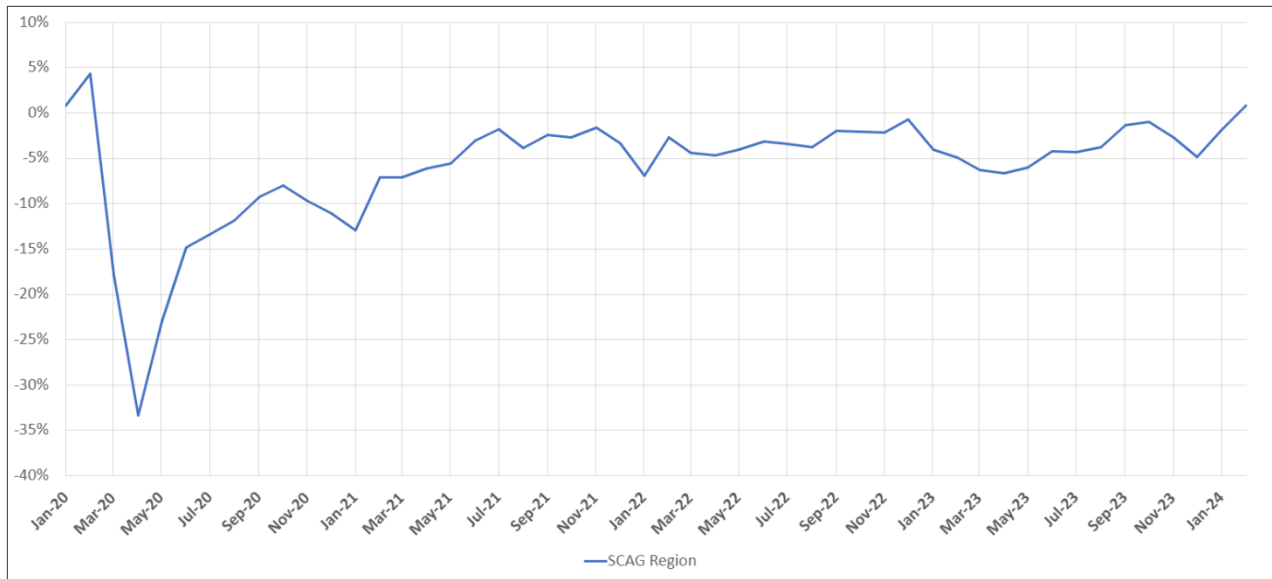


Source: Southern California Regional Rail Authority, as of January 2024.

Overall Vehicular Travel Trends

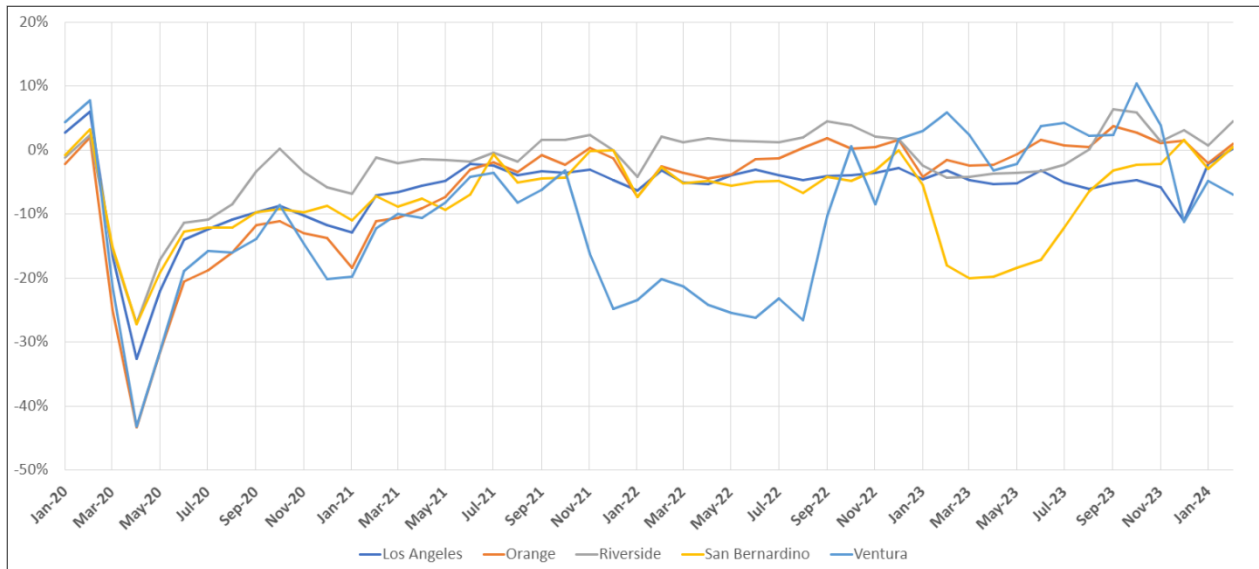
According to data collected and reported through PeMS, VMT levels on the SHS in the SCAG region hovered below pre-pandemic baseline levels since the onset of the COVID-19 pandemic in 2020 through the end of 2023. However, in February 2024, PeMS data indicated that overall regionwide VMT on the SHS eclipsed 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 March 2024.

Figure 7. Monthly VMT Percentage Change by County (Compared to 2019)



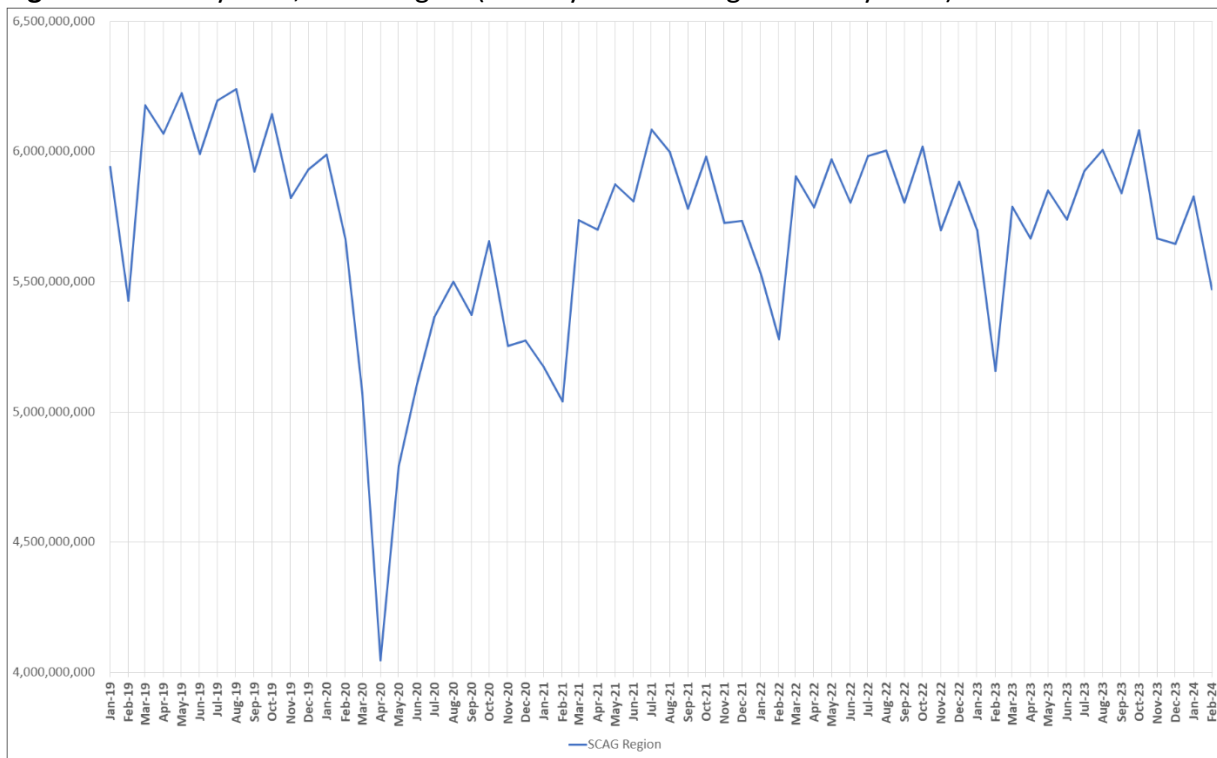
Source: California Performance Measurement System (PeMS), as of March 2024.

As noted in the previous update 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 was also noted in prior 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. Staff are continuing to review county-level data given these apparent anomalies.

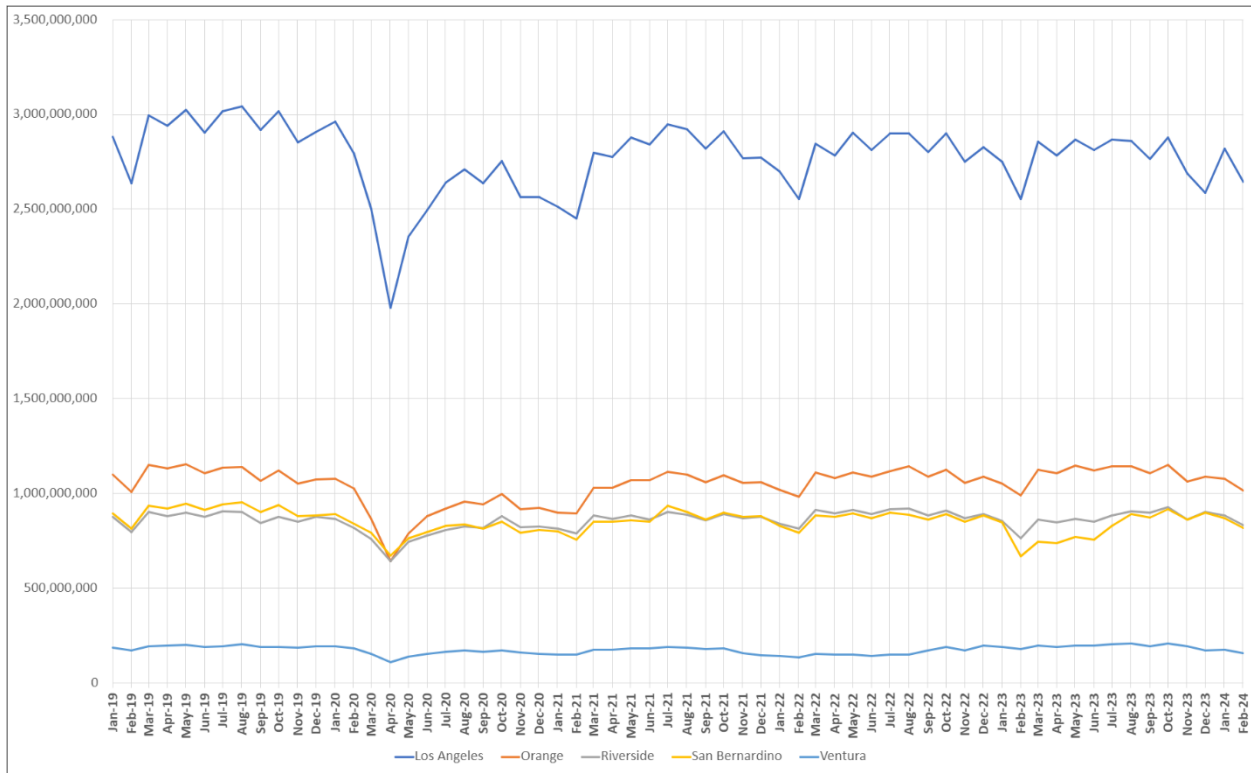
Figures 8 and 9 show monthly VMT totals at the SCAG-region and county-level, respectively, shown as raw monthly VMT totals (in miles).

Figure 8. Monthly VMT, SCAG Region (January 2019 through February 2024)



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

Figure 9. Monthly VMT by County (January 2019 through February 2024)

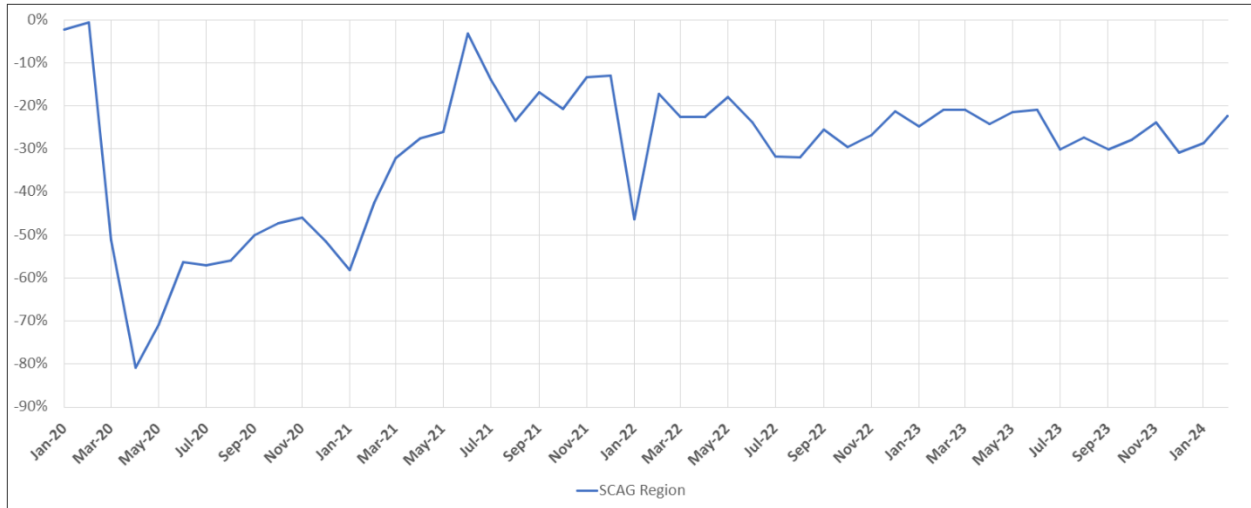


Source: California Performance Measurement System (PeMS), as of March 2024.

According to data collected and reported through PeMS, VHD levels on the SHS in the SCAG region have continued to track well below pre-pandemic baseline levels, but have continued to approach pre-pandemic baseline levels in the three months since the January 2024 update to the Transportation Committee (which reported on PeMS-sourced VMT and vehicle delay data that covered through November 2023) – and particularly so during the month of February 2024, which featured a notable uptick in vehicle delay.

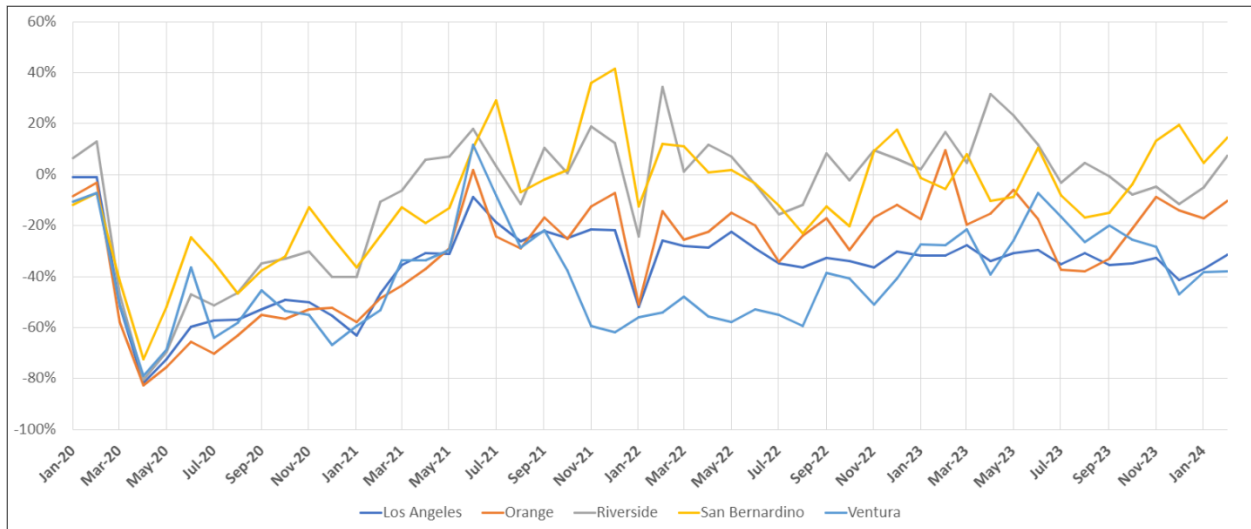
Figures 10 and 11 show monthly VHD totals at the SCAG-region- and county-level, respectively, shown as percentage changes from PeMS-reported monthly VHD totals for the same months in 2019.

