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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, March 27, 2024
10:00 a.m. – 12:00 p.m.

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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Priscilla Freduah-Agyemang at (213) 236-1973 or email agyemang@scag.ca.gov

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, March 27, 2024**

The Regional Transit Technical Advisory Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

1.0 CALL TO ORDER

(Jennifer Nguyen, Riverside Transit Agency, Regional Transit TAC Chair)

2.0 PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Regional Transit Technical Advisory Committee, must fill out and present a speaker’s card to the assistant prior to speaking. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 RECOGNITION OF PAST CHAIR AND INTRODUCTION OF NEW VICE CHAIR

(Jennifer Nguyen, Regional Transit TAC Chair)

4.0 RECEIVE AND FILE

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| 4.2 | <u>Regional Transit Operators Forum</u>
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| 4.4 | <u>Transit and Intercity Rail Capital Program (TIRCP)</u>
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| 4.6 | <u>Federal Transit Administration (FTA) Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs FY2024 Notice of Funding Opportunity</u>
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**REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE
AGENDA
Wednesday, March 27, 2024**

5.0 INFORMATIONAL ITEMS

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5.2	<u>Anaheim Transportation Network (ATN) Advancing Neighborhood Networks for All (ANNA) East/West Connection</u> (Diana Kotler, CEO, ATN)	20	58
5.3	<u>Access Services Bluetooth Beacon IoT Pilot Project</u> (Bill Tsuei, Access Services)	20	87
5.4	<u>Mobility Hubs for Women and Caregivers</u> (Natalia Perez-Bobadilla, Shared-Use Mobility Center)	15	98
5.5	<u>Montebello First/Last Mile (FLM) Plan</u> (Krista Yost, SCAG)	20	111

6.0 STAFF REPORT

6.1	<u>Connect SoCal 2024 Updates</u> (Priscilla Freduah-Agyemang, SCAG)	5	
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7.0 ADJOURNMENT

*The next Regional Transit Technical Advisory Committee meeting is tentatively
scheduled for Wednesday, May 29, 2024.*

Regional Transit Technical Advisory Committee (RTTAC)
of the
Southern California Association of Governments

January 31, 2024

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE (RTTAC). AN AUDIO RECORDING OF THE MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Regional Transit Technical Advisory Committee held its meeting telephonically and electronically given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20. The meeting was called to order by Chair, Joyce Rooney, City of Redondo Beach/Beach Cities Transit.

Members Participating:

Joyce Rooney (Chair)	City of Redondo Beach/Beach Cities Transit
Esteban Rodriguez	Antelope Valley Transit Authority
Geraldina Romo	Antelope Valley Transit Authority
Elisa Mendoza	Beaumont Transit
Karen Pan	City of Burbank
Sudesh Paul	City of Corona
Alyssa Mendez	City of Commerce
Georgie Suico	City of Culver City
Martha D'Andrea	City of Glendale Beeline
Chun Leung	City of Los Angeles DOT
Britt Card	City of Pasadena
Kaelani Reyes	City of Redondo Beach/Beach Cities Transit
Randy Barragan	City of Riverside
Ron Profeta	City of Riverside
Socorro Gomez	City of Riverside
Nick Echeverri	City of Santa Clarita Transit
Abdallah Daboussi	City of Santa Monica Big Blue Bus
Barbara Andres	City of Santa Monica Big Blue Bus
Ben Gonzalez	City of Simi Valley Transit
Ryan Plumb	City of Torrance Transit
Joe Raquel	Foothill Transit
Cynthia Duque	Gold Coast Transit District
Gustavo Gomez	Imperial County Transportation Commission
Jessica Cignarella	Long Beach Transit
Marisol Barajas	Long Beach Transit
Lori Huddleston	Los Angeles Metro
Teresa Wong	Los Angeles Metro
Darren Kettle	Metrolink
David Huang	Metrolink

Regional Transit Technical Advisory Committee (RTTAC) – January 31, 2024

Rory Vaughn	Metrolink
Alfredo Machuca	Montebello Bus Lines
Timothy Grensavitch	Montebello Bus Lines
Yessie Granados	Montebello Bus Lines
Cheri Holsclaw	Morongo Basin Transit Authority
Christopher Chan	Norwalk Transit System
Anna Jaiswal	Omnitrans
Angel Garfio	Orange County Transportation Authority
Jack Garate	Orange County Transportation Authority
Kim Tucker	Orange County Transportation Authority
Eric DeHate	Riverside County Transportation Commission
Lorelle Moe-Luna	Riverside County Transportation Commission
Monica Morales	Riverside County Transportation Commission
Manuel Alcala	SunLine Transit Agency
Mona Babauta	SunLine Transit Agency
Tina Hamel	SunLine Transit Agency
Aubrey Smith	Ventura County Transportation Commission
Heather Miller	Ventura County Transportation Commission
Dana Curtis	Victor Valley Transit Authority

Michael Daney San Diego Metropolitan Transit System

SCAG Staff:

Courtney Aguirre	Philip Law
John Cho	Priscilla Freduah-Agyemang
KiHong Kim	Roland Ok
Kome Ajise	Sarah Miller
Krista Yost	

1.0 CALL TO ORDER

Joyce Rooney, City of Redondo Beach/Beach Cities Transit, Chair called the meeting to order at 10:05 a.m. Agencies and attendees introduced themselves.

2.0 PUBLIC COMMENT PERIOD

No members of the public requested to comment.

3.0 RECEIVE AND FILE

- 3.1 Minutes of the November 29, 2023, RTTAC Meeting
- 3.2 Regional Transit Operators Forum
- 3.3 2024 Regional Transit Technical Advisory Committee (RTTAC) Agenda Look Ahead
- 3.4 Regional Transit Technical Advisory Committee (RTTAC) Future Agenda Items

- 3.5 Transportation Trends Update
- 3.6 Federal Transit Administration (FTA) Fiscal Year (FY) 2024 Triennial Reviews, Section 5307 Program Requirements
- 3.7 SCAG Clean Technology Compendium

Priscilla Freduah-Agyemang, SCAG staff, reviewed the Receive and File items. She noted item 3.6 FTA FY 2024 Triennial Reviews, Section 5307 Program Requirements offering resources to support RTTAC members currently undergoing the review process.

4.0 INFORMATIONAL ITEMS

4.1 Transit Transformation Task Force Update

Kome Ajise, SCAG Executive Director, provided an update on the Transit Transformation Task Force established under Senate Bill 125 by the California State Transportation Agency. Mr. Ajise discussed the Task Force's formation and objectives, aiming to develop policy recommendations to boost transit ridership, improve the transit experience, and address long-term operational needs statewide. He emphasized the importance of engaging the RTTAC members in the Task Force's work and noted his proposal of the creation of subcommittees to address various transit issues. The Task Force aims to conclude its work by October 2025, with bimonthly in-person meetings anticipated. Mr. Ajise concluded his presentation by proposing regular updates to the RTTAC on the activities of the Task Force to ensure transparency and accountability.

Joyce Rooney, Chair, asked about the Task Force meeting schedule and the participation of smaller transit agencies in Los Angeles County. Mr. Ajise clarified that meetings are held every two months, with the next scheduled in February 2024. He expressed his interest in exploring methods to effectively aggregate information with the RTTAC, potentially aligning with the Task Force's work plan and ensuring representation on relevant subcommittees.

Elisa Mendoza, Beaumont Transit, expressed her interest in joining the Task Force's meetings and asked about the next meeting date. Courtney Aguirre, SCAG staff, shared a link to the February meeting details. Mr. Ajise further noted his plan to utilize the RTTAC as a forum for conveying information to the Task Force.

Martha D'Andrea, City of Glendale, inquired about the primary objective of the Task Force. Mr. Ajise responded that the focus is on ensuring transit recovery and identifying sustainable funding sources for operations statewide. He emphasized the issue of funding transit operations in the state and the Task Force's goal of achieving meaningful outcomes, ideally resulting in new state policies or funding bills to ensure the long-term sustainability of transit across California.

4.2 I-805 Freeway Bus on Shoulder Pilot Project

Michael Daney, San Diego Metropolitan Transit System (MTS), presented an overview of the San Diego MTS's I-805 Freeway Bus on Shoulder (BOS) Pilot Project. The three-year BOS pilot project allows MTS buses providing rapid service to use select freeway shoulders along I-805 and SR 94 between the Otay Mesa Transit Center and Downtown San Diego during peak travel times on weekdays. Mr. Daney noted that the use of the shoulder lane is subject to specific conditions such as speed limits, weather, and emergency vehicle access. He discussed the objectives of the project, including assessing the feasibility of using existing freeway infrastructure to bypass traffic congestion and evaluating the effectiveness of driver assist technologies.

The BOS project includes shoulder lane improvements, signage, ramp metering upgrades, and the integration of driver assist technologies to ensure safe operation within the shoulder lane. Mr. Daney noted that extensive training was provided to bus operators, and efforts were made to communicate project details to the public through various media channels and platforms. He also noted challenges, including operator retention, infrastructure maintenance, and unforeseen issues like theft leading to service interruptions. Despite these challenges, overall feedback from passengers and operators highlighted benefits such as reduced travel time. Mr. Daney noted the possibility of extending the project timeline for more conclusive data, with further reports expected upon project completion.

Lorelle Moe-Luna, Riverside County Transportation Commission, inquired about the projected or actual time savings from the BOS project. Mr. Daney clarified that the primary benefit isn't necessarily time saved but rather improved schedule adherence and reliability.

Timothy Grensavitch, Montebello Bus Lines, asked if there was an increase in customer service calls related to buses driving on the shoulder. Mr. Daney responded that there wasn't an increase in calls about buses using the shoulder, but there were complaints once passengers became aware of its availability and expected usage. He attributed this to effective public outreach, including signage along the corridor to inform drivers of the option.

Abdallah Daboussi, City of Santa Monica Big Blue Bus, inquired about any frequency increase on the route and the prevalence of impediments on the shoulder. Mr. Daney clarified that the frequency remained at 15 minutes all day due to various factors, including operational needs and ridership levels. He then explained the challenges associated with using the shoulder, emphasizing the strict criteria that must be met, such as traffic conditions and technological requirements. He also noted that impediments like debris on the shoulder is infrequent, and agencies like CHP and Caltrans regularly clear major obstructions.

Joyce Rooney, Chair, asked if the San Diego MTS or CHP tracks inappropriate use of the shoulder lane and issues citations. Mr. Daney confirmed that CHP issues citations for such infractions, and the corridor is equipped with cameras monitored by the San Diego

Association of Governments (SANDAG) to track violations. He mentioned that while not all instances result in citations due to limited enforcement presence, statistics on violations are available.

4.3 VCTC Transportation Network Company (TNC) Access for All Program Update

Heather Miller, Ventura County Transportation Commission (VCTC), provided an update on the Transportation Network Company (TNC) Access for All (AFA) program, established by the California Public Utilities Commission (CPUC) to improve accessibility to on-demand transportation services for persons with disabilities. Under the program, TNCs are required to collect a \$0.10 fee per trip and remit these “Access Funds” to the CPUC for distribution to approved Local Access Fund Administrators (LAFAs). As Ventura County's AFA, VCTC allocates these funds to support agencies in implementing on-demand wheelchair accessible vehicle (WAV) transportation programs throughout the county.

Ms. Miller highlighted two projects selected for funding. Gold Coast Transit District (GCTD) was awarded funding for additional WAVs to support their GO Now South Oxnard Microtransit pilot project, and Ventura Transit System received funding for a fare subsidy program aimed at offering on-demand WAV services countywide, particularly addressing after-hour gaps. She underscored the ongoing evaluation of program effectiveness through data collection on passenger demand, trip patterns, and overall service performance. Despite challenges such as limited funding for future cycles and administrative costs exceeding limits, Ms. Miller emphasized the program's commitment to learning from the two pilot projects to better understand the county's transportation needs and potentially consolidate paratransit services in the future.

Joyce Rooney, Chair, asked for clarification on GCTD's pilot program integrating WAVs. Ms. Miller clarified that GCTD had an existing microtransit plan in South Oxnard and applied for funding for two WAVs to address ride demand. Additionally, Ms. Rooney asked about the pilot's duration and reporting requirements. Ms. Miller responded that unlike the FTA, the CPUC does not mandate reporting on vehicle lifespan but rather focuses on evaluating the impact of providing resources, such as the number of trips, response times, and the availability of WAVs.

4.4 SCAG Clean Cities Strategic Plan

Roland Ok, SCAG Staff, provided an overview of SCAG's Clean Cities Strategic Plan, focusing on the goals and establishment of clean cities coalitions by the U.S. Department of Energy (DOE) in 1993. These coalitions, including SCAG's Clean Cities Coalition, work towards promoting affordable, domestic transportation fuels, energy-efficient mobility systems, and other fuel-saving technologies and practices. Mr. Ok emphasized the importance of collaboration among stakeholders from various sectors to develop solutions tailored to local needs. He outlined the SCAG Clean Cities Coalition's responsibilities, including developing a strategic plan to achieve specific targets for increasing gasoline gallon equivalent displaced and reducing greenhouse gas emissions annually. The strategic plan

will address topics such as transitioning to clean transportation, barriers to adoption, and existing policies and programs. The plan will cover topics such as transitioning to clean transportation, addressing adoption barriers, and evaluating existing policies and programs. Additionally, Mr. Ok discussed future initiatives and a tentative schedule for plan submission and adoption, demonstrating efforts to align with SCAG's Clean Transportation Technology Policy and Connect SoCal 2024.

Abdallah Daboussi, City of Santa Monica Big Blue Bus, asked if any elements of SCAG's Clean Cities Strategic Plan would be mandated or enforced. Mr. Ok clarified that SCAG does not enforce mandates, but rather focuses on meeting aspirational targets by leveraging existing work and coordinating with stakeholders. He mentioned that the draft plan will be accessible in March, with opportunities for feedback before the final version is presented in April.

5.0 STAFF REPORT

5.1 Connect SoCal 2024 Updates

Priscilla Freduah-Agyemang, SCAG staff, provided updates on Connect SoCal 2024. She highlighted key themes from the public comments received, including clarification on High Quality Transit Corridors (HQTCs), reinforcing the connection between transit and rail, support for fare integration, and continuous coordination with the California Integrated Travel Project.

6.0 ADJOURNMENT

Joyce Rooney, Chair, adjourned the meeting at 11:29 a.m.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 4.2
March 27, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Priscilla Freduah-Agyemang, Senior Regional Planner,
213-236-1973, agyemang@scag.ca.gov

Subject: Regional Transit Operators Forum

DISCUSSION:

This is to remind the RTTAC members of the SCAG regional transit operators' forum, launched in 2021. The community forum is a platform for operators to discuss relevant topics related to transit in the region.




The forum is a discussion space for transit operators in the SCAG region to continue to dialogue and exchange information, share best practices and receive feedback on transit service planning, operations, emerging trends and issues, share ideas on future projects, as well as give operators the opportunity to continue to engage in meaningful discussions and peer-learning experiences on a variety of transit topics.


The membership is made up of the RTTAC members and is limited to agency staff from public transportation providers in the SCAG region and designees. Other membership to the site will be by request only, pending approval by SCAG staff. Every RTTAC member should have received an email with the link to the community.

SCAG wants to ensure the best experience for all members and has included some guidelines for members of the site. The guidelines include community rules, individual and group discussion etiquette, and information on privacy.

Please contact Priscilla Freduah-Agyemang, agyemang@scag.ca.gov or 213-236-1973 with any questions related to the forum. We also welcome any comments/thoughts on how to improve the site.

SharePoint



Regional Transit Operators Forum

- Home
- About
- Categories
- Discussions
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- Members
- RTTAC Agendas
- Contact Us
- FAQ


Welcome to the SCAG Regional Transit Operators Forum. This is a space for the transit providers in the SCAG region to exchange information, best practices and receive feedback on transit service planning, operations, emerging trends and issues, share ideas on future projects and offer the opportunity to continue to engage in meaningful discussions and peer-learning experiences on variety of transit topics.

We want to hear from you. Ask a question, Share your thoughts, Get smarter and help others. [Learn More](#)

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Recent What's hot My discussions ...

Seeking Applicants for the FY21 round of the INFRA Grant Program

 The USDOT recently announced that it is seeking applicants for the FY21 r...