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



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

Figure 11. Monthly VHD Percentage Change by County (Compared to 2019)



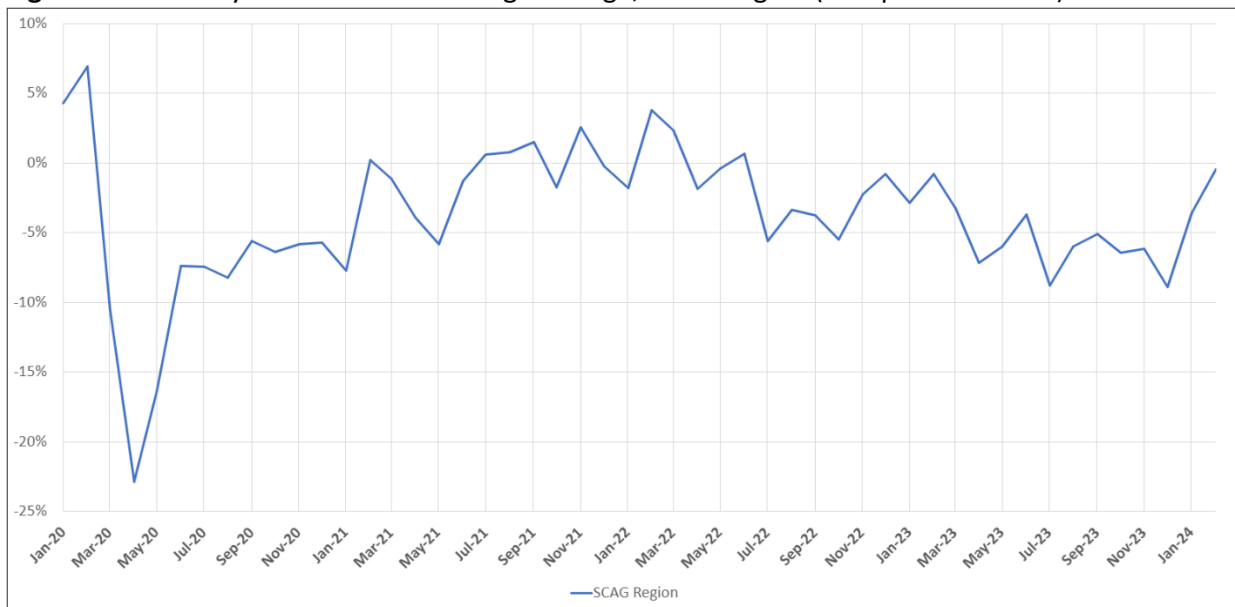
Source: California Performance Measurement System (PeMS), as of March 2024.

As **Figure 11** shows, county-level trends in vehicle delay have varied, with Riverside and San Bernardino Counties eclipsing the pre-pandemic baseline in February 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. In general, the regionwide 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.

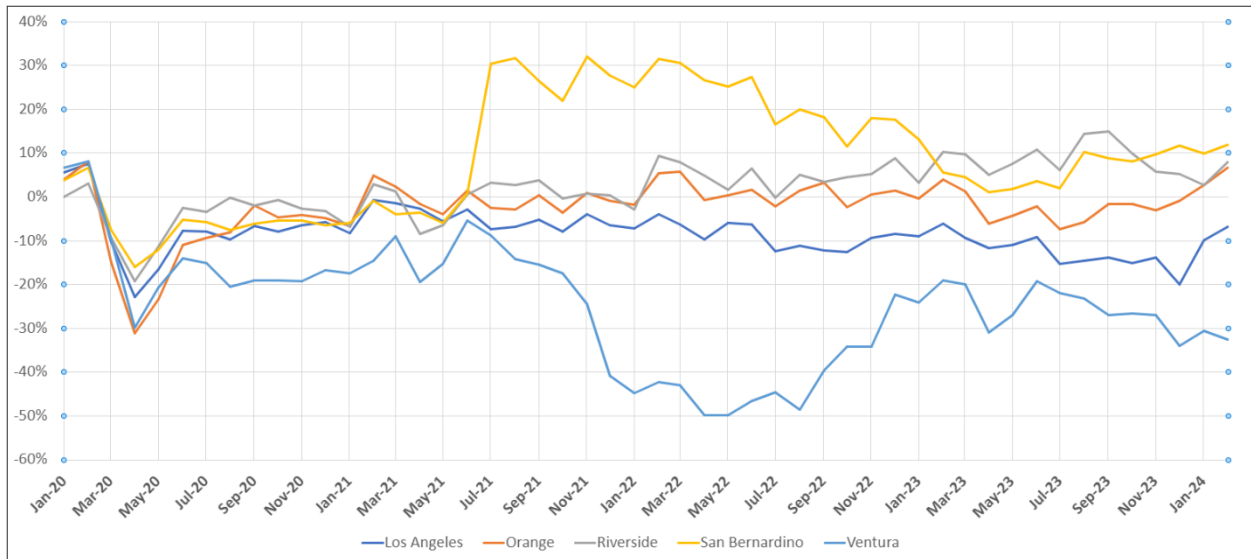
Figures 12 and 13 show monthly truck VMT totals at the region- and county-level, respectively, as percentage changes from PeMS-reported monthly truck VMT totals for the same months in 2019.

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



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

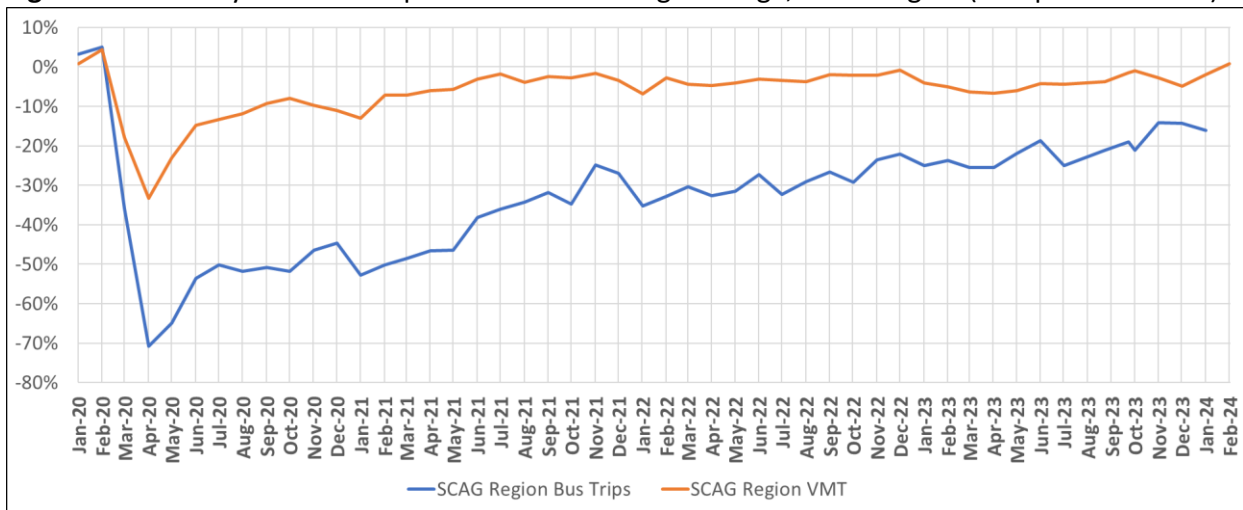
Figure 13. Monthly Truck VMT Percentage Change by County (Compared to 2019)



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

Figure 14, below, 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 16 percent below its pre-pandemic baseline level, is greater than the deficit in VMT. 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.

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



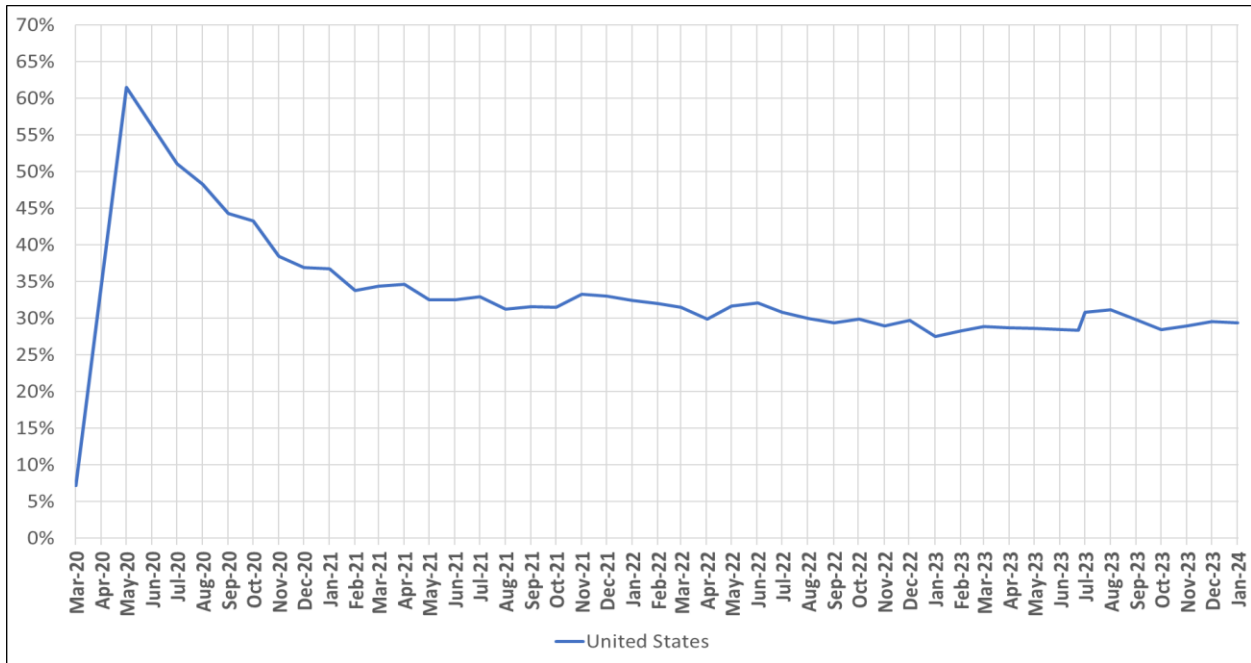
Source: National Transit Database, <https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release>, as of January 2024, and California Performance Measurement System (PeMS), as of March 2024.

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 work days, 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 reported by U.S. workers aged 20 to 64 through the SWAA. Work-from-home days in the United States peaked in May 2020 at 61 percent, then declined to 32 percent in May 2021, and have since remained consistent around 30 percent. As of January 2024, the current rate stands at 29 percent. This sustained trend suggests that remote and hybrid work arrangements are likely to endure in the future.

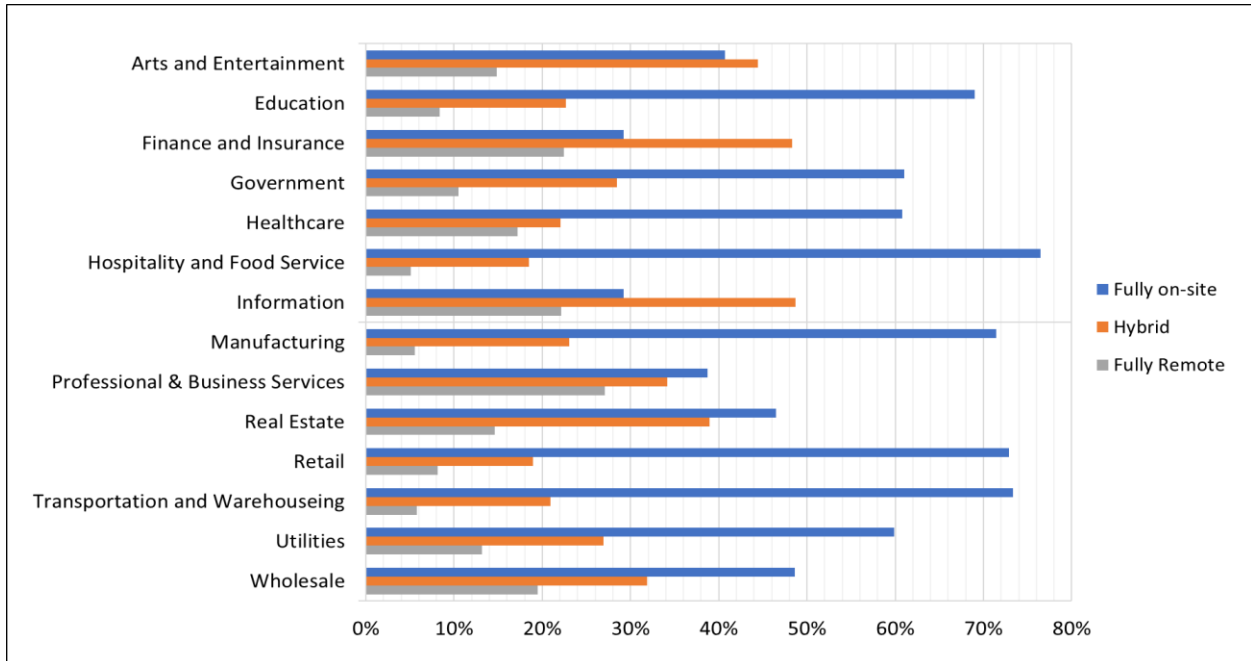
Figure 16, below, depicts the percentage of U.S. full-time workers in various industries engaged in full remote, hybrid, or fully on-site working arrangements for the month of January 2024. Based on the January data, the professional/business services and finance/insurance sectors emerge as the top industries for both remote work and hybrid work. While these work-from-home arrangements can offer significant time savings and lifestyle benefits, they are more prevalent in higher-paying industries and occupations, highlighting equity considerations.

Figure 15. Monthly Percentage of Full, Paid Working Days at Home, United States



Source: Survey of Working Attitudes and Arrangements, www.wfhresearch.com, as of January 2024.

Figure 16. Work Arrangements by Industry, United States (January 2024)



Source: Survey of Working Attitudes and Arrangements, www.wfhresearch.com, as of January 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.

FISCAL IMPACT:

None.



AGENDA ITEM 4
REPORT

Southern California Association of Governments
April 4, 2024

To: Transportation Committee (TC)
From: Priscilla Freduah-Agyemang, Senior Regional Planner
(213) 236-1973, agyemang@scag.ca.gov
Subject: CalSTA Transit Transformation Task Force Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Senate Bill 125 (SB 125, Chapter 54, Statutes of 2023) established the Transit Transformation 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, Los Angeles County Metropolitan Transportation Authority (Metro), Move LA, Riverside County Transportation Commission, and the University of California, Los Angeles Institute of Transportation Studies (ITS). The first meeting of the Task Force occurred in December, with meetings occurring on a bimonthly basis well into 2025. 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 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 staff report provides updates on the work of the Task Force to date.

BACKGROUND:

SCAG's long-range plan, Connect SoCal, 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. However, the future of transit/rail is at a crossroads. The significant effects of the COVID-19 pandemic on travel patterns nationwide and within the SCAG region persist. According to January 2024 National Transit Database (NTD) data, though the region's bus ridership levels have consistently increased since April 2021, they are still 16 percent below pre-pandemic levels. Metrolink's rail ridership is currently 52 percent lower than it was pre-pandemic at this time (please see the Transportation Trends staff report for further details). 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.

To further highlight the challenges transit agencies face, SCAG's Regional Council convened a transit recovery panel in February 2024 as part of President Art Brown's priorities for ongoing dialogue and collaboration. The panel representatives from the California Transit Association (CTA), the Imperial County Transportation Commission (ICTC), Metro, and Metrolink highlighted the enduring impacts of the pandemic on transit/rail ridership and efforts to welcome riders back by improving and adapting service and fare offerings, enhancing system cleanliness, and addressing safety and security concerns. The panel also described efforts to improve coordination across agencies and industries (e.g., fare agreements, the need for more open loop payment systems, etc.) to improve service. Additional critical challenges highlighted include the continued need for more flexible funding for operations and the experience and impacts of adhering to the Innovative Clean Transit (ICT) regulation and others.

The Transit Transformation Task Force

SCAG's interests in better understanding and advancing efforts to grow transit ridership are aligned with statewide efforts. SB 125 (Chapter 54, Statutes of 2023) guides the distribution of four (4) billion dollars in General Fund through the Transit and InterCity Rail Capital Program (TIRCP) on a population-based formula to regional transportation planning agencies (RTPAs), with flexibility to use the money to fund transit operations or capital improvements.

SB 125 also requires the establishment of the Transit Transformation Task Force, led by the CalSTA, and including representatives from Caltrans, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. In December 2023, the CalSTA announced the 25 appointed members of the Task Force. SCAG's Executive Director, Kome Ajise, along with several other representatives from organizations from across the region, including representatives from Metro, Move LA, RCTC, and UCLA ITS were appointed to serve on the Task Force.

Per SB 125, 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 report will include a detailed analysis of specified issues and recommendations on:

- Improving mobility, increasing ridership, and providing greater integration across agencies (e.g., wayfinding, scheduling, fares).
- Increasing frequencies and reliability and reviewing real-time transit information.
- Improving first/last mile access.
- Improving fleet/asset management.
- Making changes to land use that could improve transit use.
- Workforce retention approaches.
- Exploring how to reform Transportation Development Act (TDA).
- Identifying an agency that could be responsible for oversight and reporting in transit space.
- Identifying new sources of funding for operations, maintenance, and infrastructure.

The Task Force will meet on a bimonthly basis to discuss these key topics/themes.

The Task Force held its first meeting on December 19, 2023, where CalSTA recapped the state's four core focus areas – equity, safety, climate action, and economic prosperity. The members summarized an understanding that moving more people on buses and trains rather than cars helps to improve mobility; affordable and accessible transformation is key to equity and upward mobility; and economic prosperity is relevant to meeting the transportation needs of struggling communities.

The second meeting of the Task Force was hosted by the Sacramento Area Council of Governments (SACOG) on February 29, 2024. At the meeting, the Task Force discussed what it will take to achieve a transformative change in transit. Members reviewed one of California's goals to achieve carbon neutrality by 2045. Specifically, the state has a target of achieving a 30 percent reduction in vehicle miles traveled (VMT). The VMT target is envisioned to be achieved primarily through mode shift to transit, with the implication that California will need a four to six times increase in transit ridership (based on pre-COVID levels) by 2045.