By Priscilla Freduah-Agyemang In [Grants/Funding](#) February 25

Community tools

- [Manage discussions](#)
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- [Assign badges to members](#)
- [Reputation settings](#)
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What's happening

14 members



AGENDA ITEM 1
REPORT

Southern California Association of Governments
March 7, 2024

To: Joint Meeting of the Policy Committees (JPC)
From: Sarah Dominguez, Planning Supervisor
(213) 236-1918, dominguezs@scag.ca.gov
Subject: Connect SoCal 2024: Recommendation to Approve the Final 2024
Regional Transportation Plan/Sustainable Communities Strategy
(RTP/SCS)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Recommend that the Regional Council approve the proposed final 2024 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, the 2023 Federal Transportation Improvement Program (FTIP) Consistency Amendment #23-26 and the associated proposed final transportation conformity analysis.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On November 2, 2023, the SCAG Regional Council approved the draft 2024 RTP/SCS, Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment. The public comment period ended on January 12, 2024. This staff report and associated presentation provides an overview of the comments received by SCAG during the public review and comment period and the proposed revisions to the draft Plan for consideration by the Joint Policy Committee.

The staff report also acknowledges process-based feedback that will be considered in future plan updates and policy issues where divergent viewpoints reflect the need for further focus and engagement through SCAG's "continuing, cooperative, and comprehensive" approach to regional planning.

BACKGROUND:

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and

operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the plan takes into account all modes of transportation and is accomplished through a “continuing, cooperative and comprehensive” (the 3 C’s) planning approach, which is also performance-driven and outcome based. In addition, because the SCAG region is designated as nonattainment or maintenance areas for ozone, particulate matter (PM10 and PM2.5), or carbon monoxide under the federal Clean Air Act (42 U.S.C. §7401 et seq.), the Plan must conform to applicable air quality management plan or state implementation plan in the SCAG region. The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)).

Over the past three years, SCAG completed many milestones in the development of Connect SoCal, including but not limited to data collection, research, policy development and outreach. During this process, SCAG staff discussed elements of Connect SoCal 2024 at over 90 working group or technical advisory committee meetings. SCAG’s Regional Council and Policy Committees reviewed over 100 staff reports related to development or specific elements of the Plan and three special subcommittees provided additional guidance on the policies and strategies for the Plan. SCAG staff collected key input from local jurisdictions on the Forecasted Regional Development Pattern and from County Transportation Commissions for the Project List. To engage the public, SCAG held 27 public workshops in the Spring of 2023, partnered with 15 community-based organizations, and collected over 3,600 unique survey submissions.

On November 2, 2023, the SCAG Regional Council approved the draft 2024 RTP/SCS, Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment. The public comment period ended on January 12, 2024. During the public review and comment period, SCAG held 15 elected official briefings and three public hearings¹. In total, SCAG received comment letters or submissions from 53 agencies/organizations and 28 individuals (including verbal comments at public hearings). These submissions included over 1,800 distinct comments. A direct response to each comment will be included in the proposed final proposed Connect SoCal 2024 Public Participation & Consultation Technical Report (See Appendix 1 for list of commenters.)

SCAG staff are currently in the process of updating the draft Connect SoCal 2024 in response to the comments received. The proposed final Connect SoCal 2024 will be available at [ConnectSoCal.org](https://connectso.org)

¹ For more details on SCAG’s outreach and engagement during the public review and comment period, see February 1, 2024 staff report “Connect SoCal 2024: Draft Plan Release Activities”:
<https://scag.igmp2.com/Citizens/FileOpen.aspx?Type=1&ID=2475&Inline=True#page=26>

on March 28, 2024. In order to provide transparency to the changes between the draft and proposed final versions of the Plan, the following sections of this staff report summarize the changes being applied both to highlight the more notable changes and to inventory the changes by subject matter. Lastly, there were comments received for which direct changes to the Plan were either not feasible or not appropriate given the need for further discussion or analysis. Those comments and issues are also detailed in this staff report.

Notable Changes to Connect SoCal 2024

1. Mobility Goal

Based on comments from Caltrans, SCAG staff propose to amend the Mobility goal from “Build and maintain a robust transportation network” to “Build and maintain an integrated multimodal transportation network.”

2. Transportation Projects

Detailed in the “Summary of Comments and Response by Category: Project List” section below, a total of 95 project modifications have been made, most involving updates to cost or schedule.

The proposed final Plan will include three new financially constrained projects:

- San Bernardino County: Reimagining and Reconnecting Route 66 Project, a complete streets project
- Los Angeles County: Four Commuter Coaches for new High Desert Connector route, a new intercity route between Antelope and Victor Valleys
- Los Angeles County: Rosemead/Lakewood Boulevard Complete Corridor Plan, a transit enhancement feasibility study

These revisions, both the project modifications and three additions, have been determined to result in minor to no impacts on transportation modeling, transportation conformity, financial constraint, and the PEIR determination.

3. Regional Forecasted Development Pattern

During the Local Data Exchange process during which SCAG collected input on land use data and growth projections for households and employment, the County of Los Angeles had noted two regionally significant development projects for which they did not yet have an accurate growth estimate. During the public review and comment period, the County of Los Angeles Planning Department provided updated direction on two large development projects located in the North County planning area of unincorporated Los Angeles County. Based on these updates, SCAG staff amended the household and employment growth projections for Los Angeles County for the final proposed Connect SoCal 2024 which then results in a slightly higher population, household and employment projection for the county and SCAG region. No other changes were made to the draft Connect SoCal 2024 growth projections or the Forecasted Regional Development Pattern.

4. Sustainable Communities Strategy Consistency Language

Based on comments requesting standalone Sustainable Communities Strategy (SCS) consistency language, SCAG worked with stakeholders to refine and clarify SCAG’s interpretation of consistency and/or alignment with the SCS as well as the limited role of Transportation Analysis Zone (TAZ) data. This consistency language will be included within Connect SoCal 2024 in the main document, the Demographics and Growth Forecast Technical Report, and the Land Use and Communities Technical Report. For the specific text, please see Appendix 2: Growth Data and Sustainable Communities Strategy (SCS) Consistency Language.

5. Regional Planning Policies

Commenters requested specific edits to several draft Regional Planning Policies. In Table 1, below, the text on the left reflects the text as written in the draft Connect SoCal 2024 and the text on the right reflects the revision for the proposed final Connect SoCal 2024. One policy is being removed based on the inclusion of the new SCS Consistency language, noted above, which better details the relationship and applicability of the Forecasted Regional Development Pattern.

Table 1: Regional Planning Policy Changes

Draft Connect SoCal 2024	Proposed Final Connect SoCal 2024
<p>Complete Streets, pg. 114</p> <p>Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., older adults, children, pedestrians, bicyclists, etc.)</p>	<p>Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., <u>people, especially older adults and children,</u> pedestrians, bicyclists, etc. walking and biking.)</p>
<p>Transit and Multimodal Integration, pg. 114</p> <p>Create a resilient transit and rail system by preparing for emergencies and the impacts of extreme weather conditions</p>	<p>Create a resilient transportation system by preparing for emergencies and the impacts of extreme weather conditions climate change</p>
<p>Safety, pg. 115</p> <p>Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system</p>	<p>Eliminate transportation-related fatalities and serious injuries (<u>especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking</u>) on the regional multimodal transportation system.</p>
<p>Sustainable Development, pg. 118</p> <p>Implement the Forecasted Regional</p>	<p><i>This policy is removed.</i></p> <p>Implement the Forecasted Regional</p>

Development Pattern of Connect SoCal 2024, consisting of household and employment projections that have been reviewed and refined by jurisdictions and stakeholders to advance this shared framework for regional growth management planning	Development Pattern of Connect SoCal 2024, consisting of household and employment projections that have been reviewed and refined by jurisdictions and stakeholders to advance this shared framework for regional growth management planning
Natural and Agricultural Lands Preservation, pg. 119 Encourage the conservation of agricultural lands to protect the regional and local food supply and the agricultural economy	Encourage the conservation and <u>viability</u> of agricultural lands to protect the regional and local food supply and the agricultural economy <u>ensure the sustainability of local agriculture as a vital part of the region's economy.</u>
Climate Resilience, pg. 119 Support local and regional climate and hazard planning and implementation efforts	Support local and regional climate and hazard planning and implementation efforts <u>for transportation, land use and other factors.</u>
Tourism, pg. 121 Encourage the reduced use of cars by visitors to the region by working with state, county and city agencies to highlight and increase access to alternative options, including transit, passenger rail and active transportation	Encourage the reduced use of cars by visitors to the region by working with state, county and city <u>local agencies (e.g., park services, transportation agencies)</u> to highlight and increase access to alternative options, including transit, passenger rail and active transportation

6. Implementation Strategies

Commenters requested specific edits to several draft Implementation Strategies. In the Table 2, below, the text on the left reflects the text as written in the draft Connect SoCal 2024 and the text on the right reflects the revision for the proposed final Connect SoCal 2024. Finally, the Implementation Strategies table will also be updated to acknowledge that the listing of “Responsible Parties” is not exhaustive.

Table 2: Implementation Strategy Changes

Draft Connect SoCal 2024	Proposed Final Connect SoCal 2024
Transit and Multimodal Integration, pg. 125 Transit/Rail. Through land use planning, build residential development along high-frequency transit corridors and around transit/rail	Transit/Rail. Through land use planning, build <u>support</u> residential development along high-frequency transit corridors and around transit/rail facilities and centers

<p>facilities and centers</p>	
<p>Priority Development Areas, pg. 129 Develop housing in areas with existing and planned infrastructure and availability of multimodal options, and where a critical mass of activity can promote location efficiency</p>	<p><u>Support the development of</u> Develop housing in areas with existing and planned infrastructure and availability of multimodal options, and where a critical mass of activity can promote location efficiency</p>
<p>Natural and Agricultural Lands Preservation, pg. 132 Work with implementation agencies to support, establish or supplement regional advance mitigation programs (RAMP) for regionally significant transportation projects to mitigate environmental impacts, reduce per-capita VMT and provide mitigation opportunities through the Intergovernmental Review Process</p>	<p>Work with implementation agencies to support, establish or supplement <u>voluntary</u> regional advance mitigation programs (RAMP) for regionally significant transportation projects to mitigate environmental impacts, reduce per-capita VMT and provide mitigation opportunities through the Intergovernmental Review Process</p>
<p>Natural and Agricultural Lands Preservation, pg. 132 Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, habitat and wildlife corridor restoration, greenway connectivity and similar efforts</p>	<p>Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, <u>protection of wetlands</u>, habitat and wildlife corridor restoration, greenway connectivity and similar efforts</p>
<p>Climate Resilience, pg. 132 Support implementing agencies' efforts to include climate-ready home-hardening strategies in housing construction to minimize the potential loss of housing units stemming from climate-related hazards</p>	<p>Support implementing agencies' efforts to include climate-ready home-hardening strategies in housing construction <u>as well as retrofitting of existing structures</u> to minimize the potential loss of housing units stemming from climate-related hazards</p>
<p>Climate Resilience, pg. 133 Support implementing agencies' efforts to include climate-ready home-hardening strategies in housing construction to minimize the potential loss of housing units stemming from climate-related hazards</p>	<p>Support implementing agencies' efforts to include climate-ready home-hardening strategies in new construction <u>as well as the retrofitting of existing structures</u> to minimize the potential loss of housing units stemming from climate related hazards</p>

<p>Broadband, pg. 134</p> <p>Promote the use of a regional or statewide universal permit, ordinance and fee for expedited broadband, EV charging and Smart Cities infrastructure deployment</p>	<p>Promote the use of a regional or statewide universal permit, ordinance and fee for expedited broadband, EV charging and Smart Cities infrastructure deployment</p>
<p>Universal Basic Mobility, pg. 135</p> <p>Continue to develop an understanding of low-income travel patterns and needs, and the impact of shocks (e.g., COVID and telework adoption) on low-income travel</p>	<p>Continue to develop an understanding of low-income travel patterns and needs, and the impact of shocks (e.g., COVID <u>pandemic response</u> and telework adoption) on low-income travel</p>
<p>Workforce Development, pg. 135</p> <p>Encourage the growth of, and equitable access to, family-supporting jobs throughout the region</p>	<p>Encourage the growth of, and equitable access to, family-supporting <u>living-wage</u> jobs throughout the region</p>

7. Modeling Enhancements and Improvements

Transportation Model

The SCAG transportation model has been enhanced to better accommodate the changes of future transit route patterns outlined in LA Metro’s NextGen bus plan (starting from 2025). Furthermore, the model has been augmented through the integration of a commuter rail access variable, aimed at more precisely capturing the improvements in service resulting from Metrolink’s Southern California Optimized Rail Expansion (SCORE) capital improvement program. This enhancement has resulted in an increase in transit boarding as well as the transit share, which correlates with the corresponding infrastructure enhancements, specifically the increase in revenue miles of transit services.

Scenario Planning Model

The Scenario Planning Model (SPM) has been updated with an increased coverage of agricultural land that is consistent with important farmland areas determined by the Department of Conservation Farmland Mapping and Monitoring Program. In addition, SPM has been enhanced with updated development density data that better aligns with the Regional Planning Policies and regional growth vision. This update has fine-tuned the estimated benefits of our plan on conservation opportunities and ecosystems.

Model Input Changes and Updates

- Auto Operating Cost - SCAG updated auto operating cost calculation based on new data and assumptions commented from the California Air Resources Board (CARB).

- Bike Lane Density - SCAG updated the variable using bikeway data received from the Local Data Exchange (LDX) process.
- Highway network – SCAG updated highway networks based on inputs from County Transportation Commissions (CTCs)
- Ontario Airport Passenger Forecast – SCAG updated 2050 passenger forecast for Ontario international Airport (ONT) using Million Annual Passengers (MAP) received from their submitted public comment.

Summary of Comments and Response by Category

SCAG staff reviewed and responded to all comments received. For each comment, staff assessed if any revision to the draft Connect SoCal 2024 was necessary and/or appropriate. Some comments could be addressed or clarified within the response itself. In general, most comments sought clarification or minor revisions to the draft text which have been applied. The sections below outline the comments and proposed revision approach for the main document and all Technical Reports, followed by a discussion of outstanding comments.

Connect SoCal 2024: Main Document

- a. Comments and Areas Seeking Clarification: Comments were focused on adding clarification text to descriptions of content and process, including the insertion of additional terms or language to better describe a topic. Several additions to the Glossary were requested along with clarification of acronyms used. Several requests were made by agencies to highlight other completed projects in Chapter 2.
- b. Proposed Revision Approach: SCAG will make text clarifications throughout the document as requested. The SCAG logo has been added to maps as requested. SCAG applied updates to add or clarify original data sources in tables, charts and maps as applicable. Several Regional Planning Policies and Implementation Strategies will be updated, as described in Tables 1 and 2 above.

Connect SoCal 2024: Technical Reports

1. Aviation and Airport Ground Access

- a. Comments and Areas Seeking Clarification: Most of the comments received were proofreading in nature (e.g., extra commas, spelling errors, redundant text, confusing text) but there were some comments that provided corrected or updated information (e.g., clarification on FAA programs, updated Ontario International Airport forecast).

- b. Proposed Revision Approach: SCAG has updated the narrative text, including figures and tables to reflect the proofreading comments and updated or corrected information.

2. Congestion Management

- a. Comments and Areas Seeking Clarification: Comments requested clarification regarding multiple strategies. For example, one comment sought clarification on the purpose of supporting the development of Transportation Management Agencies/Organizations. Another comment requested more detail on SCAG's planned leadership in planning for Connected and Autonomous Vehicles (CAV), while another asked that clarifying language be added to note that park and ride lots supporting carpooling and vanpooling may evolve to function as mobility hubs. Multiple comments expressed concern regarding the potential for expanded roadways and highways and faster speeds and corresponding negative impacts (e.g., more fatalities). Other comments requested clarifying language be added in reference to Orange County Transportation Authority (OCTA)'s congestion management efforts. Finally, a couple of comments requested clarification on the Plan's performance measures.
- b. Proposed Revision Approach: SCAG added clarifying language to note that park and ride lots supporting carpooling and vanpooling may evolve to function as mobility hubs. SCAG applied multiple revisions to reflect OCTA's congestion management efforts more accurately. SCAG also updated Map 1: Top 100 Bottlenecks to improve clarity.