The Task Force also discussed key challenges on increasing transit ridership including those related to:

- Changing customer needs (e.g., demographic shifts),
- Service (e.g., coordinating across agencies for longer trips, perceptions of safety/cleanliness),
- Workforce issues (e.g., housing, shift design),
- Capital programs (e.g., meeting ZEV challenges),
- Land use (e.g., human-centered urban design, TOD),
- Funding (e.g., aligning state policies with funding needs), and
- The need to tailor solutions to local contexts.

Members offered feedback on the elements of the transit experience that would need to change to attract new riders, including:

- Addressing new customer needs (e.g., new users, paratransit, early education),
- Service changes (e.g., new networks and connectivity, integrated payment, regional planning),
- Operational improvements (e.g., incorporating technology), and
- Funding (e.g., shift from roads to transit).

Meeting materials and updates on the work of the Task Force can be found online here: <https://calsta.ca.gov/subject-areas/sb125-transit-program>. The Task Force is currently seeking feedback from its members on issues related the transit experience to inform discussions at the April 15 meeting.

A newly formed Technical Working Group (TWG) will support the Task Force's work. 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.

NEXT STEPS:

Staff will continue to share regular Task Force updates with SCAG's Legislative Roundtable, Regional Transit Technical Advisory Committee, and the Transportation Committee.

FISCAL IMPACT:

Staff work related to this project is included in the current Overall Work Program (OWP) FY23/24 140.0121.01 Transit Planning and Task 140.0121.02 Passenger Rail Planning.



AGENDA ITEM 5
REPORT

Southern California Association of Governments
April 4, 2024

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Marisa Laderach, Principal Regional Planner
(213) 236-1927, laderach@scag.ca.gov
Subject: Clean Cities Coalition Strategic Plan

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Receive and File

RECOMMENDED ACTION FOR EEC:

Recommend the Regional Council approve the Southern California Clean Cities Coalition Strategic Plan.

RECOMMENDED ACTION FOR RC:

Approve the Southern California Clean Cities Coalition Strategic Plan.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Southern California Clean Cities Coalition was first designated by the U.S. Department of Energy (DOE) on March 22, 1996. In 2010, SCAG resumed direct administrative responsibility for the Coalition, which supports locally based government/industry partnerships in the expanding use of infrastructure and vehicles operating on alternative fuels. The DOE now requires all Clean Cities Coalitions to establish and maintain a Strategic Plan and staff has completed the first Coalition Plan and seeks approval from Regional Council. This plan, a multi-year guideline, must identify objectives and activities to achieve specific goals including a 16% increase in gasoline gallon equivalent (GGE) displaced and a 20% yearly reduction in greenhouse gas (GHG) emissions. Both targets are visionary and aspirational rather than mandated and enforced, and they were developed strategically to align with Connect SoCal 2024 projections. The Plan also aligns SCAG’s

Clean Transportation Technology Policy (Resolution No. 23-654-5¹) and Clean Technology Program, harmonizing federal, state, and regional objectives. This coordination aims to advance clean transportation technologies within SCAG's region, emphasizing a commitment to environmental sustainability.

BACKGROUND:

The United States (U.S.) consumes approximately 20 million barrels of petroleum per day,² with approximately three-fourths used for transportation.³ Transportation also has a significant economic impact on American businesses and families, accounting for nearly one-sixth of the average household's expenses (second only to housing). Improving efficiency and reducing costs in this sector can thereby make a notable impact on our economy.⁴ In addition, transportation is responsible for 27% of greenhouse gas (GHG) emissions in the U.S. Decarbonizing transportation is critical to reduce GHG emissions by 50-85% by 2050 to limit global warming to 4°F (2°C). Increasing the use of domestic alternative fuels and advanced vehicle technologies can also reduce the emissions that impact our air quality and public health.⁵

UNITED STATES CLEAN CITIES COALITION INITIATIVE

Launched by the U.S. Department of Energy in 1993, the Clean Cities Coalition Initiative is a proactive measure under the Energy Policy Act of 1992, featuring over 75 local coalitions across the U.S. These coalitions, comprising more than 20,000 public and private sector stakeholders, aim to boost the U.S.'s economic, environmental, and energy security. They focus on promoting affordable, domestically produced transportation fuels, developing energy-efficient mobility systems, and encouraging local adoption of fuel-saving technologies and practices.

ABOUT THE SOUTHERN CALIFORNIA CLEAN CITIES COALITION

The Southern California Association of Governments' (SCAG) Clean Cities Coalition, officially established in 1996, and recertified in August of 2023, encompasses a broad region covering five counties: Imperial, Los Angeles, Orange, San Bernardino, and Ventura. Within the SCAG region are additional local coalitions including the City of Los Angeles, City of Long Beach, Western Riverside County, and the Coachella Valley. The SCAG Clean Cities Coalition is a diverse group of stakeholders from various sectors, including municipalities, consumers, private vendors, transit providers, universities, and other public and private entities. Their collaborative efforts focus on developing strategies and solutions for transitioning to alternative fuels and alternative fuel vehicles (AFVs)

¹ Resolution No. 23-654-5, packet page 104: <https://scag.ca.gov/sites/main/files/file-attachments/tc040623fullpacket.pdf?1680213574>

² Frequently Asked Questions (FAQs), U.S. Energy Information Administration (EIA). Available at: <https://www.eia.gov/tools/faqs/faq.php?id=33&t=6>

³ U.S. energy facts explained, U.S. EIA. Available at: <https://www.eia.gov/energyexplained/us-energy-facts/>

⁴ Consumer Expenditures – 2022, U.S. EIA. Available at: <https://www.bls.gov/news.release/pdf/cesan.pdf>

⁵ Clean Cities: A Model of Collaborative Technology Innovation Built Over 30 Years, National Renewable Energy Laboratory. Available at: <https://cleancities.energy.gov/publications/>

across the region. This initiative aims to significantly reduce greenhouse gas emissions and mitigate air quality impacts, aligning with environmental sustainability goals.

SCAG'S CLEAN CITIES COALITION STRATEGIC PLAN

In the updated Statement of Project Objectives between the DOE and SCAG, a new directive requires Clean Cities Coalitions to develop a Strategic Plan. This plan, a multi-year guide with specific objectives and actions for stakeholders, aims for a 16% increase in gasoline gallon equivalent (GGE) displacement and a 20% reduction in greenhouse gas (GHG) emissions annually. These targets, aligned with Connect SoCal 2024, are aspirational rather than mandatory.

SCAG's Strategic Plan not only meets DOE's requirements but also aligns with its Clean Transportation Technology Policy, established by Regional Council Resolution No. 23-654-5 on April 6, 2023. This policy promotes the development and deployment of zero or near-zero emission transport systems to improve air quality, cut GHG emissions, achieve sustainability, and remain technology-neutral. The plan supports SCAG's Clean Technology Program, aligning federal, state, and regional goals and policies to advance clean transportation in SCAG's area, ensuring a unified strategy.

STRATEGIES AND PROPOSED ACTIONS

Specific strategies and actionable items are described in the Strategic Plan, and they focus on seven core activities, all central to SCAG's mission and role as a regional agency:

1. Maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy.
2. Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure.
3. Investigate how zero-emission vehicles can strengthen resilience through vehicle-to-grid technologies or other opportunities where batteries can be used to enhance capacity of renewable energy sources.
4. Investigate opportunities to install charging stations that can be used by multiunit dwellers that don't have the same opportunities for charging as single-family homeowners.
5. Facilitate development of EV charging infrastructure through public-private partnerships.
6. Assist local jurisdictions in developing an incentive program to further adoption of zero-emission passenger vehicles.
7. Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule.

Of those seven core activities, a variety of "SMART" goals were developed to guide these efforts, which are Specific, Measurable, Achievable, Relevant, and Time-Bound. They were developed to

align with planned work efforts for the implementation of Connect SoCal 2024 and to support the needs of the Clean Cities Coalition through realistic and achievable tasks. They represent the many critical functions that SCAG undertakes in shaping clean transportation in the region; collaboration, research, advocacy, outreach, and support, all activities that align with SCAG's typical responsibilities as the region's MPO.

STRATEGIC PLAN CONTENTS AND SUMMARY

The Strategic Plan contains the following sections, with high-level summaries:

- **Executive Summary:** Provides critical contextual information for the Strategic Plan.
- **Roadmap:** Details the planned actions and strategies SCAG's Clean Cities Coalition will undertake to meet and align DOE and SCAG goals. It includes:
 - Vision: Southern California aims to foster a sustainable transportation ecosystem through advanced infrastructure, technology, and policy, embracing technology neutrality for innovation and environmental stewardship.
 - Primary Goal: To achieve a 16% increase in gasoline gallon equivalent (GGE) displaced and a 20% annual reduction in greenhouse gas (GHG) emissions, aligning with California's climate goals and DOE targets.
 - Strategies and Actions: SCAG outlines strategies to address barriers like cost, infrastructure, and consumer knowledge, focusing on a portfolio of alternative fuel vehicles (AFVs) and infrastructure, including electric drive, natural gas, propane, ethanol, and hydrogen.
 - Proposed Actions: SCAG's plan includes technical assistance, outreach, and tracking, targeting seven core areas, and aligns with Connect SoCal 2024 implementation strategies, such as maintaining a Clean Technology Program and supporting clean transit initiatives.
 - System Preservation and Resilience: Emphasis is placed on preserving and enhancing transportation infrastructure while integrating new technologies to mitigate climate change impacts, particularly in transit and goods movement.
 - Implementation: A high-level summary of potential future work efforts that SCAG may pursue to deploy and support innovative technologies, subject to the availability of funding and resources.
- **Clean Cities Program:** Details the history of the Clean Cities Coalition network as well as the work clean cities coalitions conduct, strategies coalitions implement to advance affordable, efficient, and clean transportation fuels and technologies and the formal designation/redesignation process coalitions participate in.
- **About Southern California Clean Cities Coalition:** Provides background on the Southern California Clean Cities Coalition.

- **Strategic Plan Framework:** Provides context for SCAG’s strategies aimed at achieving the key annual targets of a 16% increase in GGE displaced and a 20% annual reduction in GHG emissions. Highlights existing conditions within the region, barriers that could impede progress towards goals, work undertaken by other entities and SCAG, and proposed work efforts.
- **Alternative Fuels, Vehicles, and Infrastructure:** Describes the status of air pollution, types of fuels in use, vehicle types, and the existing clean transportation infrastructure. Depicts the amount of emissions reductions by body styles and technology types. Provides the adoption rates of AFVs in California.
- **Emission Reductions:** Provides the amount of annual emissions reduced within the Southern California Clean Cities Coalition region through the use of AFVs as well as the percentage of annual emissions reductions by source and AFV project type.
- **Barriers to Adoption:** Categorizes the barriers of adopting clean transportation technology into five main areas: cost, technology readiness, infrastructure, consumer knowledge, and regulatory support. Provides context for each of the five areas.
- **Federal State Policies and Programs:** Describes the various policies and programs implemented by the federal and state of California governments to increase adoption of AFVs and associated technologies.
- **SCAG’s Work Efforts:** Details SCAG’s specific work efforts, such as the Zero Emission Truck Infrastructure Study, the Last Mile Freight Program, the Clean Technology Compendium Report, and ongoing partnerships with entities such as the Los Angeles Clean Tech Incubator (LACI) and the University of California, Irvine.
- **Ongoing Work Efforts for the Southern California Clean Cities Coalition:** Provides key project objectives the coalition participates in, including annual progress reports, alternative fuel price tracking and reporting, vehicle and station cost tracking and reporting, and coalition building and stakeholder engagement. Details key accomplishments of the coalition.

NEXT STEPS

Upon RC approval as recommended, the final Strategic Plan will be available on SCAG’s website in early April and shall be updated annually in accordance with DOE requirements. Annual updates bring an increased flexibility to the planning process and helps to ensure this Strategic Plan remains a “living document,” rather than a static plan. They offer the opportunity to improve on the planning process, including strengthening the outreach approach with increased stakeholder participation and partnerships. Upon approval of the Strategic Plan, Clean Cities staff will begin planning for a comprehensive update leading into FY25.



FISCAL IMPACT:

Work associated with this item is included in the FY23-24 Overall Work Program (OWP) Tasks 267.1241.04 SCAG and DOE/NETL Clean Cities Coalition Coordination and 115.4912.01 Clean Technology Program.

ATTACHMENT(S):

1. PowerPoint Presentation - Clean Cities Coalition Strategic Plan



Southern California Clean Cities Coalition Strategic Plan

April 4, 2024

Marisa Laderach, Clean Cities Coalition Director

WWW.SCAG.CA.GOV

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

1

About the Clean Cities Coalitions

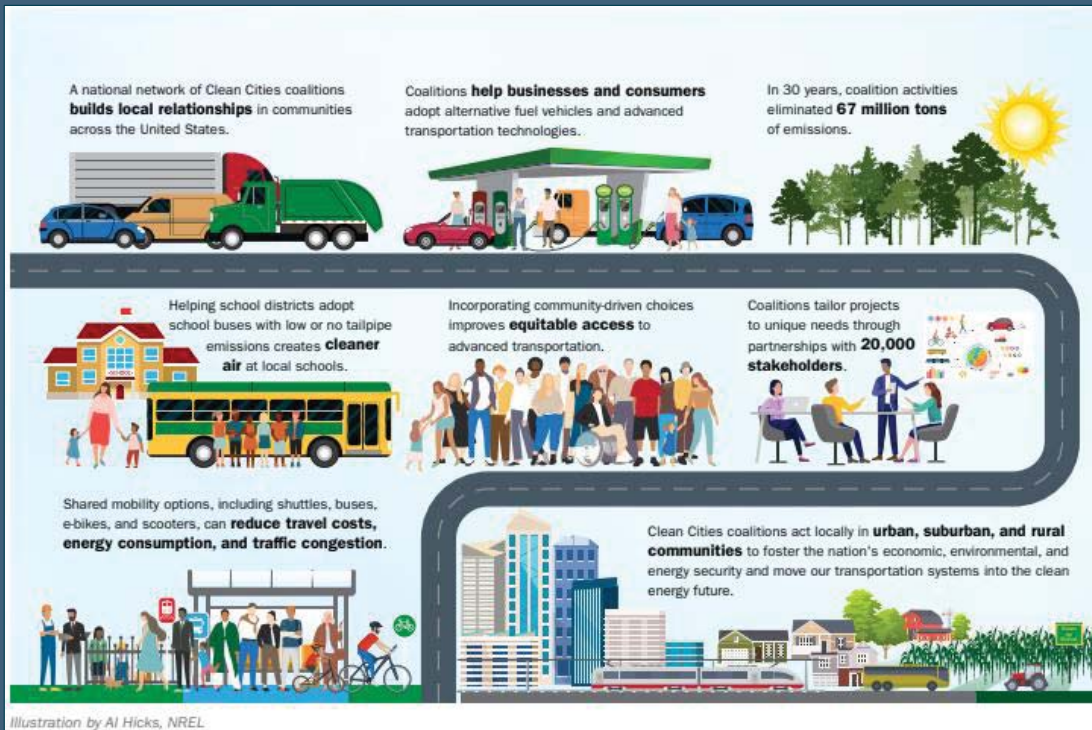
- Established by the U.S. Department of Energy (DOE) in 1993 in response to the Energy Policy Act of 1992
- 75+ Clean Cities coalitions within the U.S.
- Created active partnerships with 20,000 public and private stakeholders
- Periodically provides funding opportunities (exclusive to coalitions)
- **Mission:** Foster the economic, environmental, and energy security of the U.S. by working locally to advance affordable, domestic transportation fuels, energy efficient mobility systems, and other fuel-saving technologies and practices



Clean Cities Coalitions' Work

- Build partnerships
- Dispense objective information
- Empower stakeholders
- Collect and share best practices, data, and lessons learned
- Engage in technical assistance to support implementation
- Build relationships with industry partners, fleets, and communities
- Leverage people and resources to encourage private-sector investment





About the Southern California Clean Cities Coalition

- Also referred to as the "SCAG Clean Cities Coalition"
- Officially designated on March 1, 1996
- SCAG's redesignation received **August 2023**
- Covers the SCAG region but excludes areas covered by other independent Clean Cities Coalitions
 - Los Angeles, Long Beach, Coachella Valley, Western Riverside all have respective Coalitions
- Stakeholders include Cities, consumers, vendors, public agencies, transit providers, and universities

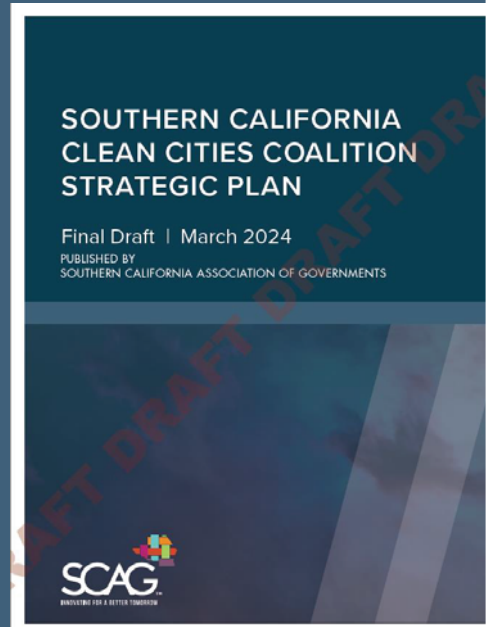


SCAG Clean Cities Coalition Responsibilities

- Clean Cities Annual Progress Report:** Track metrics related to alternative fuel, advanced technology vehicle, and transportation energy efficiency
- Quarterly Alternative Fuel Price Reports:** Track retail alternative fuel pricing information fuel in the coalition's designated territory on a quarterly basis
- Alternative Fuels Data Center Station Openings/Closings Updates:** Identify and track alternative fuel station opening/closing information and verify continuity of alternative fuel stations
- Vehicle and Station Cost Tracking:** Collect actual incurred costs of alternative fuel, advanced technology vehicle and equipment costs, and alternative fuel stations
- Clean Cities Strategic Plan**