3. Demographics and Growth Forecast

- a. Comments and Areas Seeking Clarification: Some comments requested more information regarding the region's growth outlook and its implications for housing, transportation, and other performance measures. These centered on the region's recent population decline, out-migration, and working-from-home, which are discussed in this technical report as key factors considered in forecasting. Some comments related to the yearlong Local Data Exchange (LDX) process whereby growth input was sought from local jurisdictions. Given the December 2022 LDX input deadline—which serves as a de facto 'effective date' for local input into the plan—the only changes that could be accommodated at this stage were specific follow-ups provided by local jurisdictions to data previously submitted prior to the deadline. As the regional plan process is ongoing, additional information such as recent specific plan approvals or other new information affecting future growth can be accommodated in future updates of the RTP/SCS.

- b. Proposed Revision Approach: SCAG made clarifications regarding the growth forecasting process, the manner in which certain societal changes are captured or reflected in future projections, and minor stylistic improvements. Two large development projects in unincorporated Los Angeles County are the only instances in which household or employment growth projections were changed—this new information results in a slightly higher population, household, and employment projection for the county and SCAG region. These changes were presented to SCAG’s Technical Working Group on February 15, 2024. The relationship between small-area growth forecast data and Connect SoCal 2024 policies and strategies was also described in its own section—stating, among other things, that fine-scaled data are intended to illustrate the plan’s policies and strategies and to facilitate modeling but are not binding.

4. Economic Impact Analysis

- a. Comments and Areas Seeking Clarification: Comments asked for clarification and made stylistic suggestions. In addition, comments requested more explicit citing of data sources and clearer labels in figures.
- b. Proposed Revision Approach: SCAG incorporated all suggestions made by the commenter into the technical report and added clarifying language to address the questions raised in the comments.

5. Equity Analysis

- a. Comments and Areas Seeking Clarification: Comments included several questions, suggestions, and corrections to clarify definitions, sources, and analysis. Some comments requested clarification on the purpose and methodology of developing Priority Equity Communities and suggested improvements to the visualizations that helped describe them. Additional context on equity, including an expanded discussion of policies, was suggested in both the Equity Analysis Technical Report and in the Main Book.
- b. Proposed Revision Approach: SCAG made text clarifications and corrections throughout the document as requested. SCAG revised several figures and tables for consistency and clarity. SCAG added more context on equity, Title VI, and Senate Bill 1000 to the report. Additionally, SCAG revised Priority Equity Communities to correct a calculation error and use the same High Quality Transit Corridors used in the rest of the Plan.

6. Goods Movement

- a. Comments and Areas Seeking Clarification: Comments included numerous questions, suggestions, and corrections to clarify goods movement analysis, definitions, and sources for multiple technical report sections, and involving maps,

tables, and figures. Comments also suggested modifications to the goods movement project list information. Additionally, some comments focused specifically on community challenges associated with goods movement impacts. SCAG addressed some of the comments by providing further clarification directly within the response and/or provided additional study, project, or program information for further reference.

- b. Proposed Revision Approach: SCAG incorporated many of the questions, suggestions, and proposed corrections made by each commenter into the technical report, through clarifying language, and/or updated maps, tables, and figures and source and goods movement project list information.

7. Housing

- a. Comments and Areas Seeking Clarification: Most comments received included clarification on data sources, definitions, word usage, grammar, and punctuation. Additional comments sought consistent data regarding race/ethnicity with other reports, understanding how communities of concern address homelessness and preservations of existing affordable housing strategies.
- b. Proposed Revision Approach: SCAG made text clarifications throughout the report to address comments and provide further analysis. SCAG edited several definitions used in the technical report and the main document for clarification.

8. Land Use and Communities

- a. Comments and Areas Seeking Clarification: Most comments received included recommendations on additional study areas or use of specific datasets (e.g. projected sea level rise), clarification on data sources, definitions, phrasing, grammar. Several comments had questions on projected outcomes for conservation, habitat, water, farmlands and their alignment with the themes, Regional Planning Policies and Implementation Strategies featured in Connect SoCal 2024.
- b. Proposed Revision Approach: SCAG added additional text throughout the report to clarify the use of specific datasets and their respective definitions. SCAG updated projected outcomes for conservation, habitat, water, and farmlands using revised model inputs (e.g. updated growth projections) and refined technical methods.

9. Mobility, by Chapter

a. Transit/Rail

- i. Comments and Areas Seeking Clarification: Comments requested clarifications regarding maps (e.g., year of source data, updating transit information) and miles of light/heavy rail, and revision of transit/rail project

opening dates. Comments requested that SCAG define transit safety events, and further describe strategies to encourage seamless connections across modes. Comments requested that SCAG provide examples of how it would support transit/rail policy and planning, and to better describe Metrolink's efforts to adapt its operations to meet changing customer needs. Comments also requested that SCAG reference the impact of the Olympic Games in 2028. Comments requested that SCAG revise transportation-related policies to better reflect how they support addressing climate change. Comments requested clarification on High Quality Transit Corridors (HQTCs) and connections to existing transit service. Comments requested clarification on the methodology used to develop Transit Asset Management (TAM) targets and connection to California's transit zero emission mandate. Comments sought clarification on SCAG's efforts towards better transit through bus lanes and transit priority treatments.

- ii. Proposed Revision Approach: SCAG applied updates to maps and clarified the miles of light/heavy rail along with transit/rail opening dates. SCAG provided a definition for transit safety events based on the National Transit Database Safety and Security Reporting Manual. SCAG described strategies to support more seamless connections across modes such as first/last mile projects and Mobility as a Service (Maas). SCAG described its work on the newly formed statewide Transit Transformation Task Force as a way to support transit/rail policy and planning. SCAG described Metrolink's efforts to adapt to changing customer needs. Though planning for the Olympics is still in its early stages, SCAG referenced their potential impact. SCAG revised the text of multiple policies to include more specific references to climate change.

b. Active Transportation

- i. Comments and Areas Seeking Clarification: Most of the comments were wordsmithing in nature (e.g., rephrasing and reiterating/referencing details mentioned in other sections of the technical report). Some comments provided updated information (e.g., adding the Interregional Transportation Strategic Plan as a State guidance document and adding two plans for Orange County).
- ii. Proposed Revision Approach: SCAG updated the narrative text, including figures and tables to reflect the wordsmithing comments and additional information.

c. Streets and Freeways

- i. Comments and Areas Seeking Clarification: Comments requested clarifications for figures and tables (e.g., delays and declining infrastructure figures) and for additional information on certain sections (e.g., speed strategies). Other comments requested map edits to improve clarity (e.g., Functional Road Classification).
- ii. Proposed Revision Approach: SCAG applied updates to the relevant figures and tables, provided additional clarification within the sections identified through comments, and updated maps to reflect Functional Road Classification based on Caltrans' definitions.

d. Clean Technology

- i. Comments and Areas Seeking Clarification: The feedback received was positive and acknowledged SCAG's involvement in advancing clean transportation technology. Comments emphasized the importance of maintaining technological neutrality in clean transportation and ensuring equitable access to technology such as broadband and clean transportation.
- ii. Proposed Revision Approach: SCAG addressed most comments through clarification provided in the responses. In terms of revisions, SCAG added more information on the zero-emission charging/fueling infrastructure needed to meet state mandates. SCAG identified specific barriers to the adoption of clean technology, drawing from the Clean Transportation Technology Compendium. SCAG also added to the list of Other Responsible Parties for the Clean Transportation implementation strategies.

10. Performance Monitoring

- a. Comments and Areas Seeking Clarification: Comments received related to the Connect SoCal 2024 performance assessment and monitoring program consisted primarily of requests for clarification and minor edits to the narrative accompanying some of the graphics. For example, there were requests for clarification language in the draft Performance Monitoring Technical Report to present the housing crisis as being a statewide issue, rather than only applying to Southern California and the SCAG region. Other clarification requests included an explanation of the difference between the use of the terms "percent" and "percentage points" in presenting the differential results of the Plan performance analysis, and a request to include the descriptor "miles" in the performance measures table to indicate the quantitative unit used to report average trip distance. Another comment sought clarification on the difference between the regional performance assessment results presented as "co-benefits" and those featured as Plan performance measures. The Connect SoCal performance measures are a specified set of modeled metrics used to quantitatively assess the ability of Connect SoCal to meet the regional goals defined in the Plan.

These measures are then tracked over time through ongoing regional performance monitoring. Co-benefits refer to additional modeled performance outcomes related to the implementation of Connect SoCal that are also supportive of regional goals but are not necessarily included among the Plan's designated set of performance measures. It is important to note that neither the Plan performance measures nor the co-benefits constitute specific performance targets in of themselves. For example, the co-benefit of land conservation does not constitute a numerical limit on development but rather compares the Plan development pattern to this historic baseline of development. Other comments received related to the presentation of the Plan overall rather than specific to any particular element, including an assertion that the presentation of statistics in the Plan may be perceived as being one-sided or skewed to present a more positive spin on regional progress. Other comments included a suggestion that post-pandemic changes in regional travel behavior be presented in more detail in the Plan, and a request that the impacts of potential project or funding delays be included in the Plan assessment process.

- b. Proposed Revision Approach: SCAG will accommodate most requested edits and clarifications to the text. SCAG will also update the Federal System Performance Report section of the Performance Monitoring Technical Report with more recently available information on the status of the new federal GHG emissions reduction performance measure. Based on feedback from CARB, SCAG removed Electric Vehicle Incentives and Co-working from the list of quantified greenhouse gas reduction strategies. The removal of this quantification designation does not impact related Regional Strategic Investments, Regional Planning Policies or Implementation Strategies—it only impacts how SCAG quantifies Connect SoCal's GHG emission reductions per SB 375.

11. Project List

- a. Comments and Areas Seeking Clarification: Public comments received on the Project List Technical Report involved corrections to scope, schedule, project cost, lead agency, and various changes to financially unconstrained projects in Table 3. Three new financially constrained projects were included from public comment, which did not involve increases to highway capacity.
- b. Proposed Revision Approach SCAG revised the project list introduction to elaborate on how SCAG determines regional significance. SCAG made approximately 95 project modifications. Most project revisions involved updates to cost or schedule, which in part was due to recent FTIP amendments that came after the draft was prepared. Three new financially constrained projects were included in the final from public comments. These included a complete streets project in San Bernardino County, an intercity bus route in the Antelope Valley region, and a complete corridor transit study in Los Angeles County. The remaining updates were minor corrections

such as lead agency updates or the removal of duplicate project entries. Separately from the 95 project modifications, SCAG applied 32 project revisions on the unconstrained project list in Table 3. The revisions applied per public comment or internal review were determined to result in minor to no impacts on transportation modeling, transportation conformity, financial constraint and the PEIR determination.

12. Public Participation and Consultation

- a. Comments and Areas Seeking Clarification: Comments received sought clarification on SCAG's survey responses, further detail on SCAG's engagement strategy review and evaluation, and noted the need for collaboration with community members.
- b. Proposed Revision Approach: SCAG updated the survey respondent data to reflect 3,600 total unique individual survey forms were submitted with over 50 percent of respondents who provided demographic information noting Los Angeles County as their location. SCAG added content to this technical report to reflect the public participation and consultation activities that occurred since the release of the draft Connect SoCal 2024 in November 2023.

13. Transportation Conformity Analysis

- a. Comments and Areas Seeking Clarification: Most comments requested further enhancements to the reporting and documentation of the transportation conformity analysis for Connect SoCal 2024 to better demonstrate compliance with federal transportation conformity regulations. Some comments requested updated information on nonattainment or maintenance area designations for the applicable criteria pollutants in the SCAG region. Furthermore, some comments requested references to other technical reports of Connect SoCal 2024.
- b. Proposed Revision Approach: SCAG incorporated additional documentation, updated information, and references as appropriate.

14. Transportation Finance

- a. Comments and Areas Seeking Clarification: Most of the comments were proofreading in nature (e.g., spelling errors, redundant text, confusing text) but there were some comments that provided corrected or updated information (e.g., the opening of the I-405 express lanes in Orange County).
- b. Proposed Revision Approach: SCAG updated the narrative text and figures to reflect the proofreading comments and updated or clarified information. Note, updates to the Project List and revenue data inputs from comments and stakeholder feedback

may have impacts to the overall financial summary. This potential change will be reflected in the final proposed Connect SoCal 2024.

15. Travel and Tourism

- a. Comments and Areas Seeking Clarification: Most of the comments were proofreading in nature (e.g., extra commas, spelling errors, redundant text, confusing text) but there were some comments that provided corrected or updated information (e.g., additional text to emphasize bike and walking travel options to travel/tourist destinations).
- b. Proposed Revision Approach: The narrative text has been updated to reflect the proofreading comments and updated or corrected information.

Summary of Outstanding Comments

There were comments received for which changes or additions to the Plan were requested but are not going to be applied. A number of these comments requested additional data that SCAG does not have available or further analysis that SCAG staff would not be able to complete in advance of the anticipated Connect SoCal 2024 adoption. These requests may be considered for the next RTP/SCS update. Additionally, SCAG staff did not apply changes that requested edits that contradicted existing state policy or the draft Connect SoCal 2024 goals.

Will not be addressed:

Housing Technical Report: SCAG staff will not apply suggested changes that discourage Connect SoCal 2024's goal of promoting increased housing supply, choice, and affordability, such as only promoting housing only where they are more economically feasible to build. Additionally, SCAG staff will not apply changes based on strategies such as pre-approving housing sites for housing elements due to the difficulty of applying extensive individual local analysis at a regional scale to meet housing element compliance.

Land Use and Communities Technical Report: Recommendations to replace underlying data sources within Green Region Resource Areas (a key element of the Forecasted Regional Development Pattern) cannot be integrated as these layers helped to inform local jurisdictions' feedback on projected growth during the early stages of Connect SoCal 2024 development, primarily the Local Data Exchange (LDX).

Will be addressed, outside the scope of the proposed Final Plan:

Performance Monitoring Technical Report: One comment received by CARB requested that 2035 modeling results be provided to them in addition to the Base Year (2019) and Plan (2050) modeling results. Based on discussion with CARB staff, this request will be provided as part of the SCS Submittal Package, provided to CARB following the adoption of Connect SoCal 2024.

Topic Areas For Future Discussion and Development

There were several issues raised within the comments received and during the elected official briefings, for which direct plan changes were not applicable or feasible. Some of this was due to the requests or issue being process based (e.g. stakeholder engagement) or in some cases it was due to SCAG receiving conflicting recommendations. Further discussion or additional data and development is needed to understand how to incorporate or reflect the issue in the next RTP/SCS update or through SCAG's other programs.

1. **Overall Process Improvements:** One comment letter noted the challenge with SCAG's schedule for this and the past RTP/SCS development cycles in that it does not currently allow for a recirculation or full discussion of requested changes. The comment letter also noted concerns about the existing SCAG Working Groups and offered suggestions about how to better integrate and leverage working groups. SCAG staff will consider these suggestions and have further conversations with stakeholders as part of preparation for the next RTP/SCS development cycle.
2. **Application of Priority Equity Communities:** SCAG received a comment regarding when Priority Equity Communities should be used in funding opportunities and the potential confusion with other equity area definitions. To fully respond to this comment, SCAG will continue discussing the use of Priority Equity Communities in funding applications developed by SCAG and in coordination with local, state, and federal equity area definitions.
3. **Application of Priority Development Areas:** Given the relationship between infill growth and the plan's environmental objectives, continual refinement and outreach will be needed for concepts such as Priority Development Areas (PDAs). Concepts such as PDAs, were used in Connect SoCal 2024 as a non-binding growth visioning tool. Given new legislation and changes to state practice, SCAG will need to engage with stakeholders on the differences between growth forecasting and the Regional Housing Needs Allocation (RHNA) process.
4. **Comprehensive Sustainable Freight Planning:** The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing essential goods and supplies to residents and businesses, generating employment opportunities and providing access to markets through trade. However, increased volumes of goods moving across the transportation system also exacerbate issues such as congestion, safety, and harmful emissions, often disproportionately borne by our most vulnerable under-resourced communities. Connect SoCal includes an implementation strategy to perform a complete update of its prior regional goods movement plan. Such a Comprehensive Sustainable Freight Plan will produce updated data, tools, analysis, policies and strategies that address a wide range of issues including but not limited to forecast scenarios, clean technologies, freight demand management and operational strategies, community and health impacts, workforce development, system preservation and resilience, and warehousing and land use.