Clean Cities Coalitions Strategic Plan

- U.S. DOE requires each Clean Cities coalition to prepare a strategic plan **NEW**
- Multi-year plan that specifies objectives and activities to be undertaken by coalition stakeholders to achieve a 16% increase in gasoline gallon equivalent (GGE) displaced and 20% reduction in GHG emissions annually
- U.S. DOE has a Clean Cities Five-Year Strategic Plan that was released in January 2011



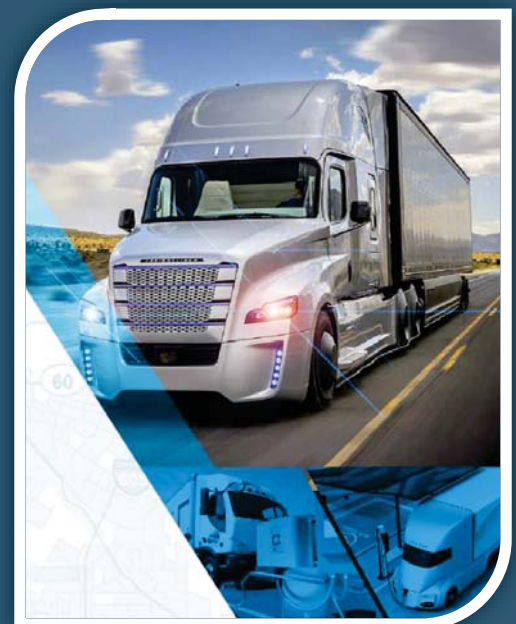
SCAG's Clean Technology Program/Policy

- SCAG's Clean Transportation Technology Policy Resolution
 - Adopted by SCAG's Regional Council on April 6, 2023
 - Defines **Clean Transportation Technology**
 - "zero- and near zero- emission vehicles, their supporting infrastructure, and facilitating technologies that reduce environmental impact over their life cycle."
 - Reaffirms SCAG's position on **Technology Neutrality**
 - "stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets."



Strategic Plan Topics Covered

- Strategic Framework
- Clean Transportation Transition
- Alternative Fuels
 - Both Vehicles and Supporting Infrastructure
- Emission Reductions
- Barriers to Adoption
- Federal and State Policies and Programs
- SCAG's Work Efforts
- SCAG's Clean Cities **Strategic Plan Roadmap**



Connect SoCal: Aligned Implementation Strategies

- Maintain a **robust Clean Technology Program** that focuses on planning, research, evaluation, stakeholder support and advocacy.
- Share information and **provide technical assistance to local jurisdictions and operators** on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure.
- Investigate **how zero-emission vehicles can strengthen resilience through vehicle-to-grid technologies** or other opportunities where batteries can be used to enhance capacity of renewable energy sources.
- Investigate opportunities to **install charging stations that can be used by multiunit dwellers** that don't have the same opportunities for charging as single-family homeowners.
- Facilitate development of EV charging infrastructure through **public-private partnerships**.
- Assist local jurisdictions in **developing an incentive program to further adoption** of zero-emission passenger vehicles.
- Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the **CARB innovative clean technology (ICT) rule**

Strategic Plan Roadmap

Actions to displace GGE and reduce GHG

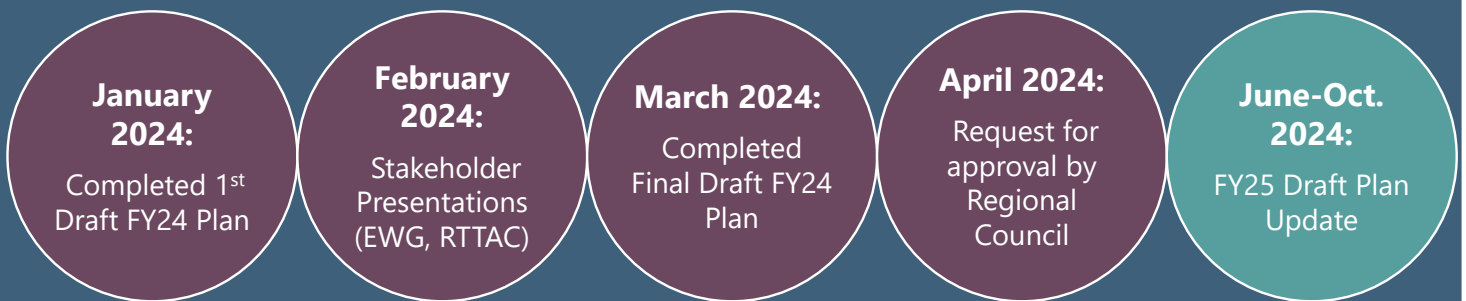
- Generalized calculations and targets that align with Connect SoCal projections and existing GHG reduction efforts (see next page)
- Targets are visionary and aspirational rather than mandated and enforced
- Actions are categorized into seven core SMART Goals:
 - **Infrastructure Deployment, Technology Deployment, Policy Advocacy, Community Engagement, Performance Monitoring and Reporting, Collaboration and Partnerships, Barrier Mitigation**

Further development of SCAG's Clean Tech Program (TBD)

- Potential ideas include Multi-Unit Dwelling EV Charging Program, evaluation of other alternative fuels (e.g., hydrogen), EV Weight Impact Study, PEV Incentive Program for Low-Income Households

Program	Strategy	GHG Decrease or GGE Displaced	
		GHG Reduced (tons of CO2e)	GGE Displaced (gallons)
Last Mile Freight Program	Implementation of 200+ ZE/NZE trucks by 2024 (underway)	17,000 tons, 53% total	1.8M gallons, 8.3% total
Clean Technology Program	Continue with program activities and apply for grant opportunities to fund implementation of more ZE/NZE vehicles (if awarded)	3,400 tons, 10.2% total	342k gallons, 1.6% total
UCI Automated Intersection Monitoring for EVs Pilot	Implementation of EV sensors in the study area and the associated reduction in idling (underway)	n/a	3.65M gallons, 16% total
EV Charging Infrastructure Expansion and ZETI Implementation	Assumes SCAG programs that help increase EV infrastructure will correspond to an additional ~3% increase in EV sales regionally	7,900 tons, 23% total	3.79M gallons and 17% total
Smart Cities Vision Plan and AFV Pilot Implementation	Continue with program activities and apply for grant opportunities to fund clean transportation technologies and AFV deployments (if awarded)	2,700 tons, 8.2% total	274k gallons, 1.3% total
Passenger Vehicle Incentives Program	Explore incentive programs to support EV/AFV adoption and apply for grant opportunities to fund (if awarded)	2,000 tons, 6.1%	999k gallons, 4.6% total

Timeline





THANK YOU!

For more information, please visit:

<https://scag.ca.gov/clean-cities>

<https://cleancities.energy.gov/coalitions/southern-california>



AGENDA ITEM 6
REPORT

Southern California Association of Governments
April 4, 2024

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Javier Silva, Assistant Regional Planner
(213) 630-1508, silva@scag.ca.gov

Subject: Update on SCAG's Affordable Connectivity Program (ACP) Campaign

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

In March 2023, SCAG received a \$500,000 grant from the Federal Communications Commission (FCC) to launch a campaign promoting the Affordable Connectivity Program (ACP) across the region. In January 2024, FCC issued a wind-down order for grantees conducting outreach for ACP. In March 2024, the FCC issued a public notice stating that due to the lack of additional funding for ACP, the last fully funded month of the ACP benefit is April 2024.

BACKGROUND:

The Affordable Connectivity Program (ACP) is a federal benefit program managed by the Federal Communications Commission (FCC) which provides a discount of up to \$30 per month toward internet service for eligible households and up to \$75 per month for households on qualifying Tribal lands. Eligible households can also receive a one-time discount of up to \$100 to purchase a laptop, desktop computer, or tablet from participating providers if they contribute more than \$10 and less than \$50 toward the purchase price.¹

On March 15, 2023, SCAG received FCC's ACP Outreach Grant \$500,000. The formal acceptance of the grant funding was made in accordance with SCAG's RC Resolution 23-654-1, adopted on April 6, 2023.² Since SCAG's receipt of the grant, staff has completed two key deliverables, the ACP toolkit

¹ <https://www.fcc.gov/acp>

² Resolution 23-654-1. Available at: <https://scag.ca.gov/sites/main/files/file-attachments/rc040623fullpacket.pdf?1680214682> (see page 92).

and determination of ACP opportunity zones, both of which were discussed at SCAG's January 4th Transportation Committee Meeting.³

ACP WIND-DOWN

On January 11th, FCC issued a wind-down order for ACP Outreach Grant recipients and stated that tentatively April would be the last fully funded month for households to receive the ACP benefit. In response to this, on January 19th, SCAG sent a letter to Congress requesting to prioritize the funding of the Affordable Connectivity Program with an additional \$6 billion investment, but it was not included in the FY 2024 appropriations bill.

To prepare for imminent cease of program activities, the FCC stopped accepting new applications and enrollments on February 7, 2024. ACP Outreach Grant recipients, including SCAG, were required to cease work on enrollment outreach activities starting on February 8th, 2024.⁴

On March 4th, the FCC issued a public notice stating that due to the lack of additional funding for ACP, the last fully funded month for the ACP benefit is April 2024. Absent additional funding from Congress, the ACP can only provide a partial reimbursement for May 2024, and ACP providers have the option to claim and pass on that partial reimbursement amount to enrolled households. After May 2024, the ACP will no longer support any benefits to enrolled households.⁵

NEXT STEPS

SCAG staff have begun the administrative process of closing out the Outreach Grant based on guidance received from FCC staff. This includes submitting final reports to FCC grant administrators. Formal closeout of the grant program by the FCC is expected to occur on April 30, 2024.

FISCAL IMPACT:

Work associated with this item is included in the FY 2023-24 Overall Work Program (OWP) under 100.4901.01 (Broadband Planning), 050.4920.01 (Go Human Evolution), and SCAG Digital Equity Program (100.4937.01).

³ <https://scag.igq2.com/Citizens/FileOpen.aspx?Type=1&ID=2470&Inline=True> (see page 145)

⁴ <https://docs.fcc.gov/public/attachments/DA-24-23A1.pdf>

⁵ <https://docs.fcc.gov/public/attachments/DA-24-195A1.pdf>



AGENDA ITEM 7
REPORT

Southern California Association of Governments
April 4, 2024

To: Transportation Committee (TC)
Regional Council (RC)
From: Rachel Om, Senior Regional Planner
213-630-1550, om@scag.ca.gov
Subject: SCAG ATP Cycle 7 Regional Guidelines

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council adopt Resolution No. 24-664-4 approving the 2025 Active Transportation Program Regional Guidelines.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 24-664-4 approving the 2025 Active Transportation Program Regional Guidelines.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On March 21, 2024, the California Transportation Commission (CTC) adopted the 2025 Active Transportation Program (ATP) Guidelines (Statewide Guidelines). Per the Statewide Guidelines, SCAG is responsible for adopting the 2025 ATP Regional Guidelines (Regional Guidelines) to direct the selection of projects receiving awards through the regional portion of the 2025 ATP. Approximately \$118 million is anticipated to be available in the SCAG region for programming through the 2025 ATP.

BACKGROUND:

On March 21, 2024, the CTC adopted the 2025 ATP Statewide Guidelines and announced the 2025 ATP call for projects. Statewide project applications are due on June 17, 2024. The 2025 ATP budget is approximately \$569 million and will cover fiscal years 2025/26 through 2028/29. Approximately sixty percent (60%) of the total funding awards will be recommended by the CTC through the Statewide Program and Small Urban/Rural Program components. Forty percent (40%) of the total funding awards will be recommended by Metropolitan Planning Organizations (MPOs) and included in regional programs. SCAG's share of the MPO component (SCAG Regional Program) is approximately \$118 million, fifty-two percent (52%) of the MPO component.

The proposed 2025 ATP Regional Guidelines outline the process by which SCAG, in collaboration with the CTC and the county transportation commissions within the SCAG region, will recommend funding awards for the 2025 ATP SCAG Regional Program. The draft 2025 ATP Regional Guidelines were developed by the SCAG ATP Subcommittee, which is comprised of SCAG staff and representatives from the six county transportation commissions. In preparation of sharing the guidelines with the SCAG Regional Council, these guidelines were reviewed by county transportation commission CEOs at their regular March 15, 2024 meeting. The Regional Guidelines retain many of the same funding policies as in previous cycles, including preserving population-based funding targets (see tables below) and dedicating 5% (\$5.9M) of the SCAG Regional Program resources for planning and capacity building projects (see below). Consistent with previous cycles, the SCAG Regional Program will award funding to two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

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

Implementation Projects Category: Funding Targets (95% of Regional Funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$1,081
Los Angeles	52%	\$58,775
Orange	17%	\$19,052
Riverside	13%	\$14,957
San Bernardino	12%	\$13,263
Ventura	5%	\$5,034
Total	100%	\$112,163

*Population estimates based on American Community Survey 2022 1-Year Estimates
**Population distribution displayed as rounded percentages, but funding targets calculated using actual percentages.

Planning & Capacity Building Projects: Five percent (5%) of SCAG’s funding will be recommended to fund projects in this category, which includes Planning, Non-Infrastructure, and Quick-Build projects. The projects considered for funding in this category shall include projects that are submitted through the statewide ATP call for projects using the state’s Planning, Non-infrastructure, and Quick-Build applications and Planning and Quick-Build projects submitted through SCAG’s supplemental call for projects, which is integrated with SCAG’s Sustainable Communities Program, under the Active Transportation & Safety component (SCP-ATS). The SCP-ATS aims to align planning and capacity building resources with regional planning priorities and opportunities outlined in Connect SoCal, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy. The SCP-ATS call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP and other funds programmed by SCAG. The SCP-ATS guidelines are currently under development and will be brought to SCAG’s Regional Council later this year. As with the Implementation category, Planning & Capacity Building ATP regional funds shall be allocated to projects in each county using population-based funding targets.

Planning & Capacity Building Projects Category: Funding Targets (5% of Regional Funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$57
Los Angeles	52%	\$3,093
Orange	17%	\$1,003
Riverside	13%	\$787
San Bernardino	12%	\$698
Ventura	5%	\$265
Total	100%	\$5,903

*Population estimates based on American Community Survey 2022 1-Year Estimates
**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.

The ATP regional funds for Planning & Capacity Building projects are bolstered by a federal Safe Streets and Roads for All (SS4A) grant, which provides \$4.515 million for quick-build projects by leveraging \$3 million of ATP regional funds as matching funds for a total of \$7.515 million for quick-build projects. The ATP regional matching funds will be provided by each county’s Planning & Capacity Building ATP regional funding targets commensurate with the amount of quick-build project applications received and selected for funding. Therefore, if a county does not have any quick-build applications forwarded to the regional component from the statewide component or any quick-build applications submitted to the supplemental call for projects, then none of that county’s ATP regional funds will be leveraged as matching funds for the SS4A grant funds.

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

Next Steps

SCAG staff will continue to work with the county transportation commissions in the SCAG region, the CTC, Caltrans and other partners to provide outreach to ensure eligible applicants are aware of the ATP funding opportunities and provide technical assistance, resources and support as requested to facilitate regional competitiveness through the application submission period ending on June 17, 2024. Upon Regional Council approval, the 2025 ATP Regional Guidelines will be submitted to the CTC for consideration of approval at the June 27-28, 2024 CTC meeting. Finally, the 2025 ATP Regional Program will be submitted to the Regional Council for approval in April 2025.

FISCAL IMPACT:

Funding for staff work on this effort is included in the FY24 Overall Work Program (OWP) in project 050.0169.06 Complete Streets: Active Transportation Program and 050.0169.11 Active Transportation Program.

ATTACHMENT(S):

1. Draft 2025 ATP Regional Guidelines
2. Resolution No. 24-664-4 - Approving the 2025 Active Transportation Program (ATP) Regional Guidelines
3. PowerPoint Presentation - ATP Cycle 7 Draft Regional Guidelines

2025 Active Transportation Program Regional Guidelines

Draft

March 2024

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2025 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

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Introduction

Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) component of the California Active Transportation Program (ATP). The following 2025 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities, and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2025 ATP. The Regional Guidelines also outline the requirements for programming, allocation, project delivery, project reporting, project administration and program evaluation related to the 2025 Regional Active Transportation Program (Regional Program). The Regional Guidelines may be revisited and modified in order to remain consistent with the latest ATP Statewide Guidelines (Statewide Guidelines) and to consider innovative concepts and best practices to improve the Regional Program's efficiency and effectiveness.