5. **Addressing VMT Increases from Roadway Capacity-Increasing Projects:** Connect SoCal 2024 includes some roadway capacity expansion projects that support the movement of people and goods. Although research indicates that roadway capacity expansion can induce new vehicle travel over the longer term, strategic improvements may be necessary for some communities to improve safety, reliability, and access. While the Plan includes a wide array of policies, strategies, and projects aimed at reducing VMT, additional work is needed to help offset potential VMT increases from roadway capacity projects. SCAG will continue to support development of local and regional VMT mitigation programs, including VMT bank and exchange programs and other programmatic approaches.
6. **Aligning Growth with Regional Resilience:** For regional economic, environmental, and social resilience it is important that regional growth meets the demand for housing and conserves natural lands. Natural lands clean our air and water, provide water storage, ensure access to green space and recreation, protect biodiversity and increase our ability to withstand the impacts of climate change and extreme weather. More work is needed to successfully collaborate with local and regional partners to implement the Plan, which can result in increased housing production and reduced greenfield consumption.
7. **Supporting the Clean Energy Transition:** The implementation of state regulations including Advanced Clean Cars II, Advanced Clean Fleets, and Innovative Clean Transit, are poised to significantly accelerate the adoption of zero-emission vehicles (ZEVs). Connect SoCal 2024 emphasizes the significance of incentives in promoting ZEV adoption. Notably, CARB's Clean Vehicle Rebate Project (CVRP) offers up to \$7,500 to individuals who buy or lease a new EV. Despite this, the cost of new ZEVs can still be prohibitive for low-income families, even when factoring in such incentives. To tackle this disparity and ensure equitable access, Connect SoCal includes implementation strategies to assist local jurisdictions both in developing an incentive program to further adoption of passenger ZEVs, and in accelerating deployment of supporting infrastructure. At the same time, SCAG recognizes the limitations and uncertainty regarding the capacity of the State's energy grid to support such a rapid increase in ZEV usage. Connect SoCal includes an implementation strategy to maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy. This involves continued collaboration with partners and stakeholders at all levels to evaluate, and inform policymakers about, impacts on the grid, existing gaps, and areas for enhancement.
8. **Ensuring Equity in the Transition to User Fees:** SCAG has been studying mileage-based road user fees to replace existing fuel taxes for funding transportation over the last two decades, incorporating into SCAG's long-range planning work starting with the 2012 RTP/SCS. Since that time, SCAG has completed numerous studies including the "Mobility Innovations and Pricing (MIP): An Initiative to Elevate Equity in Planning" in March 2022. The MIP initiative focused on surfacing the priorities of historically marginalized populations that disproportionately bear the negative economic, environmental, personal safety, and public

health impacts of our transportation system. Although more work is needed to better understand the equity implications of mileage-based user fees, they can address some inequities inherent in our current system. For example, ZEV drivers today are not paying the same for system usage as drivers of conventional vehicles. With the transition to ZEVs, the burden of paying for our transportation system via the existing fuel taxes will be increasingly placed on low-income and rural drivers who often own older and less fuel-efficient vehicles.

9. **Identifying Needs and Strategies for Housing Infrastructure Investments:** Addressing barriers to development due to the need of upgrading whole utility systems can involve multiple agencies and utility providers, which go beyond the scope of a single project. To address this, Connect SoCal 2024 promotes a regional approach to pursuing strategic partnerships to align utility, transit, and infrastructure investment with housing development and equitable outcomes. However, work is needed to further understand utilities need related to housing production and partnerships will be critical to address needs and identify strategies to upgrade and provide utility infrastructure and is included as an implementation strategy in the Plan.
10. **Reforming Senate Bill 375 (SB 375):** Connect SoCal 2024 is SCAG's fourth joint RTP/SCS. SB 375 legislation has helped to encourage better integration of land use and transportation planning during this time and agencies within the SCAG region have shifted transportation policies and investments toward more sustainable modes. However, there are diminishing returns in terms of eligible greenhouse gas emission reductions under the current evaluation framework. For example, the CARB Board approved GHG reduction target from 2018 and subsequent staff guidance reflected in "Final Sustainable Communities Strategy Program and Evaluation Guidelines" set in 2019 have failed to keep pace with technological and policy changes, most notably CARB's passage of Advanced Clean Cars II (ACC II) regulation. ACCII is projected to result in nearly half of the passenger miles traveled by 2035, and 75 percent by 2050, being completed by zero-emission vehicles. Due to this policy change, CARB no longer allows SCAG to account for electric vehicle strategies in achieving its greenhouse gas reduction target, considering regional efforts as unnecessary to the transition. However, CARB has not updated its evaluation guidelines to account for the dramatic difference in greenhouse gas emissions generated from travel in a zero-emission vehicle versus an internal combustion engine (ICE) vehicle, nor pursued policy action to change the greenhouse gas reduction target to account for the benefits of zero-emission vehicles. This inconsistency compromises the integrity of the evaluation process and will need further consideration in future cycles. The update process should also consider the new federal GHG performance measure, which requires Caltrans to establish two and four-year statewide targets, while SCAG would establish four-year regional targets for reducing tailpipe carbon dioxide (CO₂) emissions on the national highways system. Under the federal evaluation process, SCAG's targets will consider both greenhouse gas emission reductions resulting from reduced travel as well as the benefits of clean technology. Recognizing and exploring opportunities to reconcile timelines and methods of assessment across federal

and state law should be considered to reduce administrative burden and promote clarity of purpose. Based on existing state law, CARB can update the SB 375 targets in 2026. SCAG is committed to continued GHG emission reduction but SB 375 program reform is needed to allow MPOs to focus on robust regional planning and implementation.

Next Steps:

On April 4, 2024, SCAG staff intends to seek approval from the Regional Council to adopt Connect SoCal 2024, including the associated proposed final transportation conformity analysis. If the Regional Council adopts Connect SoCal 2024 at that time, SCAG staff will proceed with submitting Connect SoCal 2024 and its adopted transportation conformity findings to the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) who, in consultation with the U.S. Environmental Protection Agency (EPA) will review Connect SoCal 2024 to make the final transportation conformity determination in accordance with the federal Clean Air Act and EPA Transportation Conformity Regulations. FHWA/FTA final conformity determination is needed by June 5, 2024. SCAG will also submit the 2023 FTIP Consistency Amendment #23-26 to Caltrans (including conformity findings) for their review and approval. SCAG will also proceed with submitting Connect SoCal 2024 to the California Air Resources Board (CARB). CARB will then review SCAG's determination that the SCS would, if implemented, achieve the established greenhouse gas emission reduction targets.

FISCAL IMPACT: Work associated with this item is included in the FY 23-24 Overall Work Program (310.4874.01: Connect SoCal Development).

Appendix 1: Summary of Commenters

In total, SCAG received letters or submissions from 53 agencies/organizations and 28 individuals (including verbal comments at public hearings) which included over 1,800 distinct comments. A direct response to each individual comment will be included in the proposed final Connect SoCal 2024 Public Participation & Consultation Technical Report. See below for the list of each commenter and the summary of commenters by category.

List of Draft Connect SoCal 2024 Commenters
<i>Agency/Organizations</i>
Active Sierra Madre
Antelope Valley Transit Authority
California Air Resources Board
Caltrans
Center for Community Action and Environmental Justice
Center for Demographic Research
Citizens Coalition for Safe Community, and Sierra Club Transportation
City of Anaheim
City of Eastvale
City of Huntington Beach
City of Irvine
City of La Habra
City of Menifee
City of Murrieta
City of Oxnard
City of Pico Rivera
City of Riverside
City of Whittier*
Climate Action Santa Monica
County of Orange
County of Ventura Planning Division
Eve Air Mobility
Federal Aviation Administration
Five Point Operating Company, LP
Friends of Harbors Beaches and Parks
HDR, Inc.
Highland Fairview*

House Farm Workers
Inland Empire Biking Alliance
Los Angeles County Department of Regional Planning
Los Angeles World Airports*
Method Schools Corp
Naval Base Ventura County*
Neighborhood Housing Services of the Inland Empire
Ontario International Airport Authority
Orange County Council of Governments
Orange County Transportation Authority
Port of Long Beach
Port of Los Angeles*
Rail Passengers Association of California
Riverside County Transportation Commission
Riverside Neighbors Opposing Warehouses*
San Bernardino County Transportation Authority
San Gabriel Valley Council of Governments
Sierra Club
South Bay Cities Council of Governments
Southern California Leadership Council
Southern California Regional Rail Authority
The Robert Redford Conservancy for Southern California Sustainability
Transportation Corridor Agencies
Ventura County Transportation Commission
World Be Well Organization
<i>Individuals</i>
George Hague
Marven Norman
Tyler Roberts
Aida A
Carl Norlen
Austin Moreau
Dan Wentzel
Daniel Bowman
Jay Miller
Kevin Dedicatoria
James Albert

Mark Jolles
Michael Binnie
Mihir Samdarshi
Philip Burns
Donald Nielsen
Perias Billay
Darrell Clarke
Erin Hoops
Dawn Ertl
Ken Hartley
C M
Anonymous
Patrick Wilson
James Albert
Richard Sandbrook
Caroline Chen
TC

*Commenters who submitted comments after the January 12, 2024 5:00 p.m. deadline

Summary of Draft Connect SoCal 2024 Commenter by Categories	
Category of Commenters	Number
Sovereign Nations	0
Federal Agencies	2
State Agencies	2
Regional Agencies	2
Subregional Agencies	3
County Transportation Commissions	4
Local Agencies (including SCAG Member Jurisdictions)	15
Organizations	25
Individuals	28
Total	81

Appendix 2: Growth Data and Sustainable Communities Strategy (SCS) Consistency

The following language will be added to Connect SoCal 2024 in the main document “Supplementals” section, section 5.5 of the Demographics and Growth Forecast Technical Report and section 7.5 of the Land Use and Communities Technical Report.

In order to assess the ability of Connect SoCal 2024 to meet federal air quality standards and achieve the state greenhouse gas reduction target, SCAG develops small-area growth projection data for households and employment, which are known as Transportation Analysis Zone (TAZ) data. Although the data reflects all edits provided by local jurisdiction staff during the Connect SoCal 2024 Local Data Exchange (LDX) process between May and December 2022, it represents a snapshot in time and does not reflect subsequently available information or any entitled and pending project information not provided to SCAG during the LDX process (except for follow-up adjustments requested by local jurisdictions, e.g., County of Los Angeles in 2023). Additionally, the TAZ data does not project the full build-out or realization of localities’ general plans and may not fully reflect jurisdictions’ most recent housing elements (see Demographics & Growth Forecast TR Section 4.6). As local plans and approvals continue to evolve (driven by market forces influencing potential timing, location, and type of development), the applicable jurisdiction(s) should be contacted for the most up-to-date data.

Projections at the jurisdiction level or smaller geographies, including TAZ, are utilized to conduct required modeling and generally illustrate how regional policies and strategies may be reflected at the neighborhood level. They are advisory and non-binding. No jurisdiction has an obligation to change or conform its land use policies, general plan, housing element, zoning, regulations, or approvals of projects or plans, or consider or require mitigation measures or alternatives based on any numbers within or aggregates of Connect SoCal 2024 projections at any geographic level.

The Forecasted Regional Development Pattern (FRDP) is not solely based on TAZ-level household and employment projections. It is utilized to estimate the overall effect of the many policies, goals, and strategies of Connect SoCal. While TAZ-level projections enable the modeling of future conditions in order to evaluate conformity with federal air quality standards and achievement of the state greenhouse gas emissions reduction target; they do not reflect the only set of growth assumptions that may meet these standards and the target.

Therefore, insofar as housing and other laws or grants may require comparisons of projects or plans to Connect SoCal 2024, SCAG’s projections that are illustrated in TAZ data and maps—along with any related documents or modeling outputs—may not be used to determine the inconsistency of any plan or project in the region with Connect SoCal 2024. Local jurisdictions and other lead agencies shall have the sole discretion to determine a local project’s or plan’s consistency and/or

alignment with Connect SoCalⁱ (except where SCAG is required to make consistency or alignment finding for grant purposes).

For example, local jurisdictions' plans and approvals may be found to align with Connect SoCal 2024 if they directionally support a number of its objectives, such as by encouraging a mix of housing types that includes more affordable and multi-family housing rather than solely single-family, for-sale housing; providing for more housing located proximate to destinations or vice versa; or encouraging increased use of transit, ridesharing, biking, walking or micro-mobility, or hybrid and remote work to reduce commuting trips (See Chapter 3, "Communities"). Connect SoCal 2024 includes dozens of policies, goals, objectives, and measurements, any number of which may not be individually applicable to any given plan, project, or development. Such determinations could be evaluated based on (i) the totality of the goals, policies, and objectives of Connect SoCal 2024 and its associated Program Environmental Impact Report (PEIR), and (ii) the attributes of the local project or plan in overall relation to Connect SoCal. Consistency with Connect SoCal 2024 should not be evaluated in a prescriptive manner by applying SCAG's TAZ-level data, any aggregate thereof, or any particular one or more goals, policies, or objectives of Connect SoCal 2024 and its associated PEIR.

Household or employment growth included in the Connect SoCal 2024 TAZ-level data and maps may assist in determining consistency with the SCS for purposes of determining a project's eligibility for CEQA streamlining under SB 375 (Cal. Govt. Code § 21155(a)). TAZ-level data and maps may not otherwise be used or applied prescriptively to determine that a project is inconsistent with Connect SoCal 2024 for any purpose, given that they do not reflect the only set of growth assumptions that would be consistent with the SCS. Specifically, the TAZ-level data and maps do not supersede or otherwise affect locally approved housing elements, including those adopted in compliance with the 6th Cycle of the Regional Housing Needs Assessment (RHNA).

Map Disclaimer – to be put on all development maps

Note: The development patterns shown are based on Transportation Analysis Zone (TAZ) level data. Household and employment growth projection data at the jurisdiction level or smaller geography, including TAZ, are utilized (i) to conduct required modeling analysis and (ii) to generally illustrate how regional policies and strategies may be reflected at the neighborhood level. As such these data and maps are advisory and non-binding.

ATTACHMENT(S):

1. PowerPoint Presentation - Connect SoCal 2024 and PEIR: Comment Response

ⁱ Consistency and alignment are used interchangeably for the purpose of this document. Neither consistency nor alignment shall be understood to require the analysis of numbers within or aggregates of Connect SoCal 2024 projections at any geographic level.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 4.4
March 27, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Krista Yost, Assistant Regional Planner,
213-630-1503, yost@scag.ca.gov

Subject: Transit and Intercity Rail Capital Program (TIRCP) Draft Cycle 7
Guidelines

SUMMARY:

From: https://calsta.ca.gov/-/media/calsta-media/documents/tircp-cycle-7-guidelines_draft_20240312-a11y.pdf

The California State Transportation Agency (CalSTA) has released the draft guidelines for Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP) for public and legislative review. The public and legislative review is available for more than the 30 days required by statute, with two virtual workshops planned for Tuesday, April 16, 2024 – one focused on Northern California and one focused on Southern California. The Southern California workshop will be held from 2:30 p.m. to 4:00 p.m. on Tuesday, April 16, 2024. Comments on the draft guidelines must be submitted no later than Thursday, April 18, 2024. CalSTA expects to release final program guidelines and a call for projects on Tuesday, April 23, 2024. Further information on the 2024 schedule is available on the CalSTA website.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 4.5
March 27, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Krista Yost, Assistant Regional Planner,
213-630-1503, yost@scag.ca.gov

Subject: Federal Transit Administration (FTA) Integrating Transit Asset
Management (TAM) Data into National Transit Database (NTD)
Reporting Webinar

SUMMARY:

From: <https://content.govdelivery.com/accounts/USDOTFTA/bulletins/3908c45>

On April 2, 2024, the Federal Transit Administration (FTA) will host a webinar for transit agencies to learn how Transit Asset Management (TAM) data can be integrated into the comprehensive National Transit Database (NTD) reporting requirements. The webinar will feature a presentation from FTA on best practices and program improvements to the NTD, as well as a presentation from the Southeastern Pennsylvania Transportation Authority on their TAM Asset Information Module and NTD reporting process. This session is part of FTA's TAM webinar series that helps transit agencies incorporate asset management best practices to provide safer, more reliable transit service nationwide while reducing operating costs.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
Agenda Item No. 4.6
March 27, 2024

To: Regional Transit Technical Advisory Committee (RTTAC)

From: Priscilla Freduah-Agyemang, Senior Regional Planner,
213-237-1973, agyemang@scag.ca.gov

Subject: Federal Transit Administration (FTA) Low or No Emission and
Grants for Buses and Bus Facilities Competitive Programs FY2024
Notice of Funding Opportunity

SUMMARY:

From: <https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2024>

On February 8, 2024, the Federal Transit Administration (FTA) announced the Notice of Funding opportunity for the FY24 Low or No Emission (Low No) and Bus and Bus Facilities competitive grant programs. The funding opportunity includes:

- \$1.10 billion available for Low or No Emission, and
- \$390 million available for Bus and Bus Facilities.