Background

- The goals of the ATP are to:
 - Increase the proportion of trips accomplished by biking and walking.
 - Increase the safety and mobility of nonmotorized users.
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375 and SB 391.
 - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
 - Ensure that disadvantaged communities (DACs) fully share in the benefits of the program.
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The [2025 Statewide Guidelines](#), adopted by the California Transportation Commission (CTC) on March 21, 2024, describe the policies, standards, criteria and procedures for the development, adoption and management of the ATP.
- Per Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and reflected in the 2025 Statewide Guidelines, 40% of the funds for the ATP must be distributed by MPOs in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Statewide Guidelines.

- An MPO choosing to use the same project selection criteria, weighting, minimum funding request amount, match requirement, and definition of a DAC as used by the CTC for the statewide competition may defer its project selection to the CTC.
- MPOs may also issue a separate, supplemental call for projects. If a call for projects is initiated, it will require development and approval of guidelines and applications. In administering a competitive selection process, an MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- Twenty-five percent (25%) of the regional funds must benefit DACs.
- The Statewide Guidelines allow for an MPO to make up to 2% of its 2025 ATP funding available for active transportation plans in DACs.
- The Statewide Guidelines establish five eligible project types:
 - Infrastructure Projects: Capital improvements that will further the goals of the ATP. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the State Transportation Improvement Program (STIP) page of the [Commission's website](#) under "Background Information." *Please note that a capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.*
 - Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominantly located in a DAC.
 - Non-infrastructure Projects: Education and encouragement programs that further the goals of the ATP. Non-infrastructure projects are not limited to those benefiting school students. Non-infrastructure projects can be start-up programs or new components of existing programs. The CTC intends to focus non-infrastructure funding on start-up projects. A project is considered to be a start-up when no program currently exists. All non-infrastructure projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund existing or ongoing program operations.
 - Infrastructure Projects with Non-infrastructure components: These are capital projects with education or encouragement components.
 - Quick-Build Projects: Interim capital infrastructure projects that further the goals of the ATP. The Statewide call for projects has up to \$7 million set aside for quick-build projects. These projects require minor construction and are built with durable, low to moderate cost materials, and last from one year to five years. These projects have

moderate design flexibility to anticipate adjustments that may occur based on community feedback. The purpose of a quick-build project is to immediately implement safety needs, allowing a community to benefit quickly from improvements made, and/or allow the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.

- Per Statewide Guidelines, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commissions, the CTC, and Caltrans in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity consistent with program objectives.
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located.
 - SCAG must obtain concurrence from the county transportation commissions.
- The SCAG Regional Program will be developed through coordination of the ATP Subcommittee, which is comprised of SCAG staff and representatives from each of the six county transportation commissions. The ATP Subcommittee drafts the Regional Guidelines, the Regional Program and administers tasks associated with project delivery. The county transportation commissions approve the Regional Program as it pertains to their respective county. SCAG’s Regional Council approves the Regional Guidelines and Regional Program. The California Transportation Commission approves the Regional Guidelines and Regional Program.

Fund Estimates for 2025 Regional ATP

The 2025 ATP [total statewide fund estimate is \\$568.7M](#) (March 2024). Per the 2025 ATP Statewide Guidelines, the MPO share is 40% of the total budget with funding distributed by population; the SCAG share is 52% of the MPO share.

The SCAG region’s share of the 2025 ATP is \$118.066M, which includes funding in Fiscal Years 2025/26, 2026/27, 2027/28, and 2028/2029 to be programmed as follows:

Year (Fiscal)	Funds (\$1000s)
FY 25/26	20,761
FY 26/27	21,217
FY 27/28	37,816
FY 28/29	38,272
Total	118,066

Eligibility

SCAG intends to apply the eligibility requirements as adopted in the 2025 Statewide Guidelines to the Regional Program.

Regional Disadvantaged Communities Definitions

Per the Statewide Guidelines, MPOs, in administering a competitive selection process, have the option to use different criteria for determining which projects benefit disadvantaged communities. In addition, a regional definition may be considered for a project to qualify as benefitting a disadvantaged community. As part the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, Connect SoCal), SCAG established "Priority Equity Communities" (PECs) as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. The PEC criterion is intended to complement existing disadvantaged communities definitions established through SB 535 and the ATP Statewide Guidelines.

- Priority Equity Communities: census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on a combination of the following socioeconomic factors: people of color, low-income households, limited vehicle and transit access, vulnerable ages, single parent households, people without a high school diploma, people with disabilities, housing cost burdened households, and people with limited English proficiency. See the [Connect SoCal 2024 Equity Analysis Technical Report](#) and [a map](#) of PECs in the SCAG region for additional details and to identify PECs.

Project Selection Process

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

Implementation Projects Category

Implementation projects include Infrastructure, Infrastructure projects with Non-infrastructure components, and Non-infrastructure projects as defined by the Statewide Guidelines and included in the Background above. No less than 95% of the total regional funds shall be dedicated to funding Implementation projects in the 2025 Regional ATP. Implementation funds shall be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2022 1-Year Estimates).

Implementation Projects Category: Funding Targets (95% of Regional Funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$1,081
Los Angeles	52%	\$58,775
Orange	17%	\$19,052
Riverside	13%	\$14,957
San Bernardino	12%	\$13,263
Ventura	5%	\$5,034
Total	100%	\$112,163
<i>*Population estimates based on American Community Survey 2022 1-Year Estimates</i> <i>**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.</i>		

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

The selection process shall occur as follows:

- Prior to scoring by the CTC, SCAG shall coordinate with each county transportation commission to ensure that all Implementation project applications submitted through the statewide call for proposals have been submitted to the county transportation commissions and SCAG.
- The county transportation commissions shall review the Implementation project applications and determine which projects are “consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. County transportation commissions may assign up to 20 points to each Implementation project application deemed consistent and meeting eligibility requirements.
- If a county transportation commission assigns additional points (up to 20) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project.
- The board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and staff will submit the methodology

and scores to SCAG for inclusion in the preliminary ranking of regional projects by February 5, 2025.

- SCAG shall establish a preliminary regional Implementation projects list based on the county transportation commissions' submissions that programs no less than 95% of the total regional funds and relies on population-based funding targets to achieve geographic equity.
- The county transportation commissions may also recommend funding for projects to be included on the Regional Program contingency list. Projects included on the Regional Program contingency list shall be included in the program reflecting the project score as detailed in the Fund Balance and Contingency List section below.

Planning & Capacity Building Projects Category

Planning & Capacity Building projects may include the development of Non-infrastructure projects, Quick-Build projects, and Plans, as defined by the Statewide Guidelines and included in the Background section of the Regional Guidelines (above). The Regional Guidelines call for no more than 5% (\$5.903M) of the total regional funds be allocated in this category with a maximum of 2% (\$2.361M) dedicated to Planning projects in DACs/PECs.

As in several previous cycles, the pool of projects considered for funding in this category shall include projects that are submitted through the CTC's Statewide ATP call for projects using the state's Planning, Non-infrastructure, and Quick-Build applications and Quick-Build projects and Plans submitted through the supplemental call (Sustainable Communities Program) for Planning & Capacity Building projects issued by SCAG. The supplemental call for projects is integrated with SCAG's Sustainable Communities Program, under the Active Transportation & Safety component (SCP-ATS), which aims to align planning and capacity building resources with regional planning priorities and opportunities outlined in Connect SoCal, SCAG's Regional Transportation Plan/Sustainable Communities Strategy. The SCP-ATS call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP and other funds programmed by SCAG. As with the Implementation category, Planning & Capacity Building ATP regional funds shall be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2022 1-Year Estimates).

Planning & Capacity Building Projects Category: Funding Targets (5% of regional funds)

County	Pop %*	Funding Amount** (\$1,000s)
Imperial	1%	\$57
Los Angeles	52%	\$3,093
Orange	17%	\$1,003
Riverside	13%	\$787
San Bernardino	12%	\$698
Ventura	5%	\$265
Total	100%	\$5,903
<i>*Population estimates based on American Community Survey 2022 1-Year Estimates</i> <i>**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.</i>		

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

For Planning & Capacity Building applications submitted through the statewide call for projects:

- SCAG will consider funding all unsuccessful Non-infrastructure, Quick-Build, and Plans applications submitted at the statewide level.
- The Non-Infrastructure, Quick-Build, and Plans applications submitted to the statewide competition will not be re-scored by SCAG. The initial score provided by the CTC shall be used in ranking the project against projects submitted through the supplemental call for projects.
- Non-infrastructure and Quick-Build projects awards will be capped at \$900k. If the funding request exceeds the \$900k cap, the project applicant will be required to provide matching funds to fully fund the project, or for Non-infrastructure projects, the project balance could be awarded through the Implementation projects category. Alternatively, the county transportation commission may fully fund the Non-infrastructure project as part of the Implementation projects category, if the project merits award through the process outlined above.
- Planning project awards will be capped at \$500,000. If the funding request exceeds \$500,000, the project applicant will be required to provide matching funds to fully fund the project. Since county transportation commissions may partially or fully fund Non-infrastructure projects through the Implementation projects category, the distribution of

funding for Plans is flexible across counties as long as funding for Plans does not exceed 2% of regional funds and Implementation projects account for at least 95% of regional funds.

Supplemental (Sustainable Communities Program) Call for Projects

The ATP regional funds for Planning & Capacity Building projects are bolstered by a federal Safe Streets and Roads for All (SS4A) grant, which provides \$4.515 million for quick-build projects by leveraging \$3 million of ATP regional funds as matching funds for a total of \$7.515 million for quick-build projects. The ATP regional matching funds will be provided by each county's Planning & Capacity Building ATP regional funding targets commensurate with the amount of quick-build project applications received and selected for funding. Therefore, if a county does not have any quick-build applications forwarded to the regional component from the statewide component or any quick-build applications submitted to the supplemental call for projects, then none of that county's ATP regional funds will be leveraged as matching funds for the SS4A grant funds.

The supplemental call for projects, administered through SCAG's Sustainable Communities Program Active Transportation & Safety (SCP-ATS) component will be developed as follows:

- SCAG will develop SCP-ATS Guidelines, in consultation with the ATP subcommittee, consistent with the parameters established by the Regional Guidelines.
- The SCP-ATS Guidelines will include the same definition of DACs as used by the CTC in the statewide planning selection process and PECs as used by SCAG in the regional component.
- All Planning projects funded by ATP shall satisfy the CTC's requirements for the use of planning funds, including DAC requirements.
- Consistent with the Planning & Capacity Building applications forwarded from the statewide competition, SCAG will cap funding requests to \$900,000 for Quick-Build applications and \$500,000 for Planning applications.
- The SCP-ATS scoring criteria and associated points available for all project and application types will be as follows:
 - Mobility Benefit—Potential to increase walking/biking (0-25 points)
 - Safety Benefit—Potential to reduce the number and risk of pedestrian and bicycle fatalities and injury (0-35 points)
 - Public Health (0-10 points)
 - Disadvantaged Communities (0-10 points)
 - Public Participation (0-15 points)
 - Cost Effectiveness (0-5 points)

- In consultation with the county transportation commissions and input from ATP stakeholders, such as SCAG’s Safe and Active Streets Working Group, SCAG will develop guidelines and applications for Quick-Build projects and Plans. Each application will be closely aligned with and aim to focus resources on the implementation of regional active transportation programs and strategies described in Connect SoCal 2024.

To establish a preliminary Planning & Capacity Building project list, applications from the supplemental call for projects and statewide call for projects will be ranked by county and prioritized by score. Funds will then be recommended to projects in consideration of the following principles:

- The total ATP funding recommended in this category will not exceed 5% of the total Regional Program.
- The total ATP funding for Planning projects, which shall be located in DACs/PECs, shall not exceed 2% of the total Regional Program.
- A minimum of \$7.515 million will be allocated for quick-build projects.
- Geographic equity shall be pursued and assessed programmatically across all funding sources programmed through the SCP-ATS with an effort to target investments in high need areas/communities.

Recommended Regional Program

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

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

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

- The lowest scoring project on the preliminary regional project list may be replaced with the highest scoring, funding-eligible DAC/PEC project within the same county. If the county has no other eligible DAC/PEC projects, the lowest scoring project on the preliminary regional project list shall be replaced with the highest scoring, funding-eligible DAC/PEC project(s) from the region.
- This process will be repeated until the 25% target is met.

- This process may lead to an outcome where a county receives less than its population-based share of the funding but is necessary to ensure the DAC requirements for the Regional Program are met.

For ease of administration, SCAG may, with the project sponsor's permission, consolidate one or more of the projects on the Planning & Capacity Building project list into a Regional Planning & Capacity Building project to be administered by SCAG on behalf of the sponsoring agencies. If sponsoring agencies choose to be part of the consolidated project, a five percent (5%) fee for administrative service will be included as a task in the project and SCAG will transfer the necessary project information to Caltrans for incorporation into the ATP project list.

The final recommended Regional Program will be reviewed by the county transportation commissions, Caltrans, and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to the Chief Executive Officers (CEOs) of the county transportation commissions and boards, SCAG's Regional Council, and CTC for approval.

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

Programming

Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional Program. The programming years for the 2025 ATP are State Fiscal Years 2025/26 to 2028/29. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a fiscally-constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:

- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.

- State funds will be programmed to address the following regional objectives, listed in order of priority:
 - Reduce administrative burden for Planning & Capacity Building projects and projects requesting less than \$3.5M.
 - Completion of California Environmental Quality Act (CEQA) priorities projects for state only funding.
 - Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

Partial Awards

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

- For projects that fall into the Large Infrastructure category as defined in Statewide Guidelines, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment or phase of work, consistent with the RTP.
 - Uncommitted funds may only be from ATP, Local Partnership Program (formulaic or competitive), or federal discretionary grant program funds. The applicant must indicate its plan for securing a funding commitment, explain the risk of not securing that commitment, and identify its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments for that phase must be secured prior to July 1 of the fiscal year in which the project is programmed or the project will be removed from the program.
- If funding is made available (i.e., due to an ineligible project determination), the available funding will be prioritized for a threshold project receiving a partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed for fully funding the partial award, the surplus shall be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee.

Fund Balance & Contingency List

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

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

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

Program Amendments

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

- Program amendments may only take place after the adoption of the Regional Program and before the adoption of the subsequent Regional Program, as outlined in the Contingency section above.
- If project design, right-of-way, or construction are programmed before the implementing agency completes the environmental process and following completion of the environmental process, updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, then future funding for the project may be deleted from the program. It is the responsibility of the county transportation commission to recommend to SCAG that the project be deleted from the program if warranted. The county transportation

- commission that recommends project deletion may, in a reasonable timeframe, recommend replacing the deleted project with a project on the Contingency List.
- If a county transportation commission recommends deletion of a project and has not identified a replacement project for the contingency list in a reasonable timeframe, then SCAG will collaborate with the county transportation commissions to identify a suitable replacement project from the region-wide contingency list and amend the project into the Regional Program.
 - In order to ensure the timely use of all program funds, the CTC will consider allocating funds to projects programmed in a future fiscal year on a first-come, first-served basis. SCAG will recommend approval of an advancement request if the project is:
 - A Planning project and SCAG deems the project ready for allocation (see Allocation, below); or
 - An Implementation project, and the county transportation commission recommends advancement of the project.

All Program amendments must be approved by the CTC following recommendations from SCAG and the county transportation commissions.

FTIP Amendments

All projects funded by the 2025 Regional Program must be amended into the Federal Transportation Improvement Program (FTIP).

- The county transportation commissions will be responsible for programming their respective Implementation and Planning & Capacity Building projects into the FTIP.
 - Projects that are regionally significant and Transportation Control Measures (TCM) must be individually listed in the FTIP by the county transportation commission.
 - Projects that are not regionally significant or TCMs may be entered as a group listing by project function, using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. For further information on Grouped Project Listings, please refer to the 2025 FTIP Guidelines ([2025 Federal Transportation Improvement Program \(FTIP\) Guidelines, November 2023 \(ca.gov\)](#), pages 99 – 120).
- SCAG shall be responsible for programming projects administered by SCAG into the FTIP.
- The county transportation commissions and SCAG shall aim to program all 2025 ATP projects, regardless of programming year, in the 2025 FTIP amendment cycle.

Allocation

The Statewide Guidelines defers to the Regional Guidelines for concurrence or recommendation letters for all allocation requests for projects funded in the MPO component. SCAG shall defer this responsibility to the county transportation commissions for all projects, except for those selected through the SCP-ATS and managed by SCAG, and delegates providing concurrence on project requests for allocations and time extensions and ensuring project are consistent with FTIP programming to respective county transportation commissions.

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the [CTC's website](#).

Project Delivery

Per the Statewide Guidelines, ATP allocations are requested by project phase, and each allocation must be requested in the fiscal year that the phase is programmed. When funds are not allocated within the fiscal year they are programmed or within the time allowed by an approved extension, the funds will lapse, and the phase will be deleted from the ATP. Refer to the ATP Statewide Guidelines and the [Caltrans ATP Timely Use of Funds](#) resources for complete project delivery requirements.

Extension requests for a project in the SCAG Regional Program must include concurrence by county transportation commissions.

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

Project Scope Change

In the event that a project requires a scope change, the project sponsor shall submit a request for scope or budget change to SCAG and the responsible county transportation commission for review and approval. The request for scope change shall include:

- An estimate of the impact of the proposed scope change on benefits to disadvantaged communities, if applicable (increase or decrease in benefit).
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.