The purpose of the Low-No Program is to support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities.

The purpose of the Buses and Bus Facilities Competitive Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

Grant applications are due on April 25, 2024.

The Joint Office of Energy and Transportations also offers technical assistance and resources for Zero-Emission Buses. More information can be found at <https://driveelectric.gov/transit-agencies>.

This staff report includes supplemental resources from CALSTART:

- Low – No Fact Sheet
- Public Transit Set Aside HVIP Postcard
- EnergIIZE Transit Infrastructure Fact Sheet



CAPABILITIES

CALSTART 2024



ABOUT CALSTART

CALSTART is a sustainable transportation non-profit leading the growth of clean transportation solutions, both nationally and internationally, with businesses and governments to develop clean, efficient, and equitable transportation and mobility solutions. To date, our coalition is made up of well over 300 members from across the clean transportation industry that include vehicle original equipment manufacturers (OEMs), suppliers, transit providers, utilities, innovative mobility providers, and government entities, as well as other non-government organizations (NGOs). CALSTART is recognized by those within the clean transportation landscape and by policymakers as the market-leader in developing, promoting, and administering industry-vetted solutions to accelerate markets for advanced vehicle technology. Our work with government partners not only gains progress toward policy goals relating to greenhouse gas (GHG) emission reductions and improvements in air quality, but also ensures the stimulation of local economies and advancement of environmental justice imperatives.

CALSTART, founded in 1992, has more than 30 years of experience supporting the transit industry, and this includes our history of work with the Department of Transportation (DOT) and Federal Transit Administration (FTA) on advanced bus technologies and innovative transit vehicle and infrastructure solutions. CALSTART has successfully led or participated in many projects that have installed alternative fuel infrastructure, demonstrated alternative fuel vehicles (AFV), and allowed users to experience AFVs, analyze their benefits, and leverage incentive programs to purchase them. As an example, CALSTART has been instrumental in the development of the FTA's Low or No Emissions Vehicle Program given our relationship with transit partners, as well as key industry stakeholders across the OEM and other supplier members. To date, CALSTART has assisted the industry in capturing and implementing more than \$500 million in Low- or No-Emission transit activities across the U.S.

WHY PARTNER WITH CALSTART

Your choice to work with CALSTART will enhance the implementation of your project, which includes ensuring that you are provided with the assistance that you need during the grant writing process. By providing a range of technical services, CALSTART team members work closely with their clients through every phase of a project, beginning from concept and then on to strategy development, project execution, and finally to project closure. Through our network of CALSTART members and industry partnerships in the public and private sectors, CALSTART connects stakeholders to create successful teams.

CALSTART is your perfect partner.

Is your FY24 Low-No Proposal:

- A consolidated proposal with several transits?
- Focused on Zero-Emission vehicles (Battery-Electric or Fuel Cell Electric)?
- Supporting your at-scale deployment plans?

We will share our expertise, work to deliver the greatest results, and be your partner throughout the process.

LOW OR NO EMISSIONS TRANSIT-BASED SERVICES

- **Fleet Vehicle Electrification Planning:** Conducting a fleet and duty cycle analysis can help determine the current and future needs for electrification in a fleet. TCO calculations are also performed to provide an understanding of the cost associated with converting to ZEVs.
- **Infrastructure Planning and Vehicle Acquisition Assistance:** Project management and planning based on available zero-emission bus models and the latest battery electric bus charging and hydrogen fueling solutions to ensure the best possible experience for customers.
- **Infrastructure Planning and Charging Strategy Development:** Calculating energy needs and developing a charging strategy that meets the goals of fleets. Architects and engineers use a "profile load analysis" to help understand the total energy needs of a facility and make necessary enhancements.
- **Route Modeling and Analysis:** Performance-based modeling of vehicle fleet, accounting for challenging cold climate and hot weather conditions to determine the fleet's vehicle range needs and to ensure that the vehicles selected meet the fleet's requirements.

PROPOSAL SUPPORT

- **Grant Writing:** When selected as a partner and in efforts to get more electric vehicles on the road, CALSTART will cover the cost of all grant writing, as well as support proposal development.
- **Transition Plan Development to Meet FTA Low-No Requirement (Level 1):** As of 2022, FTA requires Zero-Emission Fleet Transition Plans to be included in applications for any projects related to zero-emission transportation.¹ One benefit of partnering with CALSTART for your Low-No project is that we can develop this transition plan for you.

ADDITIONAL LOW OR NO EMISSIONS TRANSIT-BASED SERVICES

- Community Engagement and Needs Assessment
- Technical Consultancy and Project Management
- Total Cost of Ownership Calculations
- Emissions Calculations and Modeling
- Operational Performance Monitoring
- Micro Mobility Fleet Planning
- ZEV Multimodal Integration
- First- and Last-Mile Integration
- Mobility Hub Design
- Standard Operating Procedure Development
- Workforce Development

SELECT CALSTART IN-HOUSE DECISION-SUPPORT TOOLKIT OFFERINGS

Zero-Emission Technology Inventory Tool (ZETI): Offers an interactive look at up-to-date offerings from manufacturers of zero-emission vehicles across class 2b-8 over the next few years.

Emissions Modeling Tool: Calculates and projects GHG, energy, and other savings based on a combination of shifting modes and switching to zero-emission technologies.

Total Cost of Ownership (TCO) Tool: Provides graphics and charts for easy understanding of the total cost and benefit of zero-emission vehicles. Provides analytic and cost elements for the project with ongoing results to allow for successful implementation and outcomes.

Route Energy Modeling (REM): Provides overlay of a variety of different bus makes and sizes on a specific corridor, accounting for topography, climate, passenger load, charging station design, and hours of operations, among other factors. Models performance of transit vehicles, accounting for challenging cold climate and hot weather conditions, to understand the likelihood of the buses meeting operational hours and ranges. Informs charging infrastructure strategies.

1. <https://www.transit.dot.gov/funding/grants/zero-emission-fleet-transition-plan>





ZERO-EMISSION TRANSIT BUS PURCHASE INCENTIVES

Planning to buy zero-emission buses? California HVIP offers financial incentives of up to \$240K* paid to bus dealers at delivery. Funds are available now and are reserved on a first-come, first-served basis.

NEW for 2024: HVIP's Incentive Funds can now be used as a local match for federal grant programs, such as FTA's Low and No Emission Grant Program!
Learn more at CaliforniaHVIP.org/Purchasers.

**Incentive amounts may vary.*



NEW FOR 2024!

★ **36-MONTH REDEMPTION TIMELINE**
Bus purchasers now have 36 months to redeem their vouchers.

★ **LETTERS OF INTENT (LOI)**
Transit entities may use a LOI (dated no earlier than 1/1/2024) to reserve HVIP incentive funds.

★ **15% VOUCHER MODIFIER**
Public transit entities still qualify for a 15% increase in HVIP base voucher amounts. Also, **small transit entities with 20 MHD vehicles or less qualify for a doubled incentive amount!**

For more information:

CaliforniaHVIP.org
hhamilton@calstart.org
626-744-5627



Hannah Hamilton
CALSTART, Inc.
48 South Chester Avenue
Pasadena, CA 91106





EnergIIZE

EnergIIZE Commercial Vehicles (Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles) is a first-of-its-kind project critical to advancing California's zero-emission transportation ecosystem to enable the successful deployment of commercial zero-emission vehicles (ZEVs). It is funded by the California Energy Commission's (CEC's) Clean Transportation Program to speed up the deployment and installation of medium- and heavy-duty ZEV infrastructure.

Transit Set-Aside




EnergIIZE is offering incentives toward the deployment of electric charging and hydrogen refueling infrastructure for zero-emission transit vehicles. This funding opportunity is intended to benefit transit agencies and tribes seeking to convert to zero-emission fleets. Vehicle incentives through the California Air Resources Board's (CARB) Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) Public Transit Bus Set-Aside are paired with infrastructure incentives through the CEC's EnergIIZE Transit Set-Aside.

EnergIIZE applicants who meet eligibility criteria and are conditionally awarded will be reimbursed for eligible costs. More information may also be found in the EnergIIZE Drayage and Transit Set-Aside Implementation Manual Addendum at [Energiize.org/resources](https://www.energiize.org/resources) (located under "Set-Asides" towards the bottom of the page).




What is Covered?

A complete cost eligibility list as well as equity criteria may be found in the EnergIIZE Drayage and Transit Set-Aside Implementation Manual Addendum. Applicants who meet one or more of the equity criteria may be eligible for a unique incentive structure.

Incentive Structure

	 Electric Vehicle	 Hydrogen Fueling	 Mixed Fuel
Maximum Incentive Offering	75 percent of Adjusted Project Costs Incurred*		
Maximum Project Cap	\$500,000	\$2,000,000	\$1,000,000

Incentive Structure if Meeting Equity Criteria

	 Electric Vehicle	 Hydrogen Fueling	 Mixed Fuel
Maximum Incentive Offering If Meeting Equity Criteria	90 percent of Adjusted Project Costs Incurred*		
Maximum Project Cap If Meeting Equity Criteria	\$750,000	\$2,800,000	\$1,400,000



Hydrogen Equipment

- Compressors
- Liquid and Gaseous Pumps
- Piping and Pipelines
- Dispenser with Hose and Nozzles
- High-Pressure Storage
- Chillers



Make-Ready

- Switchgears
- Electrical Panel Upgrades
- Wiring and Conduit
- Meters



EV Equipment

- Level 2 Electric Vehicle Supply Equipment (EVSE)
- Direct Current Fast-Chargers (DCFC)
- Inductive Charging Systems
- Pantograph Charging Systems
- Vehicle to Grid (V2G) EVSE
- Charge Management Software
- Cable Management System

*Adjusted Project Costs are total project costs adjusted for eligible project expenses and project caps. For example, total project costs minus any non-EnergIIZE reimbursable expenses.

Who Should Apply?

You should apply if you are a fleet that meets any of the following criteria:

- 1 You are included in the CARB Innovative Clean Transit (ICT) program's list of compliant transit agencies.
- 2 You are a California Native American Tribe, California Tribal Organization, or Non-Governmental Organization Serving Tribal entities.

How to Apply

Submit your application online at calstart3.my.site.com/apply during the EnergiIZE Transit Set-Aside application window, opening Q2 of 2024.



Get in Touch

Applicants may first submit a vehicle incentive application through the HVIP Public Transit Bus Set-Aside (includes answering a series of questions about infrastructure needs for zero-emission transit fleets) at [Californiahvip.org](https://californiahvip.org), and then visit the EnergiIZE website at Energiize.org for a list of upcoming workshops, videos, and resources to help with the application process. Applicants may also submit an HVIP vehicle incentive application if they first submitted an application through the EnergiIZE Transit Set-Aside.



Get Support

Navigate to the Infrastructure Readiness Center (IRC) through Energiize.org/resources to view the EnergiIZE Drayage and Transit Set-Aside Implementation Manual Addendum (located under "Set-Asides" towards the bottom of the page) and other information about the application and required forms.



Get Started

Those who completed HVIP vehicle voucher requirements will begin completing their EnergiIZE Transit Set-Aside application. Applicants may also submit an HVIP vehicle incentive application if they first submitted EnergiIZE Transit Set-Aside application.



Submit Your Application

Submit your EnergiIZE Transit Set-Aside application.



Contact Us



1 (877) ENR-GIZE
1 (877) 367-4493



infrastructure@calstart.org



48 South Chester Ave
Pasadena, CA 91106



Transit Transformation Task Force

Regional Transit Technical Advisory Committee

March 27, 2024

WWW.SCAG.CA.GOV

Transit Transformation Task Force (SB 125)

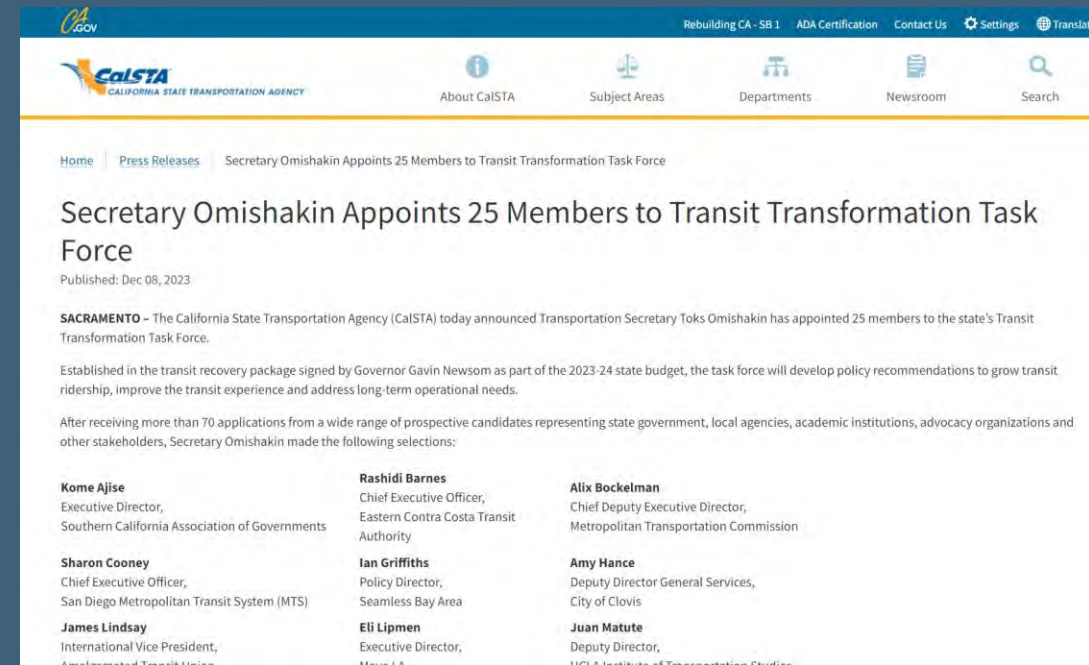
- December 2023 – CalSTA held first meeting of Task Force (formed under SB 125)
- Meets on bimonthly basis through April 2025
- Includes 25 members, including SCAG, RCTC, LA Metro, Move LA, and UCLA ITS
- Focused on developing policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs



The screenshot shows the CalSTA website page for the SB 125 Transit Program. The page features the CalSTA logo and navigation links for 'About CalSTA' and 'Subject Areas'. The main heading is 'SB 125 Transit Program' with an 'Overview' section. The overview text states that SB 125 (Chapter 54, Statutes of 2023) guides the distribution of \$4 billion in General Fund through the Transit and Intercity Rail Capital Program on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations. SB 125 includes an accountability program to govern the distribution of these funds, on which there is more detail below. Additionally, SB 125 establishes a Transit Transformation Task Force led by the California State Transportation Agency to develop policy recommendations to grow transit ridership, improve the transit experience and address long-term operational needs.

Transit Transformation Task Force

- Work will result in a report of findings and policy recommendations
- Will be shared with policy and fiscal committees of the Legislature on or before October 31, 2025
- Updates on the Task Force's progress will be shared at Regional Council meetings and RTTAC
- More information regarding the Task Force is available on the [CalSTA website](https://www.calsta.gov)



February 29th Task Force Meeting Debrief

- Reviewed Task Force Goals and Objectives
- Reviewed California's goals and what they imply for transit usage
- Reviewed case studies that provide examples of how California might transform transit ridership



Sustainability goals

As part of California's plan to achieve carbon neutrality by 2045, the California Air Resources Board (CARB) targets 30% reduction in vehicle miles traveled (VMT)



Transit ridership implications

Achieving VMT targets primarily through mode shift to transit, means California would need a 4-6x increase in transit ridership from levels by 2045



Transformative change

Achieving VMT ridership targets will require transformative change, not just incremental gains; there are places around the world that look and feel like California that give direction on how this could be achieved

These systems achieve 2-6x higher ridership per capita by focusing on frequency, coverage, integration, and transit-oriented development

February 29th Task Force Meeting Debrief

Challenges we face:

- 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)
- The need to tailor solutions to local contexts

February 29th Task Force Meeting Debrief

What needs to change to attract more riders?

- 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)
- Funding (e.g., shift from roads to transit)

Discussion

What are recent customer experience best practices you have seen implemented in the transit space? This could be a practice your agency has implemented.

Discussion

What are the most important customer experience goals you think any best-in-class transit system has? What are metrics to determine the success of these goals?

Discussion

What customer experience resources/data should we look at/can you share that document and describe how California currently performs across these goals and metrics? How might performance differ by geography, mode, or trip type?

Discussion

What case examples (international or national) would you suggest as excellent customer experience transformations in the transit space?

Forecasted Meeting Schedule

	Meeting theme	Potential dates	Potential locations	Duration
1	Introduction	Dec 19, 2023	Virtual	2 hours
2	What outcomes does transit need to achieve, to achieve State mandates?	Feb 29, 2024	Sacramento, CA	2 hours
3	How would the customer experience need to change to meet the State's goals?	Apr 15, 2024	San Diego, CA	4 hours
4	What level/types of service do these outcomes require?	June 17, 2024	San Francisco, CA	4 hours
5	What does this level of service imply for OpEx spend, workforce development, and employee engagement ?	Aug 29, 2024	Los Angeles, CA	4 hours
6	What does this level of service imply for CapEx spend ?	Mid-Oct 2024	Salinas / Monterey, CA	4 hours
7	How can this level of OpEx and CapEx be funded ?	Dec 10, 2024	Clovis (Fresno), CA	4 hours
8	What prioritized topics and draft decisions should be included in the report?	Early Feb 2025	Riverside, CA	4 hours
9	Draft report review ¹	April 2025	Sacramento, CA	4 hours
10	Final report briefing before submission ¹	Sept 2025	San Francisco, CA (TBD)	4 hours

1: Final report due to legislature October 31, 2025
 Source: California State Transportation Agency (CalSTA) RFO #23-02; discussions with CalSTA and Caltrans Dec. 2023 – Mar. 2024





THANK YOU!

For more information, please visit:

<https://calsta.ca.gov/subject-areas/sb125-transit-program>



ANNA

Advancing Neighborhood Networks for All

ANNA Multimodal Transit Plan

SCAG Transit Committee Briefing

March 2024

ANNA Multimodal Transit Plan

The Anaheim Resort

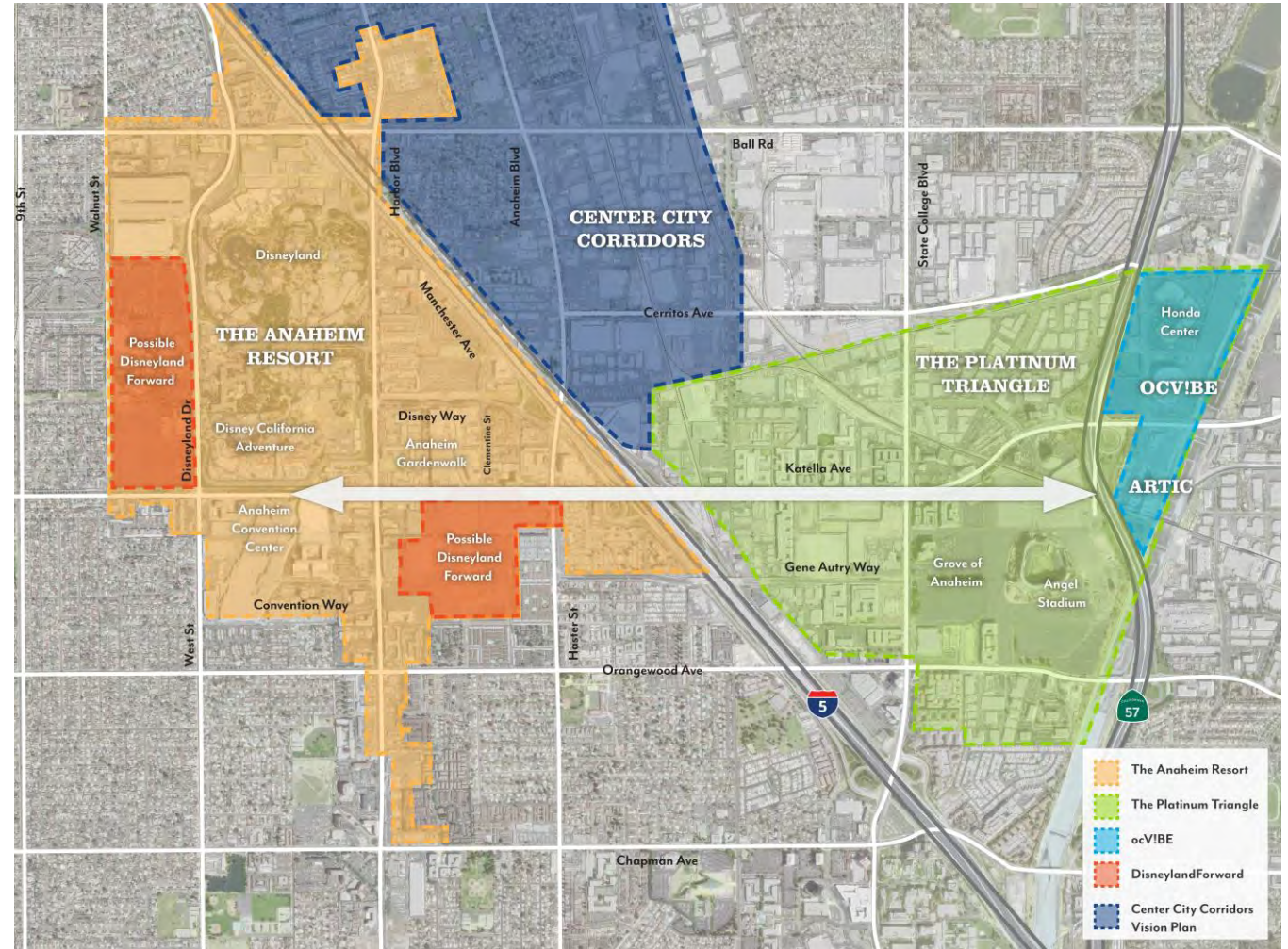
- Disneyland Resort®
- DisneylandForward®
- Anaheim Convention Center

The Platinum Triangle

- Honda Center / ocV!BE
- ARTIC
- Angel Stadium
- Grove of Anaheim

Downtown Anaheim

- Connection to Center City



Background

- **1995** - ATN was created, and now operates 82 buses and 9.5 million passengers on ART, FRAN, EVE, and soon – **ANNA**
- **2019** – Evaluation of fixed-guideway routes, technologies, stations from ARTIC to Anaheim Resort
- **2022** – ATN receives Caltrans Sustainability Grant for multi-modal study to advance **ANNA**
- **Fall 2022** – Team starts Anaheim Connects Multimodal Transit/Transportation Plan

ANNA Components

+



Shift to sustainable and environmentally-responsible service infrastructure

=



Equitable resident and visitor connections to east and west development opportunities

&



New mobility offerings that enhance traditional transit service and investment

@



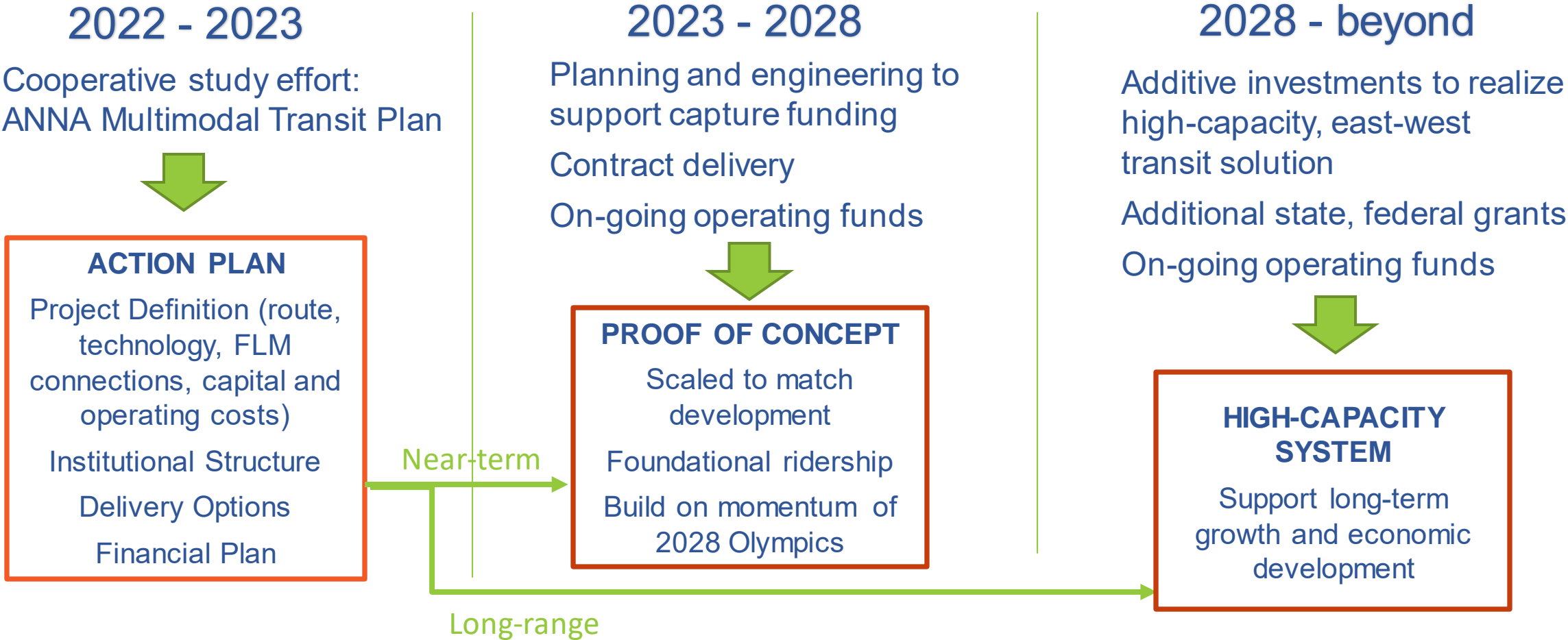
Regional access to world-class destinations



Ensuring the needs of the **community** are met while advancing **economic opportunity** in support of **regional expansion** projects

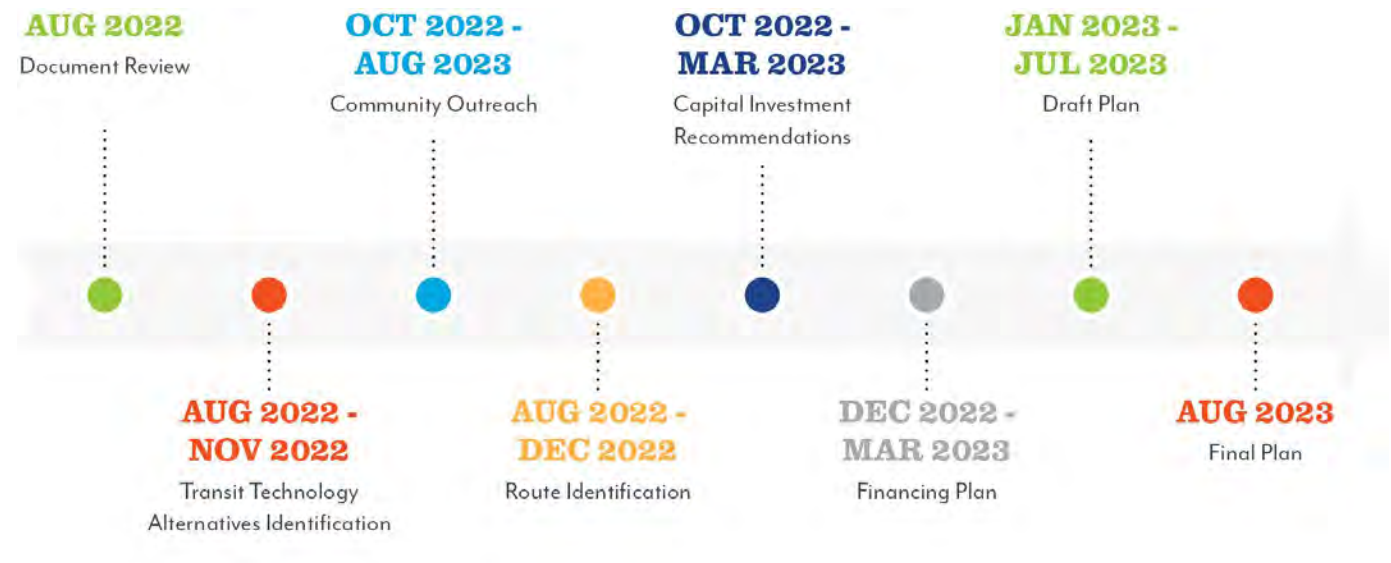


Project Roadmap: Pathway to High-Capacity System



ANNA Multimodal Transit Plan

- Focused stakeholder and community engagement
- Technology solutions, routes, and connections to match transit needs
- Capital investment recommendations
- Concept operating plan
- Financing plan
- Action plan to implement service and for future expansion



ANNA Vision, Goals & Outcomes

ANNA Vision Statement



Proposed guiding vision to drive screening and prioritization of alternatives, decision-making, and go-forward actions in the ANNA Multimodal Transit Plan:

“ANNA is the sustainable transit solution created to promote healthy and equitable communities through connecting and strengthening access for residents, businesses, and visitors in the city of Anaheim and surrounding regions.”