- How the scope change impacts the project schedule.
- For projects in which the original ATP scope has been or will be completed through a different project or funding source, the implementing agency must submit an explanation of the overlapping scopes of the projects and/or change in funding source. If the scope change is approved, the agency must continue to report on any items that were in the original ATP scope but were or will be completed through a different project or funding source.
- Identification of any funding sources used to complete the project that were not included in the project application.
- Identification of any savings expected due to a reduced or modified scope.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.

Following recommendation from SCAG and the county transportation commissions, all scope changes must be approved by the CTC.

Project Reporting

The ATP adheres to the program accountability requirements set forth in the SB 1 Accountability and Transparency Guidelines. The reporting provisions specified in the SB 1 Accountability and Transparency Guidelines apply to all projects programmed in the ATP. All implementing agencies must submit quarterly progress reports, a completion report, and a final delivery report to Caltrans. Implementing agencies should refer to the [Caltrans ATP Project Reporting website](#) for details, which provides links and guidance to CalSMART, the reporting platform for all projects except for Quick-Build projects, which require a separate reporting form (see under “Quarterly Progress Reporting”).

Schedule

Action	Date
CTC adopts ATP State Guidelines	March 22, 2024
Statewide call for projects opens	March 22, 2024
SCAG Regional Council (RC) adopts draft ATP Regional Guidelines	April 4, 2024
Draft Regional Guidelines submitted to CTC	May 10, 2024
SCAG RC adopts SCP-ATS guidelines	June 6, 2024
SCP-ATS call for projects opens	June 6, 2024
Statewide call for projects close (postmark date)	June 17, 2024
CTC approves or rejects Regional Guidelines	June 27, 2024
SCP-ATS call for projects closes	September 27, 2024
CTC shares recommendations for statewide and small urban and rural projects	November 1, 2024
CTC adopts statewide and small urban and rural projects	December 5, 2024
County transportation commissions' 20-point scoring methodology submitted to SCAG	February 5, 2024
County transportation commissions submit recommended project lists to SCAG	February 5, 2025
Project PPRs for partially funded projects due to SCAG	February 5, 2025
Draft Regional Program submitted to CTC	February 21, 2025
SCAG RC adopts SCAG Regional Program	April 3, 2025
Final Regional Program submitted to CTC	April 22, 2025
CTC adopts Regional Program	June 2025

Contact Information

Agency/County	Staff Name	Staff Email
SCAG	Rachel Om	Om@scag.ca.gov
Imperial	Marlene Flores	MarleneFlores@imperialctc.org
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Orange	Louis Zhao	LZhao@octa.net
Riverside	Jenny Chan	JChan@rctc.org
San Bernardino	Ginger Koblasz	GKoblasz@gosbcta.com
Ventura	Heather Miller	HMiller@goventura.org



RESOLUTION NO. 24-664-4

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE 2025 ACTIVE TRANSPORTATION PROGRAM (ATP) REGIONAL GUIDELINES

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

REGIONAL COUNCIL OFFICERS

President Art Brown, Buena Park

First Vice President Curt Hagman, County of San Bernardino

Second Vice President Cindy Allen, Long Beach

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

COMMITTEE CHAIRS

Executive/Administration Art Brown, Buena Park

Community, Economic & Human Development Frank Yokoyama, Cerritos

Energy & Environment Deborah Robertson, Rialto

Transportation Tim Sandoval, Pomona

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

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

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

WHEREAS, the Active Transportation Program Guidelines (Resolution G-24-31) requires the Commission to adopt a metropolitan planning organization’s use of project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities when differing from the statewide guidelines adopted by the Commission on March 21, 2024;

WHEREAS, SCAG developed the Regional Program Guidelines with input from the six Southern California county transportation commissions to govern award of projects funded through the SCAG Regional Program;

WHEREAS, the Active Transportation Program Guidelines require metropolitan planning organizations to submit their ATP Regional Guidelines to the Commission by May 10, 2024;

WHEREAS, attached with this Resolution as Exhibit “A” is SCAG’s 2025 Active Transportation Program Regional Guidelines; and

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, that it approves SCAG’s 2025 Active Transportation Program Regional Guidelines.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council authorizes SCAG staff to submit the 2025 Active Transportation Regional Guidelines to the California Transportation Commission for approval.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 4th day of April, 2024.

Art Brown
President, SCAG
City of Buena Park

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Jeffery Elder
Chief Counsel



Cycle 7 Active Transportation Program (ATP): Regional Guidelines

Transportation Committee
April 4, 2024

WWW.SCAG.CA.GOV

Cycle 7 ATP: Funding

- Programs four years of funds: FY25/26 to FY28/29
- Approximately **\$569M** funding statewide
 - 50% Statewide
 - 10% to Small Urban & Rural
 - 40% to MPOs with 200,000+ population
- SCAG's regional share is approximately **\$118M** over four years

Cycle 7 ATP: Guidelines Development

- Regional guidelines developed by ATP subcommittee:
 - SCAG staff
 - Representatives from six county transportation commissions
- Shaped by State ATP guidelines and regional priorities

Cycle 7 ATP: Funding Distribution

- 95% of regional funds to Implementation Projects:
 - Infrastructure, Non-infrastructure, and Combination (I+NI)
 - Approximately \$112M over four years

County	Population	Funding Amount (\$1,000s)
Imperial	1%	\$1,081
Los Angeles	52%	\$58,775
Orange	17%	\$19,052
Riverside	13%	\$14,957
San Bernardino	12%	\$13,263
Ventura	5%	\$5,034

Cycle 7 ATP: Funding Distribution

- 5% of regional funds to Planning & Capacity Building Projects:
 - Planning, Non-infrastructure, and Quick-Build projects
 - Approximately \$5.9M over four years

County	Population	Funding Amount (\$1,000s)
Imperial	1%	\$57
Los Angeles	52%	\$3,093
Orange	17%	\$1,003
Riverside	13%	\$787
San Bernardino	12%	\$698
Ventura	5%	\$265

Cycle 7 ATP: Additional Federal Funding

- Planning & Capacity Building ATP regional funds bolstered by a federal Safe Streets and Roads for All (SS4A) grant
 - \$4.5M SS4A + \$3M ATP regional match = \$7.5M for quick-build projects
 - Each county's Planning & Capacity Building funds will provide match reflecting number of project applications submitted and selected for funding
- Quick-builds are interim capital improvement projects:
 - Use durable, low to medium cost elements
 - Address safety issues and needs in near-term
 - Test out project designs for feasibility, effectiveness, and community feedback

Quick-Build Examples



*El Monte Quick-Build
curb extension*



*Los Angeles Quick-Build
hardened center line, student valet*



*Ojai Quick Build
planter-protected bike lane*

Cycle 7 ATP: Sustainable Communities Program

- Under Planning & Capacity Building, SCAG will issue supplemental call for projects through Sustainable Communities Program Active Transportation & Safety component (SCP-ATS)
- SCP-ATS aims to align resources with Connect SoCal 2024 implementation
- SCP-ATS guidelines and call for projects will be brought to TC and RC later this year

ATP Cycle 7 Schedule: Key Dates

2024

- March 21 – June 17: Statewide ATP call for projects
- April 4: SCAG adopts Regional ATP Guidelines
- May 10: SCAG submits Regional ATP Guidelines to CTC
- June 6 (tentative): SCAG adopts SCP-ATS Guidelines
- June 6 – September 27 (tentative): SCP-ATS Call for Projects
- December 5: CTC adopts Statewide Projects

ATP Cycle 7 Schedule: Key Dates

2025

- February 21: SCAG submits draft recommended regional projects to CTC
- March: SCAG TC recommends approval of regional projects
- April: SCAG RC recommends approval of regional projects
- June: CTC adopts regional projects



THANK YOU!

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



AGENDA ITEM 8
REPORT

Southern California Association of Governments
April 4, 2024

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Hiroshi Ishikawa, Senior Regional Planner
(213) 236-1838, ishikawa@scag.ca.gov

Subject: The Federal Aviation Administration and Advanced Air Mobility

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

Advanced air mobility (AAM) is an emerging aerial mode of transportation that will move people and cargo on local, regional, and interregional trips by way of electric vertical take-off and landing (eVTOL) aircraft. Some aspects of AAM fit into existing planning frameworks. For instance, the airspace and aircraft regulation of AAM falls within the jurisdiction of the Federal Aviation Administration (FAA). However, as an aerial mode of transportation intersecting with other modes of travel, and with AAM passengers embarking and disembarking at not only airports but at non-traditional ports (e.g., passenger rail stations, parking lots, high-rise buildings) for air travel, AAM poses several unique challenges. To best plan for AAM, it is critical for agencies and organizations to collaborate across jurisdictional boundaries and sectors. The FAA is currently working across levels of government and with various agencies and other stakeholders to establish a planning framework for AAM, and has developed a presentation to assist in their collaborative AAM planning efforts

BACKGROUND:

The National Aeronautics and Space Administration (NASA) and the FAA are working together to ensure that AAM will serve as a safe mode of aerial transportation that will move people and cargo on local, regional, and interregional trips in urban and rural settings. As the leading aerospace agencies, and in the case of the FAA, the regulator of the National Airspace System (NAS), NASA and the FAA have been working to establish an operational and regulatory framework for AAM based on the existing understanding and practices for aerospace and NAS planning, operations, and

regulation. For instance, the FAA already regulates the NAS in which AAM aircraft will fly. At its core, the FAA is a regulatory agency. As with other modes of aerial transportation, safety is the top priority in planning for AAM, including the FAA certification of passenger and cargo AAM aircraft. To ensure a safe NAS, the process of aircraft certification is a rigorous one. Thus, larger passenger and cargo eVTOL aircraft have yet to receive type/design certification to ensure that they are airworthy and safe. As for AAM operations, NASA has been working on a Concept of Operations (ConOps) based on existing aeronautical principles. NASA's vision for AAM is to help emerging aviation markets safely develop an air transportation system that moves people and cargo between places previously not served or underserved by aviation (i.e., for local, regional, interregional, and urban trips) using revolutionary new aircraft that are only just now becoming possible.

AAM AND CROSS-JURISDICTIONAL AND INTERAGENCY COLLABORATION:

Although the initial operational and regulatory planning for AAM is occurring on the federal level, states, regions, counties, and municipalities will increasingly play a greater role, particularly related to land use planning, and supporting infrastructure and utilities. While the FAA oversees the NAS in which AAM aircraft will fly and regulates the airworthiness of aircraft, and NASA is focused on the overall operational framework for AAM, the transportation and land use planning required for the AAM infrastructure and operations (e.g., vertiports, charging stations) crosses federal, state, regional, county, and local, jurisdictions. For instance, as an emerging mode of transportation, AAM will require new, or at least retrofitted infrastructure that will impact existing transportation systems and the electrical grid. The impacts on local, county, regional, and federal infrastructure of AAM will require a multijurisdictional effort in response.

Although there are aspects of AAM that fit into existing transportation planning frameworks, AAM will require our multimodal transportation system to adapt and evolve. As an aerial mode of transportation that will incorporate nontraditional points of aircraft embarkation and disembarkation (e.g., transit stops, parking lots), require new infrastructure, and introduce new technologies, the planning, adoption, and implementation of AAM poses many unique challenges and questions. Collaboration and partnerships across levels of government, jurisdictions, agencies, and between the public and private sector, will be instrumental for AAM planning. AAM is unique in that, from the NAS to local vertiport construction and maintenance, all levels of government, multiple agencies, and the public and private sectors, will be impacted.

To facilitate cross-jurisdictional and interagency coordination, the FAA has developed a presentation on AAM planning. The FAA AAM presentation will be showcased at the April 4, 2024, Transportation Committee meeting and is attached to this staff report.

FISCAL IMPACT:

Work associated with this item is included in the FY 2023-2024 Overall Work Program (230-0174.05: Regional Aviation Program Development and Implementation in Support of RTP/SCS).



To: Transportation Committee (TC)
From: Courtney Aguirre, Planning Supervisor
(213) 236-1990, aguirre@scag.ca.gov
Subject: Montebello First Mile Last Mile Plan

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Through SCAG’s Sustainable Communities Program, over the course of 2022 and 2023, SCAG provided technical assistance to the City of Montebello to develop a First Mile Last Mile Plan, which identified and recommended citywide active transportation and safety improvements to make walking, biking, and rolling more feasible and safer along Montebello’s streets near transit stops, with the goal of improving access to transit and supporting increased transit ridership. This planning work furthers Connect SoCal 2024’s mobility goals, policies, and strategies that support building and maintaining an integrated multimodal transportation network. The work is also aligned with California’s Transit Transformation Task Force efforts to grow transit ridership. At the April 4th Transportation Committee meeting, Alfredo Machuca, Transit Planner at the City of Montebello, will share highlights from the Plan, including considerations for similar efforts in communities across the region.

BACKGROUND:

Through SCAG’s Sustainable Communities Program, SCAG provided technical assistance to the City of Montebello to develop a First Mile Last Mile (FMLM) Plan throughout 2022 and 2023. By way of background, the City of Montebello is part of Los Angeles County, located southwest of San Gabriel Valley, with a population of about 63,000 (US Census). The city is surrounded by freeways (Interstates 5, 605, 710, and 10) and transit lines. The bus transit system in Montebello is operated by Montebello Bus Lines (MBL) and it is the one of the largest municipal transport agencies in Los Angeles County. Montebello is also served by a Metrolink station and is a site for a future Metro E Line (Gold) Eastside line along Washington Boulevard.

The Plan analyzed and considered Montebello's existing conditions at high-volume transit stops, traffic collision data, and community feedback. Potential solutions were evaluated to improve safety for all modes of transportation in these areas, which could then be applied in other locations throughout the transit service area. The Plan identified and recommended citywide active transportation and safety improvements to make walking, biking, and rolling more feasible and safer along Montebello's streets near transit stops. The Plan included prioritized project concepts that will be repackaged into grant applications so that the Plan may be implemented expeditiously.

Efforts were made to align the Plan with recent planning efforts. The Plan built on the results of Montebello's Comprehensive Operational Analysis, with an emphasis on improving FMLM options within the transit service areas. The Plan was also aligned with the City's Vision Zero approach, with the goal of identifying improvements to make transportation safer and more accessible to and from transit stops. In addition, the Plan considered support of the Metro E Line (Gold) Eastside Extension project along Washington Boulevard. Finally, the Plan considered Connect SoCal mobility and safety-related goals, policies, and strategies.

At the April 4th Transportation Committee meeting, Alfredo Machuca, Transit Planner at the City of Montebello, will share highlights from the Plan, including considerations for similar efforts in communities across the region. SCAG anticipates releasing a Sustainable Communities Program Active Transportation & Safety (SCP-ATS) call for projects this summer to fund similar projects. The Montebello FMLM project was one of 10 planning projects SCAG funded through the last SCP-ATS 2020 call for projects.

To review the final adopted Plan in full, please visit:

<https://montebellocaportal.civicclerk.com/event/1544/files/attachment/4861>.

For information on the next SCP-ATS call for projects, please visit:

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

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Montebello First Mile Last Mile Plan 2024

City of Montebello

First Mile Last Mile Plan

SCAG Transportation Committee

April 4, 2024



Agenda

- ❖ First Mile Last Mile Plan Background
- ❖ Community Engagement Summary
- ❖ Data Analysis
- ❖ Treatment Options
- ❖ Priority Project Locations



Project Background

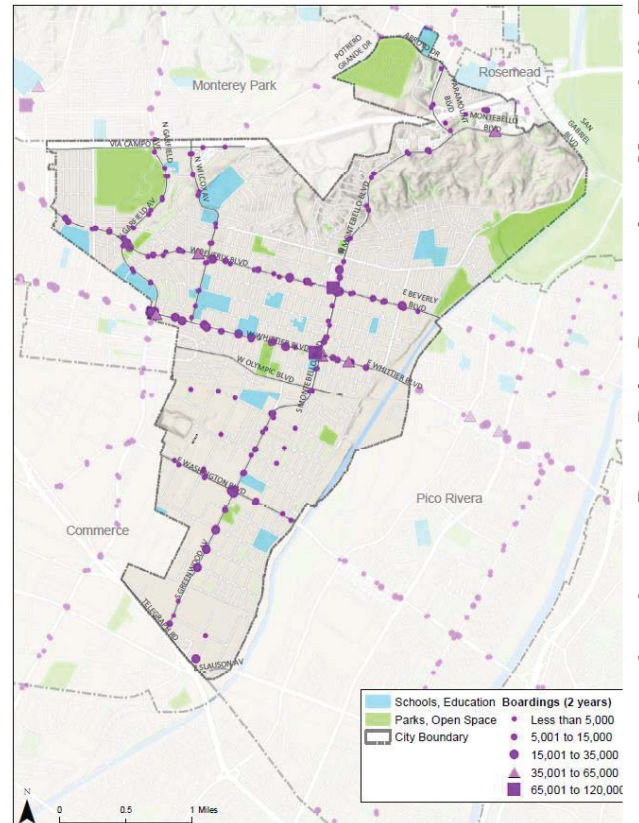
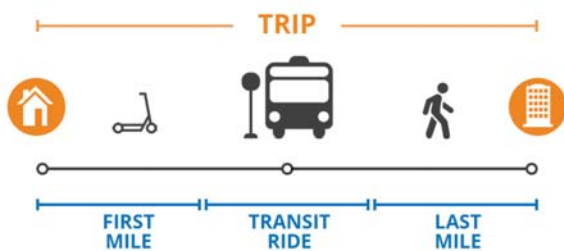
- Funding administered by SCAG
- Project began September 2022

Project Team:



First Mile Last Mile Plan

- ❖ Safely connect people to public transit
- ❖ Connect residential origins with work and retail destinations
- ❖ Increase transit use by making it an attractive and inviting experience



Connections with Metrolink and METRO

- ❖ Improve safety and access to the Montebello/Commerce Station and future Greenwood Station
- ❖ Expand shuttle programs to and from the Metrolink Station, especially for transit-dependent households
- ❖ Explore mobility hubs at the Montebello/Commerce Station and future Metro light rail at Greenwood Station
- ❖ Goals, objectives and implementation strategies include coordination with Metrolink and METRO such as TOD hubs, micromobility options and storage and low-income fare programs

Community Engagement - Events

1. Heritage Festival
 - October 16, 2022
2. Downtown Street Fest
 - July 29, 2023
3. Heritage Festival
 - October 7, 2023



Community Engagement - Technical Advisory Committee (TAC)

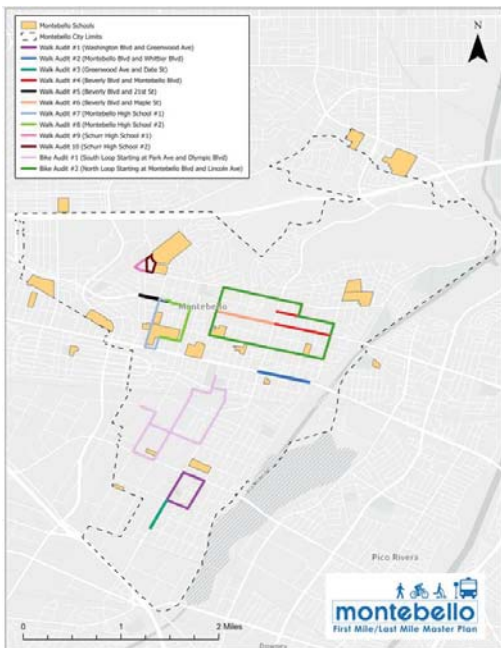
- ❖ Six (6) meetings
- ❖ Feedback on outreach strategies and recommendations



TAC Representation from:



10 Walk and 2 Bicycle Audits



Outreach Summary

61%

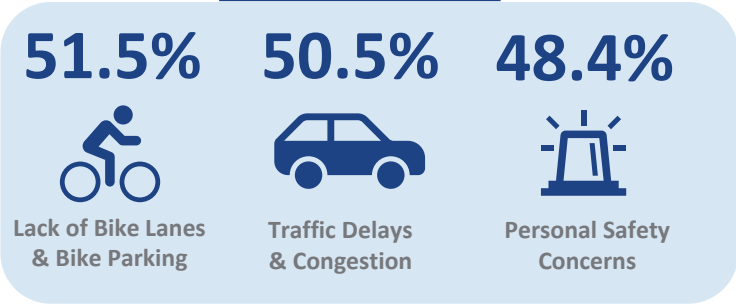
of survey respondents reported experiencing any **problems walking, cycling, or accessing transit** along a particular route or location



Top 3 Problem Areas:

- Beverly Blvd
- Whittier Blvd
- Washington Blvd

Top Challenges

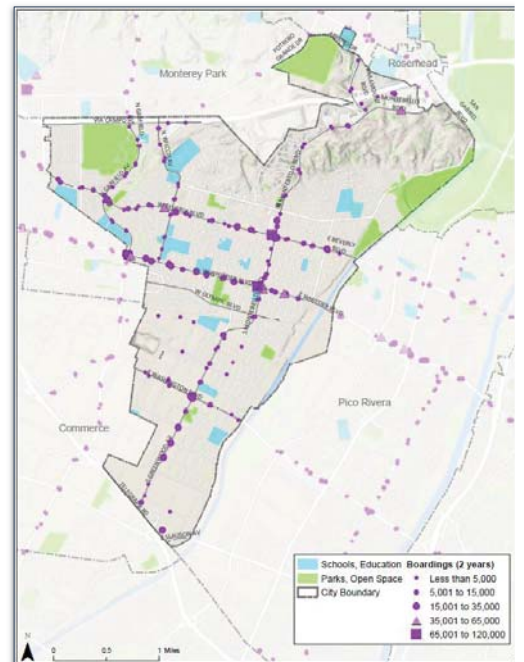
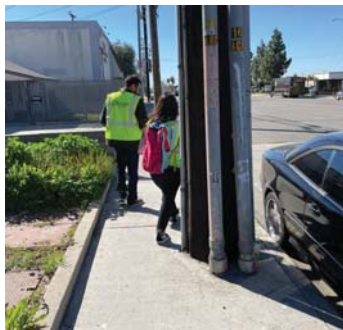


Top Treatments

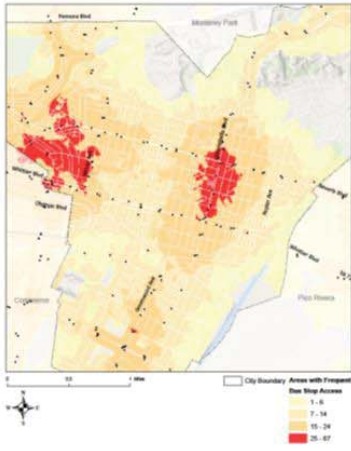


Data Collection & Analysis

- ❖ Transit boarding & alighting
- ❖ Existing pedestrian networks
- ❖ Existing bicycle networks
- ❖ Existing land use
- ❖ Collision analysis
- ❖ Walk and bike audits



Data Collection & Analysis



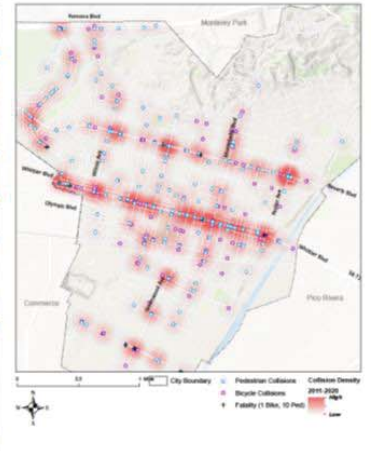
Bus Stop Frequency Analysis



Existing Bus Stops, Sidewalk Gaps, and Collisions Density



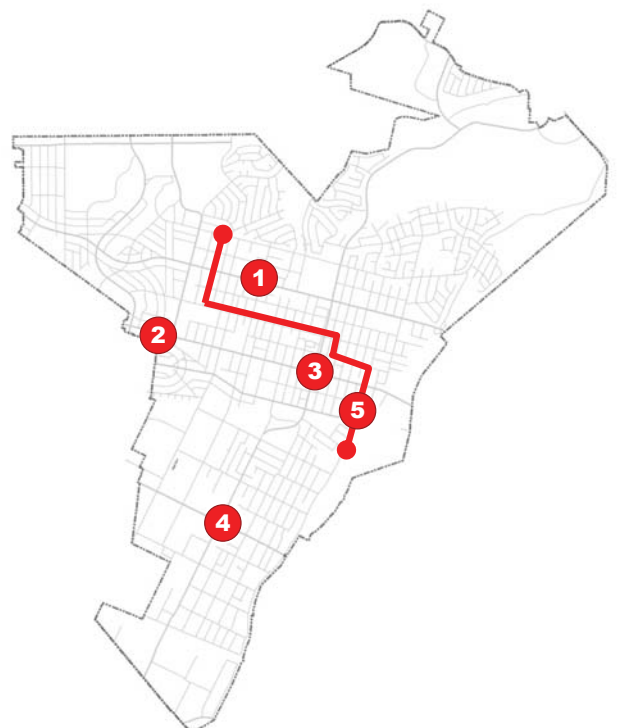
Existing Bike Network with Collisions Overlaid



Collision Density Analysis

Priority Projects

- 1 Beverly Boulevard & Maple Avenue
- 2 Whittier Boulevard and Garfield Avenue
- 3 Whittier Boulevard and Montebello Boulevard
- 4 Washington Boulevard and Greenwood Avenue
- 5 Madison Avenue Neighborway

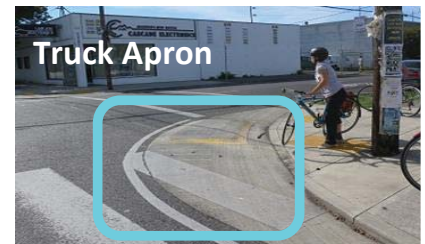


Treatment Options

Intersection and Neighborway Treatments

Intersection Treatments

- ❖ Hardened Centerlines
- ❖ Speed Cushions (Emergency-Friendly)
- ❖ Pedestrian Refuge Islands
- ❖ Truck Aprons
- ❖ High-Visibility Crosswalks
- ❖ Lead Pedestrian Intervals



Bus Stop Treatments

Lighting

Real Time LED Display

Bus Shelter

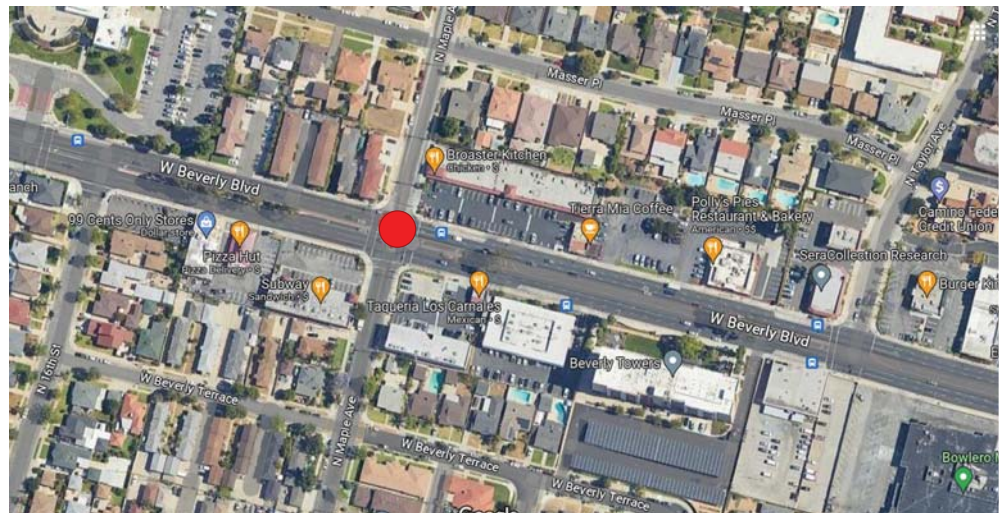
Seating

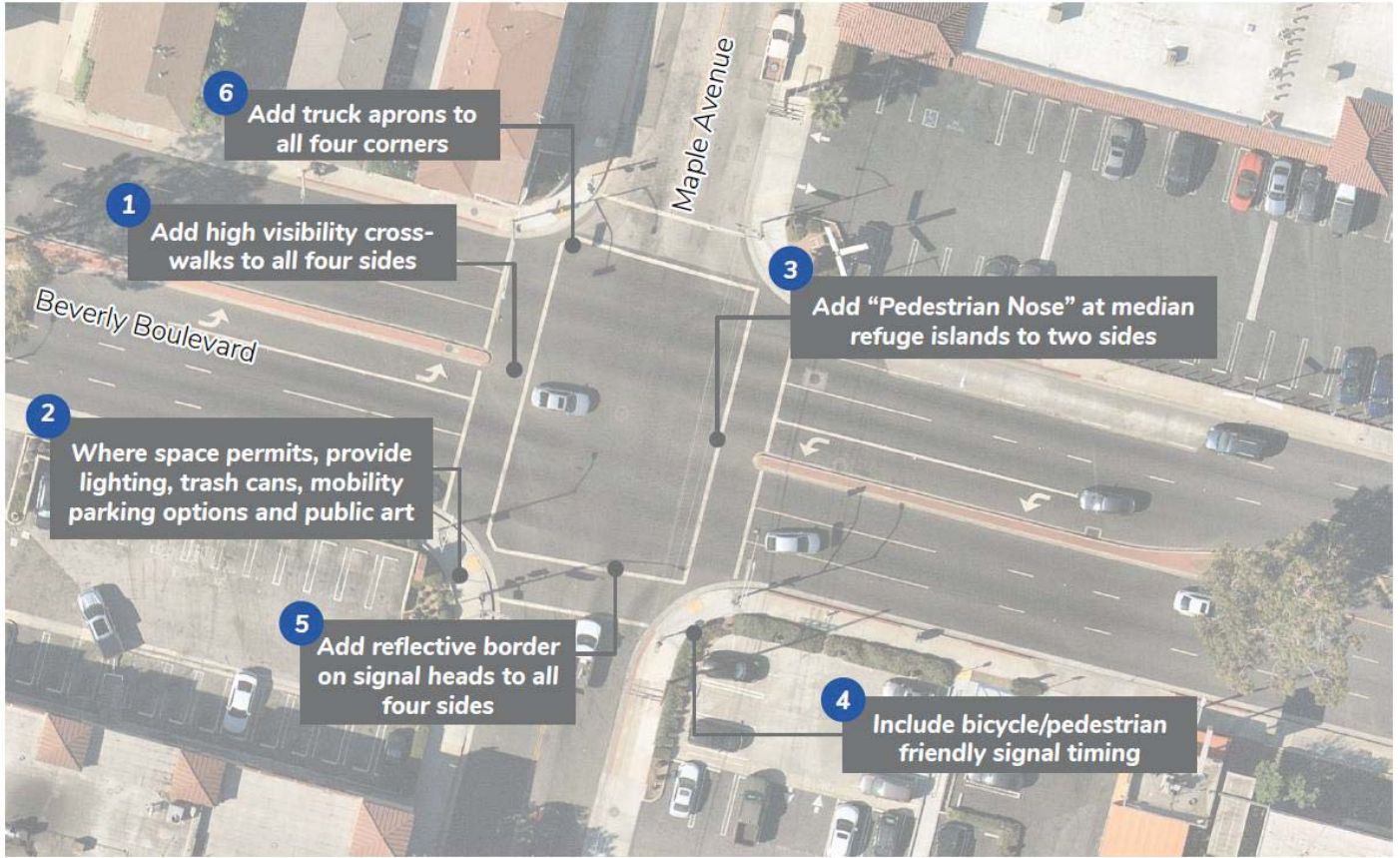
Trash Receptacles



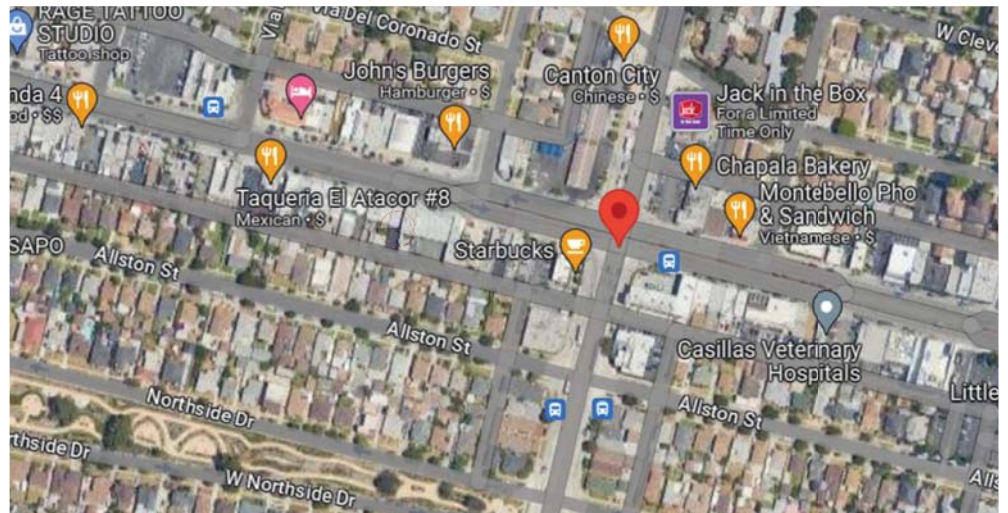
*** Bonus ***
Opportunity for Public Art & Landscaping