ANNA Potential Screening Criteria



Environmental

- Service reliability, travel time, stop spacing
- Vehicle Miles Traveled (VMT) and GHG reductions
- Ridership and service areas

Social

- Walkshed around each station, # of destinations served
- Capture areas (# of households, employees and residents)
- Ability to provide high-tech experience with modern conveniences

Economic

- Affordable housing and amenities near stations (# of affordable households and equity serving neighborhoods)
- Cost/benefit of achievable short-term solutions and long-term economic goals

Technology, Routes & Stops



ANNA
Advancing Neighborhood Networks for All

The Anaheim Resort

- Disneyland Resort®
- DisneylandForward®
- Anaheim Convention Center

The Platinum Triangle

- Honda Center / ocV!BE
- ARTIC
- Angel Stadium
- Grove of Anaheim

Downtown Anaheim

- Connection to Center City



Bus Rapid Transit (BRT)

- Supports near-term objective to have service in place prior to 2028 Olympic Games
- Features to support high-quality of service with:
 - Level boarding
 - battery-electric power
 - modern amenities
 - attractive design / branding

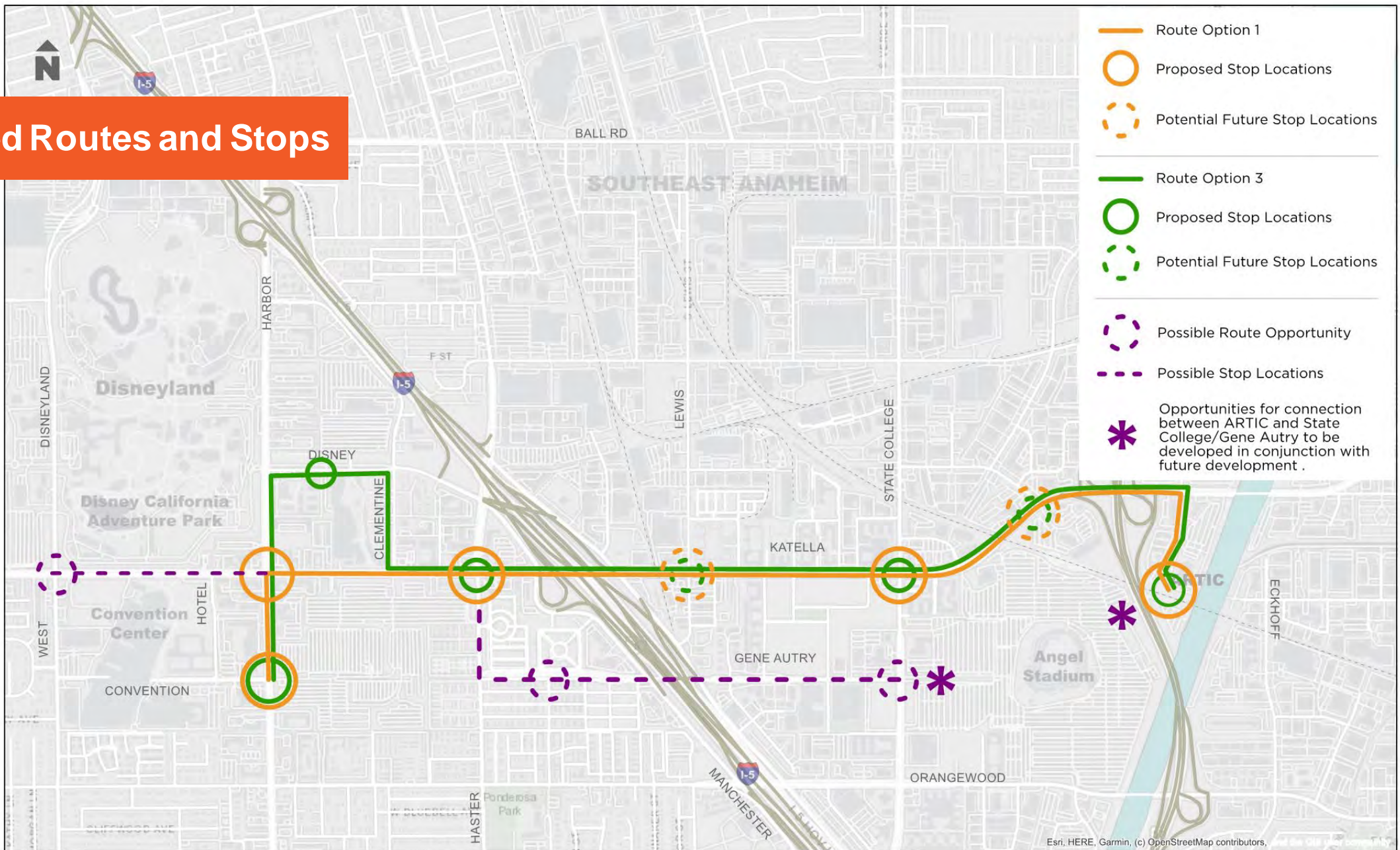


+ Microtransit

- All-electric fleet to expand the capacity and reach of the east-west BRT service



Proposed Routes and Stops



Mobility Enhancements & Neighborhood Connections

Mobility Hub Concept Renderings



Mobility Hubs and Nodes

More than a transit stop, mobility hubs are designed to be places that connect the community with public transit and other mobility choices.

Typical elements:

- Transit stops and connections
- Wayfinding / signage
- Real-time travel information
- Shelters / rider amenities
- Bikeshare facilities

Additional elements:

- Rideshare pick-up / drop-off, with EV charging
- Community activities



Transit Connections

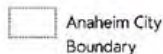
- Enhanced microtransit service to expand ANNA service area
- Convenient multimodal connections to major destinations and local neighborhoods



LEGEND



ARTIC



Anaheim City Boundary

OCTA Mobility Hubs

- Gateways and Regional Activity Centers
- Large Trip Generator/ Destination
- Local Transit Connection (Emerging Urban District)

Key Destinations (with Public Parking)

- 1 Anaheim Convention Center
- 2 Disneyland Resort
- 3 GardenWalk
- 4 Angels Stadium

Future Destinations (with Public Parking)

- 5 Katella Gateway
- 6 OC/VIBE
- 7 Future Disneyland Forward

ANNA Proposed Routes

- Route Option 1
- Route Option 3
- Proposed Stop Locations

Microtransit

- Current FRAN Stop
- Potential Catchment Area

Ridership Projections

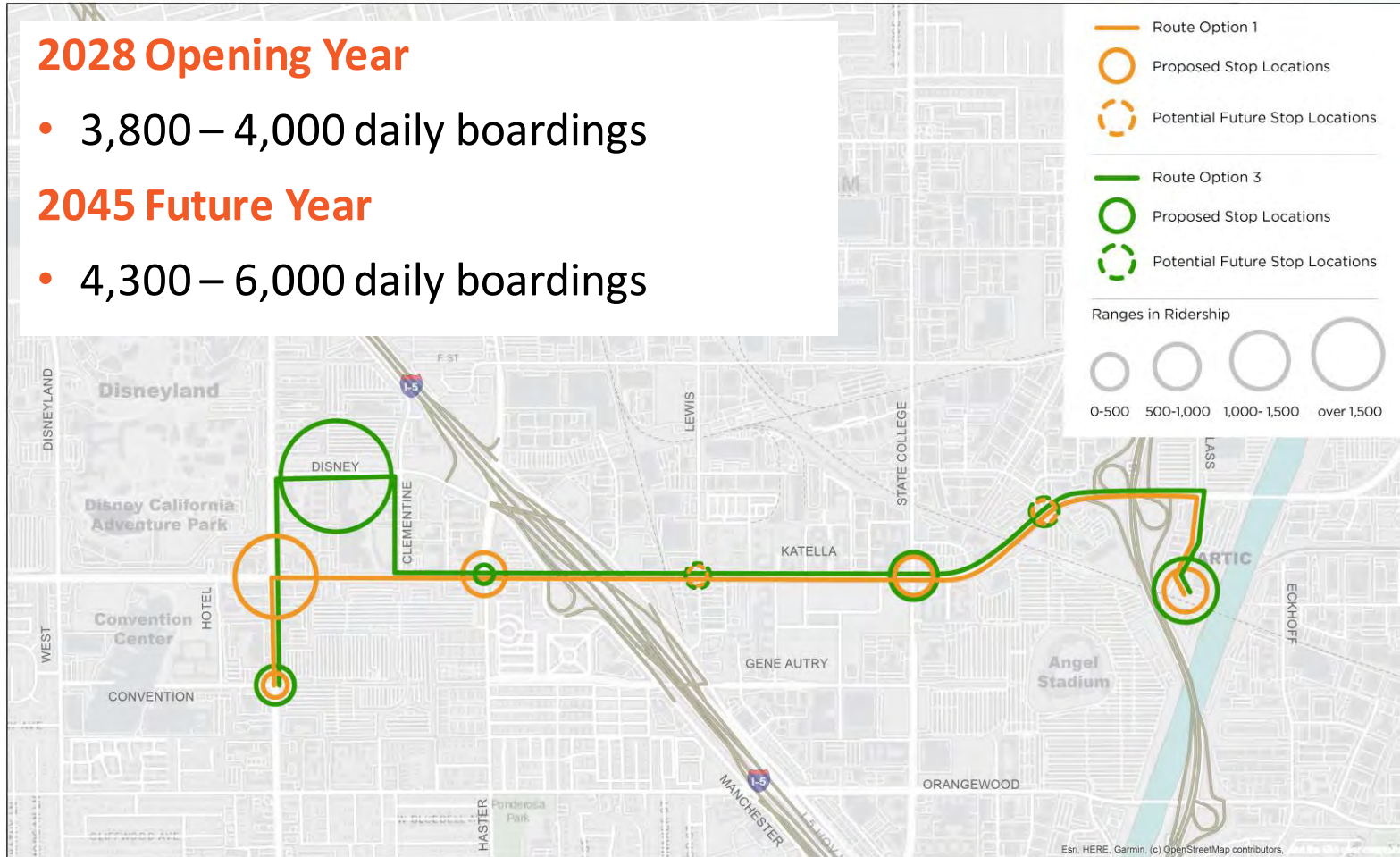
Ridership Forecasts

2028 Opening Year

- 3,800 – 4,000 daily boardings

2045 Future Year

- 4,300 – 6,000 daily boardings



2045 Future Year Daily Ridership by Stop

- Bus Rapid Transit (BRT) with light levels of transit priority treatments
- Focus on “typical” daily demand
- Uses FTA STOPS model
- Includes approved growth in study area and current/future socio-economic inputs
- Accounts for transit services from other agencies

Ridership Sensitivity

- First/last-mile improvements and mobility hubs
 - >> 15% - 20% increase in riders
- Special events in the study area
 - >> 5% increase in riders
- Reduction in transit preferential treatment
 - >> 30% decrease in riders



Capital Investments and O&M Costs

Estimated Capital Costs

*Costs in 2023 dollars

* Excludes ROW, escalation, inflation

* Exclusive lanes would add ~\$47 million to total

Capital Component	Description
Fixed Route	Semi-exclusive lanes with painted delineation. Transit-only lanes in high-priority locations.
Station Stops	Level-boarding, ANNA-branded stops at: ARTIC, Katella Avenue / State College Boulevard, Katella Avenue / Haster Street, Disney Way or Katella Avenue / Harbor Boulevard, and ACC.
Signal Modifications	Transit-priority treatments at critical locations only.
FLM Improvements	Along Katella Avenue only.
Maintenance Facility	Light repair and storage for new electric bus fleet.
Bus Rapid Transit Service	Electric bus fleet to meet opening year demand.
2028 Basic System	\$21.2 Million capital construction + \$12 Million transit fleet
Add: Mobility Hubs	Mobility hubs at ARTIC and ACC.
Add: Full FLM	Along entire route and connecting corridors.
Add: Full Signal Mods	Signal modifications and transit priority treatments along full route.
Add: Microtransit Service	Microtransit vehicles to serve six catchment areas.
Full System Build	\$48.9 Million capital construction + \$13.2 Million transit fleet

Estimated O&M Costs

Two Potential BRT Operating Plans:

- 40-foot buses (36 pax)
- 60-foot buses (55 pax)

Transit Service Characteristics	2028	2045
Travel Time	17-19 minutes	21-25 minutes
Headways	5-8 minutes	3.5-5.5 minutes
BRT Fleet	7-10 buses	10-17 buses

O&M Component	2028	2045
BRT Service	\$8,000,000	\$15,000,000
Mobility Hubs (3 sites)	\$100,000	\$200,000
Microtransit (6 zones)	\$2,700,000	\$3,300,000
Total Annual O&M Costs	\$10,800,000	\$18,500,000

Stakeholder and Community Outreach

- **Steering Committee:** City of Anaheim, ocV!BE, Angels, Disneyland Resort
- **Technical Advisory Committee:** City, OCTA, LA Metro, Metrolink
- **Targeted meetings:** ACC campus, developers, business community

Key take-aways:

- ✓ Importance of connecting to ARTIC: working with ocV!BE on concepts for mobility components
- ✓ Discussions with ACC stakeholders on functional connection at ACC campus
- ✓ Future route opportunities to complement development as it occurs

Community Pop-Up Events

ANNA outreach events held:

- Anaheim Fall Festival (October 2022)
- ARTIC (March 2023)
- Anaheim Fall Festival (October 2023)

Purpose

- Shared project updates and next steps
- Used interactive activities to gather input from residents, neighbors, employees, visitors, organizations, local communities, and more



Next Steps

Next Steps

- Continue public outreach and stakeholder engagement
- Conduct additional engineering and environmental technical analyses
- Refine transit operating plan and vehicle specifications
- Finalize project funding and financing strategy
- Refine approach to procurement and delivery

Contact Information:

Diana Kotler

CEO

Anaheim Transportation Network

714-563-5287

dkotler@atnetwork.org



Anaheim Transportation Network





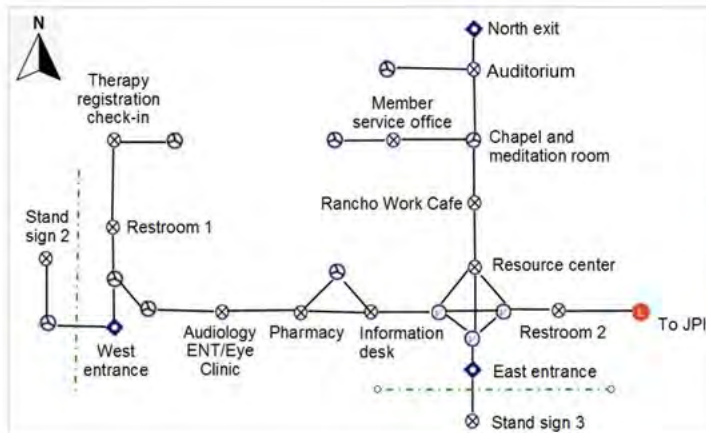
ACCESS SERVICES
BLE Beacon IoT Pilot Project

access

Project Scope

- The proposed multi-function BLE beacon system
 - Aims to be particularly useful to riders with disabilities including vision impairment.
 - Has two types of components: indoor-outdoor navigator Seeing-I-Go and Lbeacons.
- Seeing-I-Go is an APP that runs on diverse smart phones. It can
 - Help riders walk safely to/from hospitals/rehabilitation centers from/to bus stops.
 - Guide the rider to find and stand at the stand sign of the rider's bus when he/she arrives at the bus stop.
- There is a Lbeacon installed on each bus: The beacon
 - Collaborates with the rider's Seeing-I-Go to locate the bus door & boarding ramp accurately.
 - Can support automatic mobile fare validation.
- There are Lbeacons installed indoors and at stand signs closed to buildings
 - Lbeacons in buildings are at waypoints and are used by Seeing-I-Go for indoor positioning
 - Lbeacons at stand signs near buildings are for improved location accuracy

BLE Beacon Navigation Concept



Map: Seeing-I-Go selects routes and generates navigation instructions based on this data.

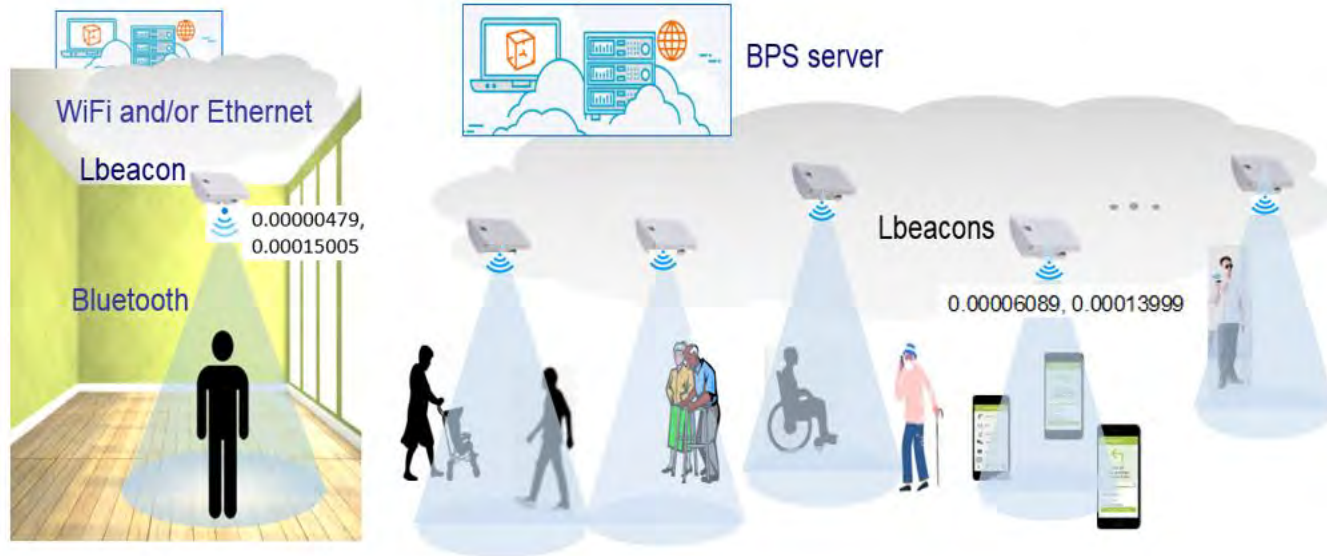
- ⊗ Terminal: A possible destination
- ⊕ Turn/branch: A decision point
- ◇ Portal: An external door
- ⊙ Checkpoint
- Landmark
- Pathway