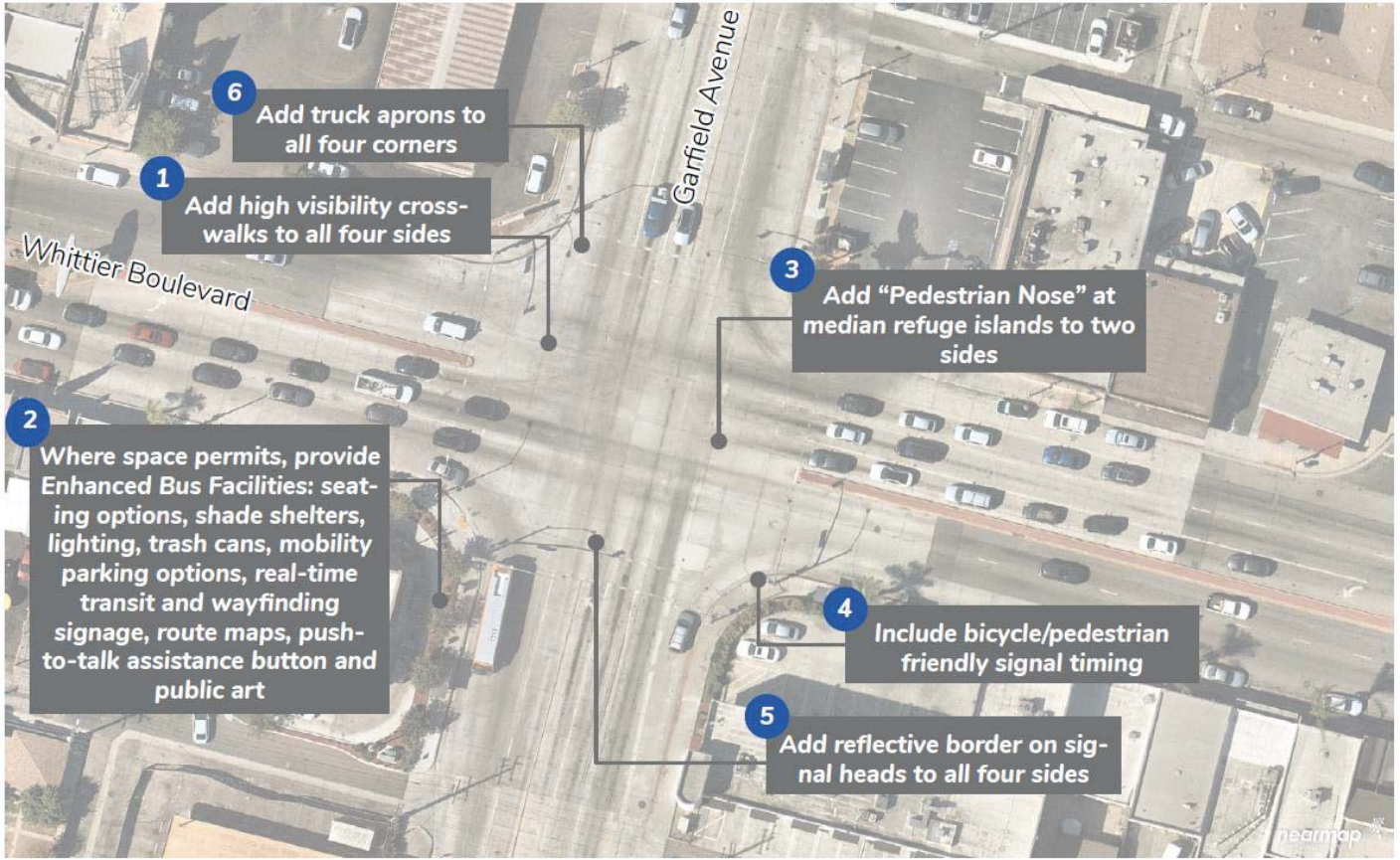
Priority Project 1 Beverly Boulevard & Maple Avenue



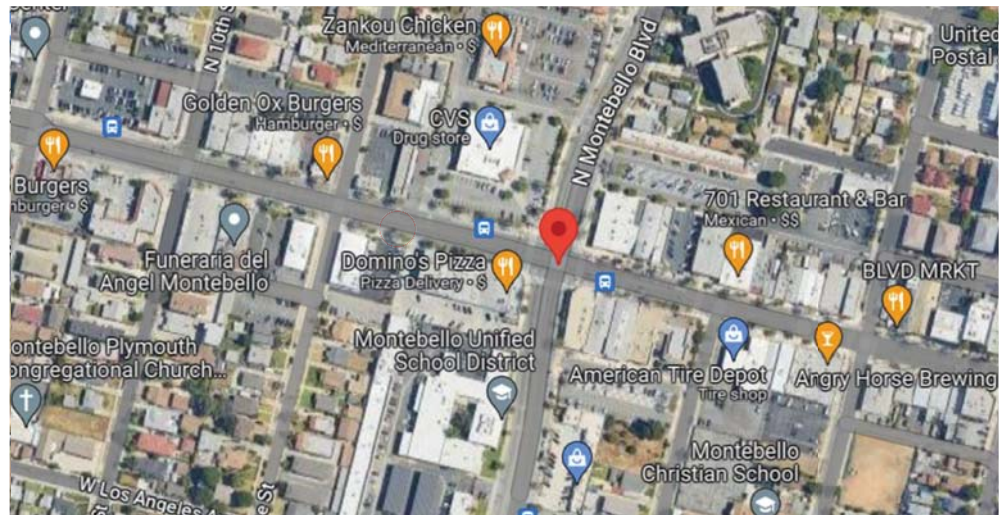


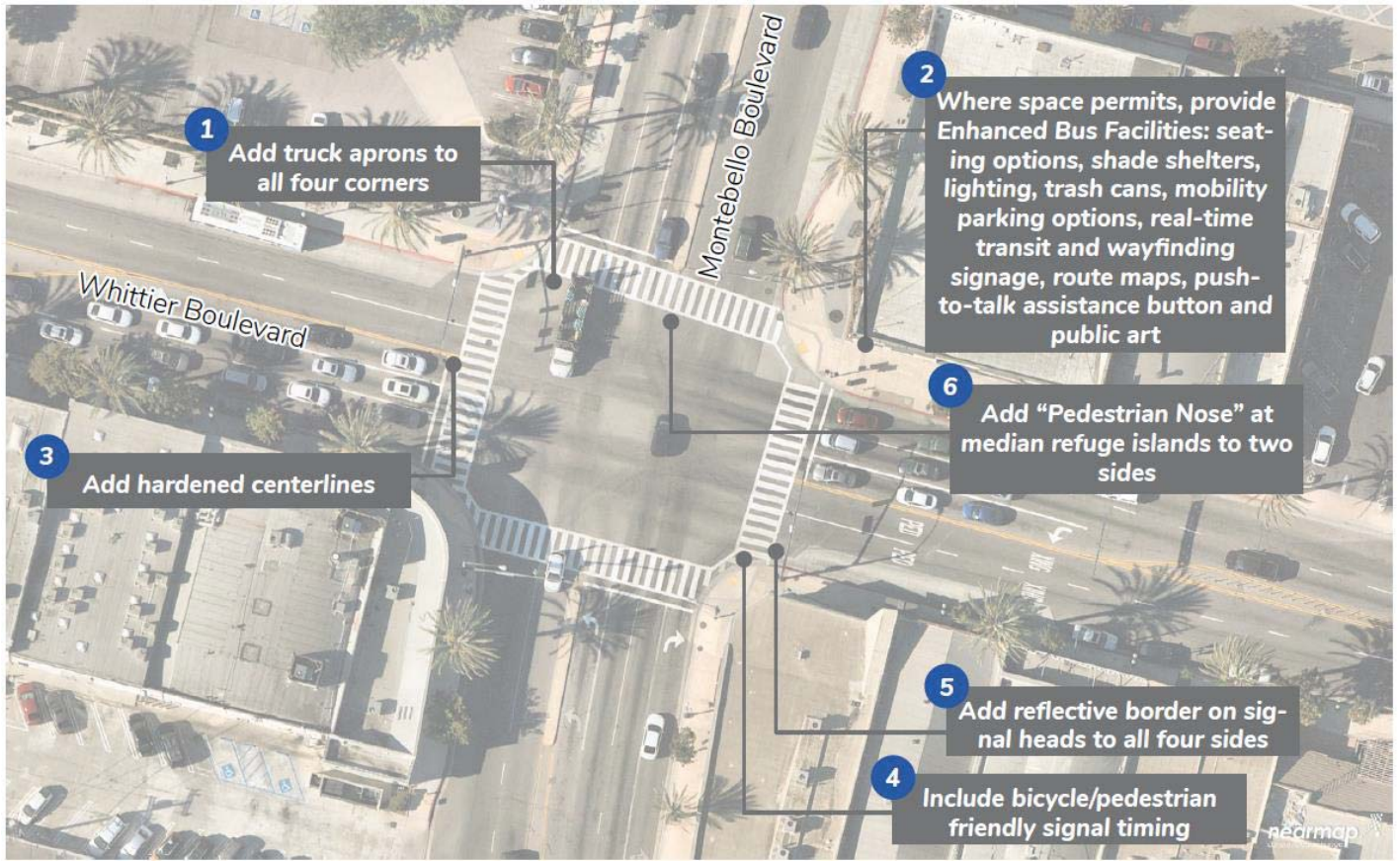
Priority Project 2 Whittier Boulevard & Garfield Avenue



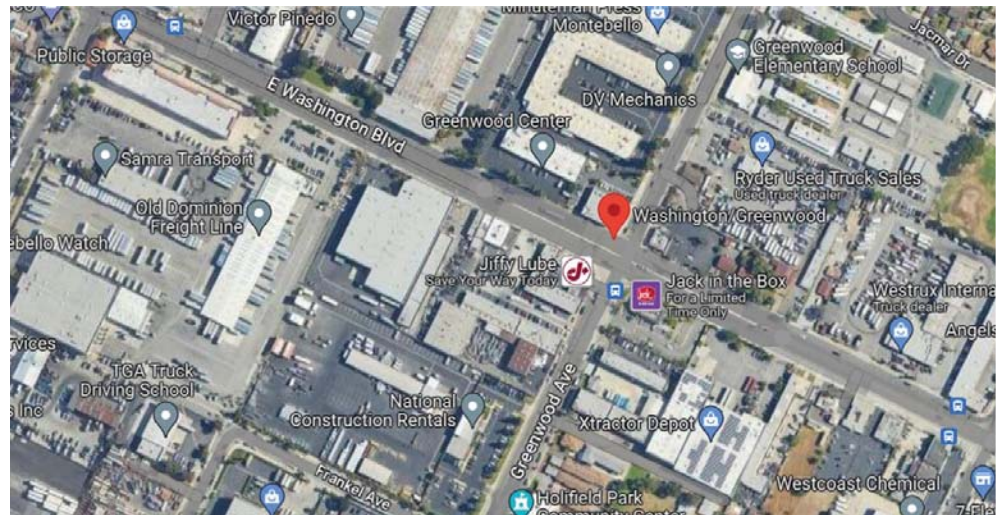


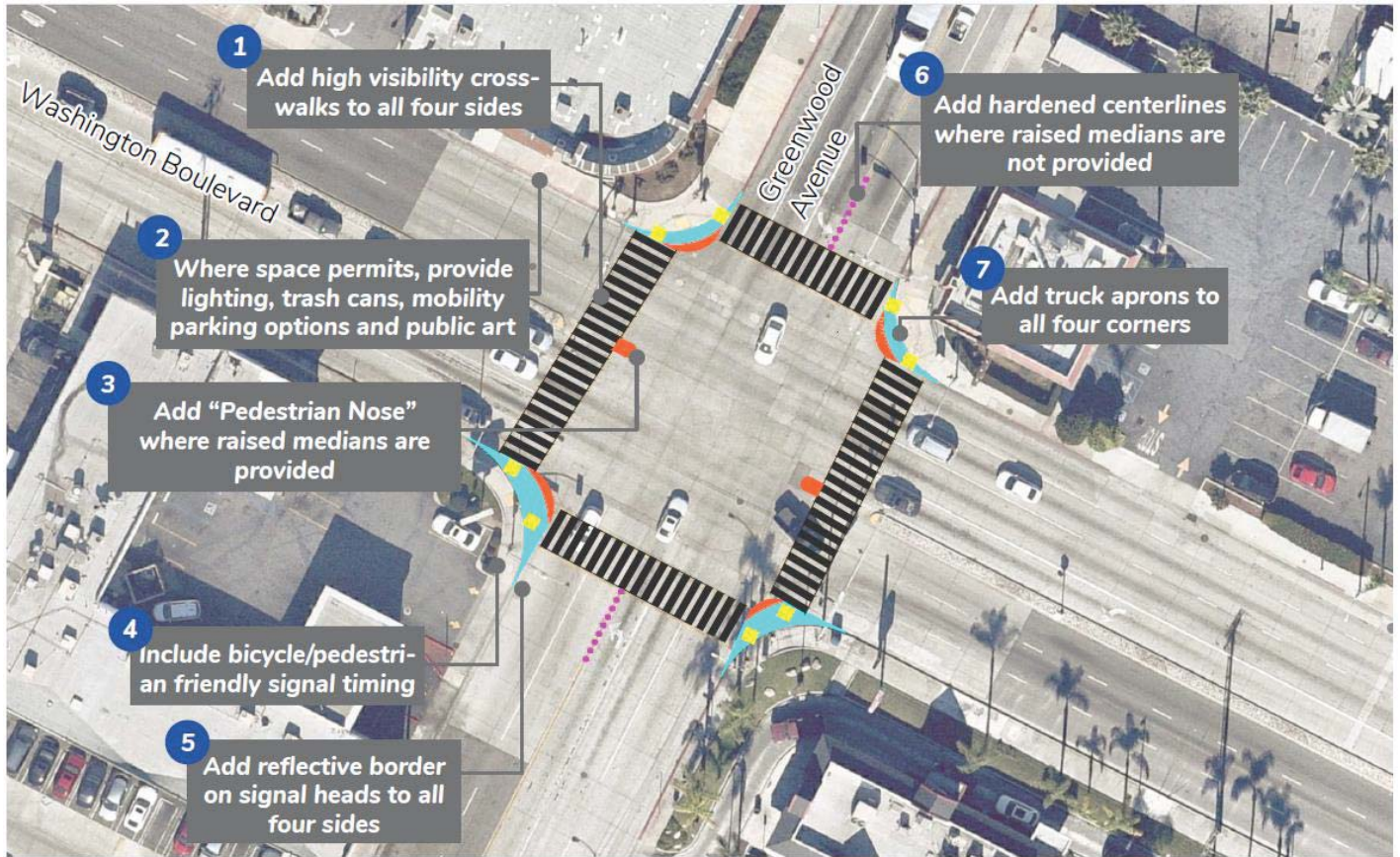
Priority Project 3 Whittier & Montebello Boulevards





Priority Project 4 Greenwood Avenue & Washington Boulevard





Priority Project 5 Rio Hondo Neighborway Connection



A. 21st & Beverly



B. Roosevelt & Rio Hondo Bike Path





Neighborway Treatments



Alternative Treatments

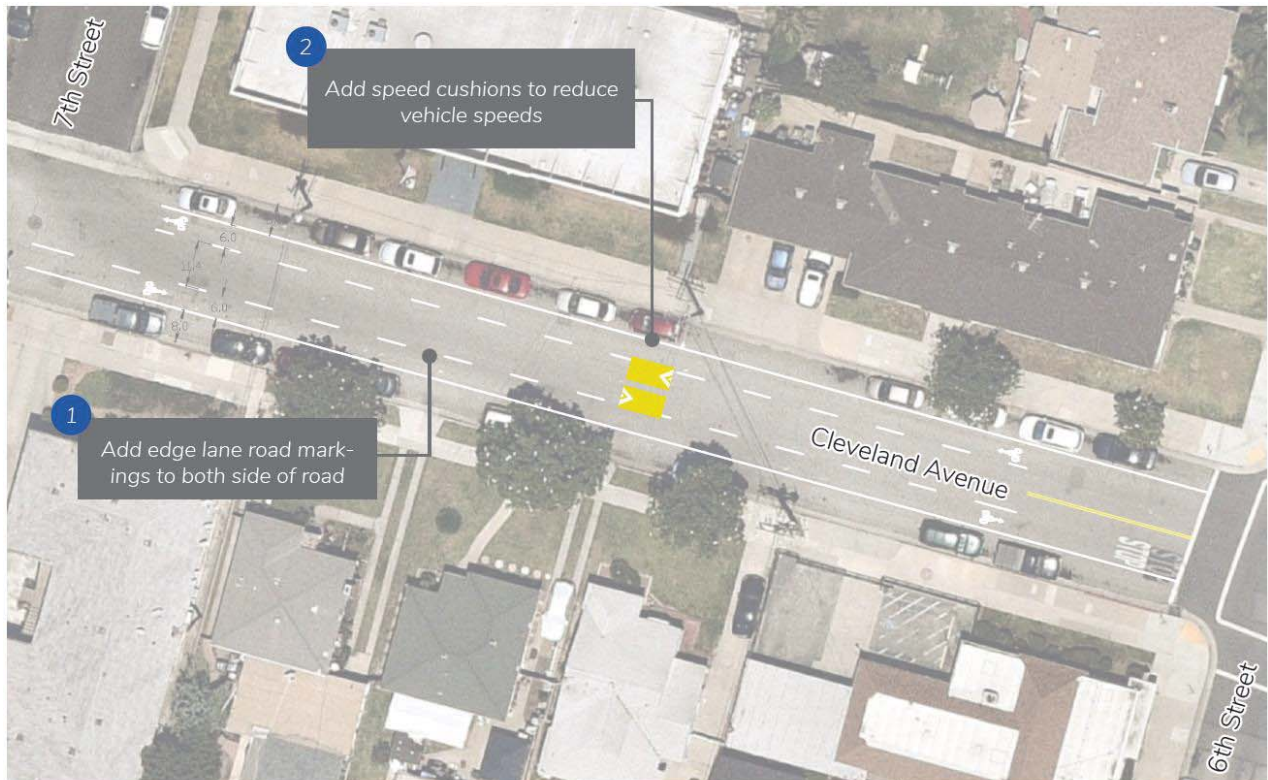


FIGURE 4-12: Sample Edge Lane Road markings and speed cushion

Key Takeaways

- Interview other transit agencies
- Find creative ways to engage the public, especially the transit-dependent community
- Engage your community's youth
- Take a proactive approach to improve access



Next Steps

- Adopted by City Council on February 14, 2024
- Extensive bus stop inventory data collection project
- Seek grant funding for project improvements such as ATP and SS4A.



Thank you!

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