Interface to positioning support

UI with heads-up style display and audio instructions

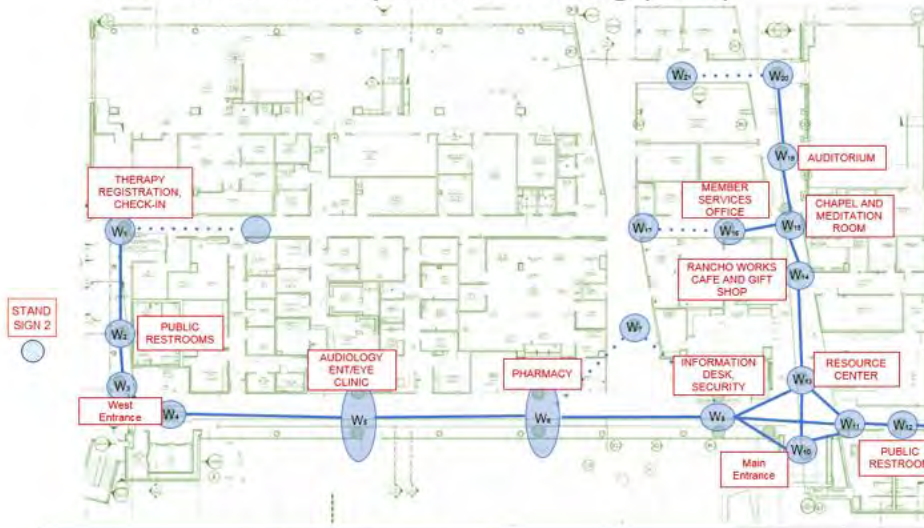
BLE Beacon Navigation Concept



access

BLE Beacon RLA Site Map

First level of Outpatient Building (OPB)



JPI Expansion



In Outpatient Building (OPB)

- Audiology
- ENT/Eye clinic
- Pharmacy
- Radiology
- Therapy registration
- Auditorium
- Chapel and medication
- Information/security
- Member services
- Resource center
- Main entrance
- West entrance
- Rancho work café and gift shop
- Public restroom 1
- Public restroom 2



Outdoors

- Stand sign 2
- Stand sign 3

In JPI Expansion (JPI)

- Medical imaging
- Elevators to 2nd and 3rd floors
- Passage to JPI Inpatient bldg
- Passage to Outpatient bldg

BLE Beacon QR Code

Seeing I Go App Download

- Seeing I Go app is on Apple App Store and Google Play Store.
- Search keyword 'Seeing-I-Go', or use the QR Codes below
- Remember to download the map for Rancho Las Amigos Rehabilitation Center

- Apple App Store QR Code



- Google Play Store QR Code



Project Scenario

Demo scenarios

1. From west exit of Outpatient Building to Stand Signs 2 & 1

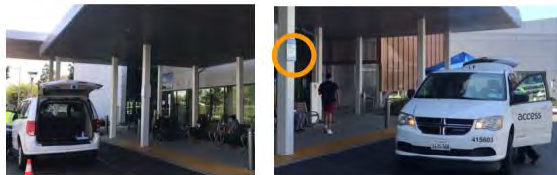
2. From inside Wellness Center to the Lobby and from Lobby exit to Stand Sign 3



Pictures of stand sign 3



Pictures of stand sign 2



Project Scenario

Precision Docking Notification

Precision docking of boarding ramp makes use of directional antenna of Lbeacon on board the bus as follows:

- After bus door opened and boarding ramp deployed, the onboard Lbeacon
 - ❑ Broadcasts continuously the bus number & direction.
 - ❑ Scans for advertising packets from Seeing-I-Go's
 - ❑ After a specified time interval without hearing any Seeing-I-Go, sends notification to bus driver's BLE device that it is safe to retract the ramp
- Seeing-I-Go of the rider
 - ❑ Continues to broadcast advertising packet to announce its presence until safely on board when the on-board Lbeacon can no longer be heard.
 - ❑ Listens for onboard Lbeacon, instruct the rider "bus door/boarding ramp is here" or "Look out for bus door /boarding ramp" when it hears the Lbeacon.



Lbeacon with radiation beam outlining the opened door and boarding ramp

Project Scenario

Automated Mobile Fare Validation/Deduction

After riders boarded the right vehicle:

- Rider smart device receives in-vehicle Beacon broadcasting signal to activate eWallet function if rider has opted in the option.
- eWallet balance is checked:
 - Has enough balance: fare automatically deducted from the account
 - No enough balance: eWallet will add the preset amount to the balance and fare automatically deducted from the account after the amount addition.



Lessons Learned

- Measure Beacon proximity coverage carefully
- Plan the route for different scenarios
- Take into consideration of user behaviors
- Limit the support to smart device versions
- Training

access

Next Step

Access Services has applied for the following federal grants:

1. USDOT SMART Grant: seek federal assistance to implement the IoT solution across 6 services regions and on 760+ Access ADA vehicles.
2. FHWA ATTAIN Grant: seek federal assistance to implement the IoT solution at UCLA campus, EXPO Line Westwood Light Rail station and 6 accessible autonomous shuttles for the proposed self-driving shuttle services for 2028 Olympic/Paralympic.

A Design Framework for Women-Centered Mobility Hubs

SCAG Regional Transit Technical Advisory Committee meeting

March 27th, 2024

Agenda (15 min)

1. Who is SUMC
2. Project Overview: A Design Framework for Women-Centered Mobility Hubs
3. Work Package 2: Dialogues with the users
4. How you can help



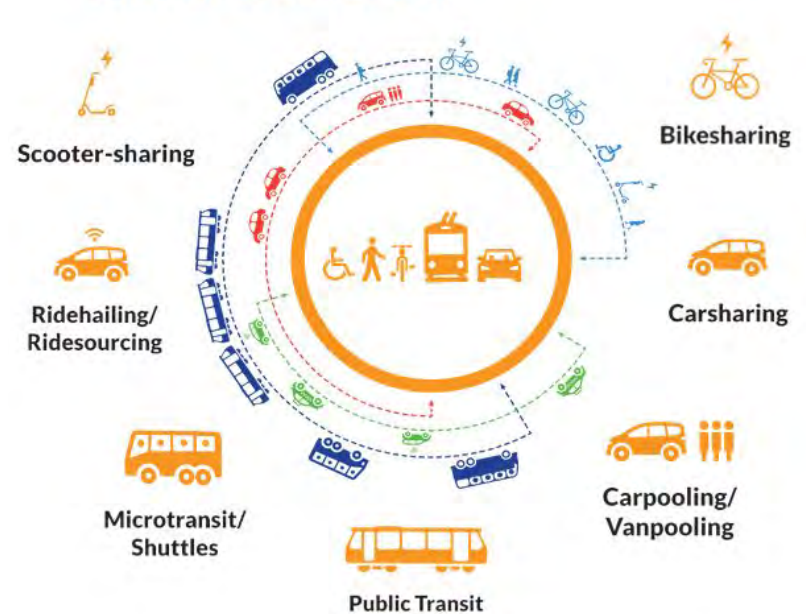
Bus stop queue, Annelies Clarke



Who is SUMC?

The Shared Use Mobility Center is a national non-profit working to **replace car-centric transportation with people-focused shared mobility** to fight climate change, promote equity, and strengthen community.

We are based in Los Angeles and Chicago.



Our Work

- Mobilizing the sector
 - ◆ [Shared Mobility 2030 Action Agenda](#)
- Empowering and equipping communities
 - ◆ Ex. Co-administer [Clean Mobility Options program](#)
- Deepening and sharing knowledge
 - ◆ [Mobility Learning Center](#)



A Design Framework for Women-Centered Mobility Hubs

Background

Mobility hubs is an interesting concept but so far we have not seen any conceptual design or research that focuses on designing for women and caregivers.

Hypothesis

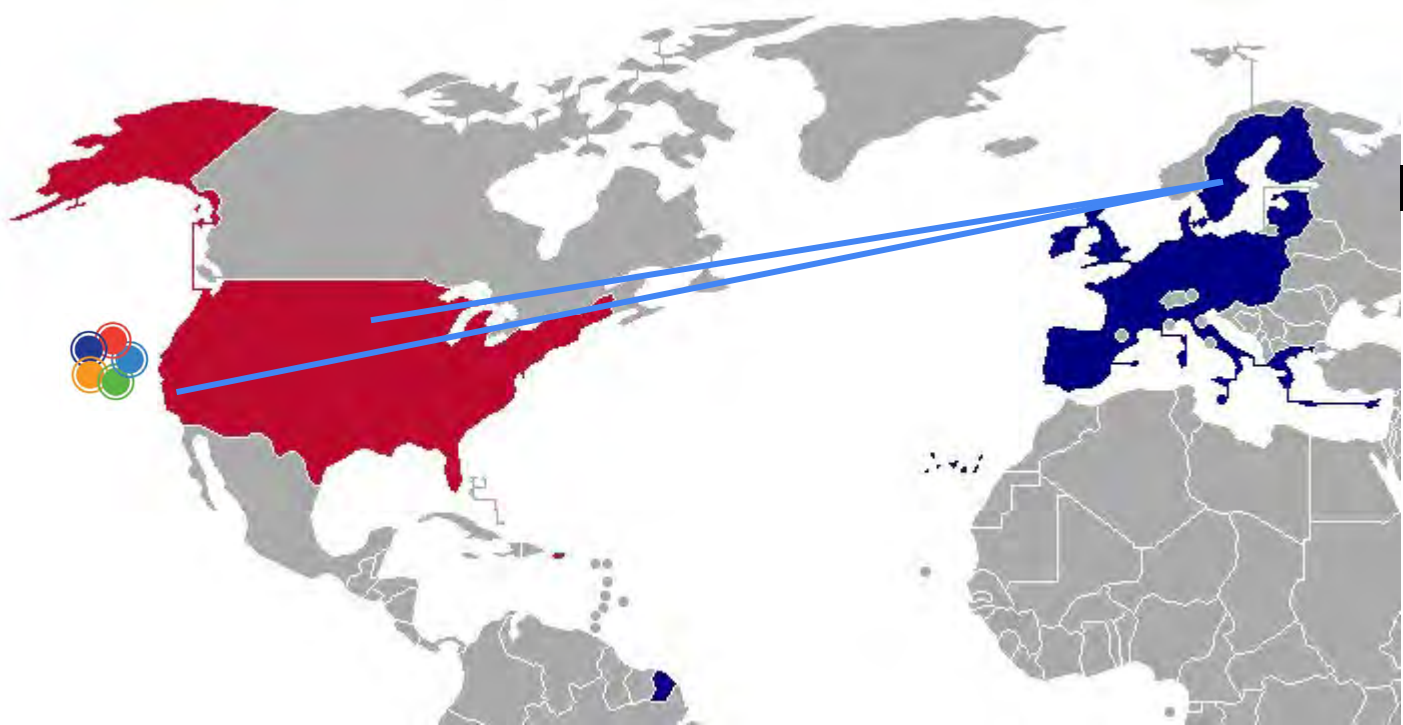
”Centering women, even in minor design considerations, increases accessibility not only for women but also for other, more vulnerable users of transportation systems”

Project idea

- A **Conceptual Design Framework** (CFD) for Women-Centered Mobility Hubs
- A deeper **understanding of** Women-Centered Mobility Hubs including an overview of existing knowledge
- Package into **appealing products** for open-source publication and communication



International Component



Living Cities and Communities



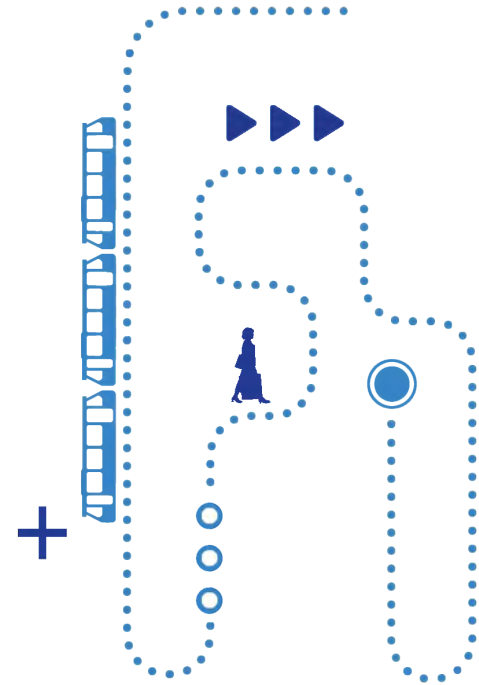
What we already know...

Women are more likely to travel with younger and older dependents and often cover their fare or cost of travel.

Terraza, Orlando, Lakovits, Lopes Janik, and Kalashyan. (2020) Handbook for Gender-Inclusive Urban Planning and Design. World Bank.

Women are more likely than men to use multiple transportation modes daily.

Women are more likely than men to trip-chain or make multiple stops during a single trip, during trips that do not include commutes. *Changing Lanes (2021)*

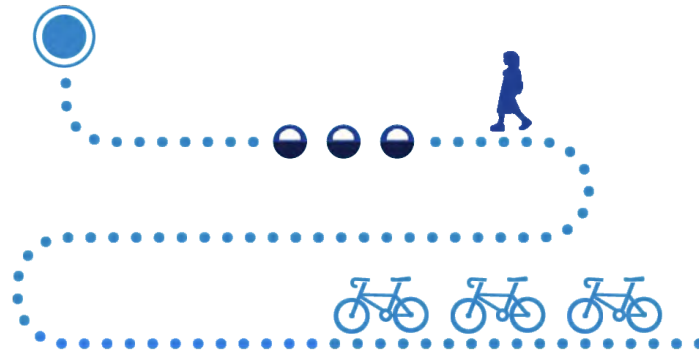


What we already know...

The median extra cost for travel per month for men, due to safety reasons, is \$0. On the other hand, the median extra cost for travel per month for women is \$26-\$50.

More than half (54%) of female respondents are concerned about being harassed while using public transportation, compared to only 20% of male respondents. For late night travel, most respondents feel safest using for-hire vehicles (42%), followed by taxis (16%), and then public transportation (15%).

Pink Tax Report Kauffman, et al (2018)



Target User Groups

Everyday or Occasional un-paid Caretaker

From 15 to 80+ years old

This persona takes on caregiving responsibilities for one or more people without financial compensation.

Aged Women and Women with Disabilities

60 years +

A person with reduced mobility and with functional, sensory and cognitive diversity, the elderly, people with different weights and measures.

Nocturnal and Festive Women

18 years+

This Persona needs access to mobility hubs 24/7, i.e., health workers, airport workers, entertainment and service industry workers, who avoid shared mobility due to unreliability and lived or perceived lack of safety.

Paid Careworker

From 18 to 60 years old

Professionals providing paid care services. This persona encompasses individuals whose workforce may be composed of young migrants who might not master wayfinding or language.

Women Moving Free and Safe

18 years +

A persona whose use of mobility is a means of self-determination, yet it can be limited due to experienced or perceived gender violence, sexual harassment and other hate crimes, this persona includes women of color and LGBTQ+ women.

Children and Young Girls

12 to 18 year olds

A persona that is underage but still needs to move from point A to point B in a small radius safely and freely. I.e. from home to school, a local shop, a mall or an after-school class.



Scope of work

Work Package 1

Literature review

- Desk Based Research

Work Package 2

Dialogues with Stakeholders and Relevant Actors

- Semi-structured Interviews
- Focus Groups
- Ethnographic observations
- Travel Interviews

Work Package 3

Iterative Design Process

- Co-design workshops

Work Package 4

Open-source publication

- Socializing findings
- Sharing Design Framework for further use



Work Package 2

Dialogues with Stakeholders and Relevant Actors

Understanding Users

- Semi-structured Interviews
- Focus Groups

Connect with local CBO's in Gothenburg, Chicago and Southern California.

Understanding Spaces

- Ethnographic observations
- Travel Interviews

Select 3 mobility hubs with similar characteristics per city to conduct observation



How you can help

1. Connect SUMC with community based organizations in Southern California that serve and/or work with our target user groups.
2. Let us know if you are interested in helping to facilitate any semi-structured interviews or focus groups with your riders.
3. Provide any feedback from your own experience and programs.

If you think you can support please email me at
natalia@sharedusemobilitycenter.org



Thank you

Natalia Perez-Bobadilla

natalia@sharedusemobilitycenter.org

(312) 448-8083 ext. 423



City of Montebello First/Last Mile (FLM) Plan

Regional Transit Technical Advisory Committee
March 27, 2024

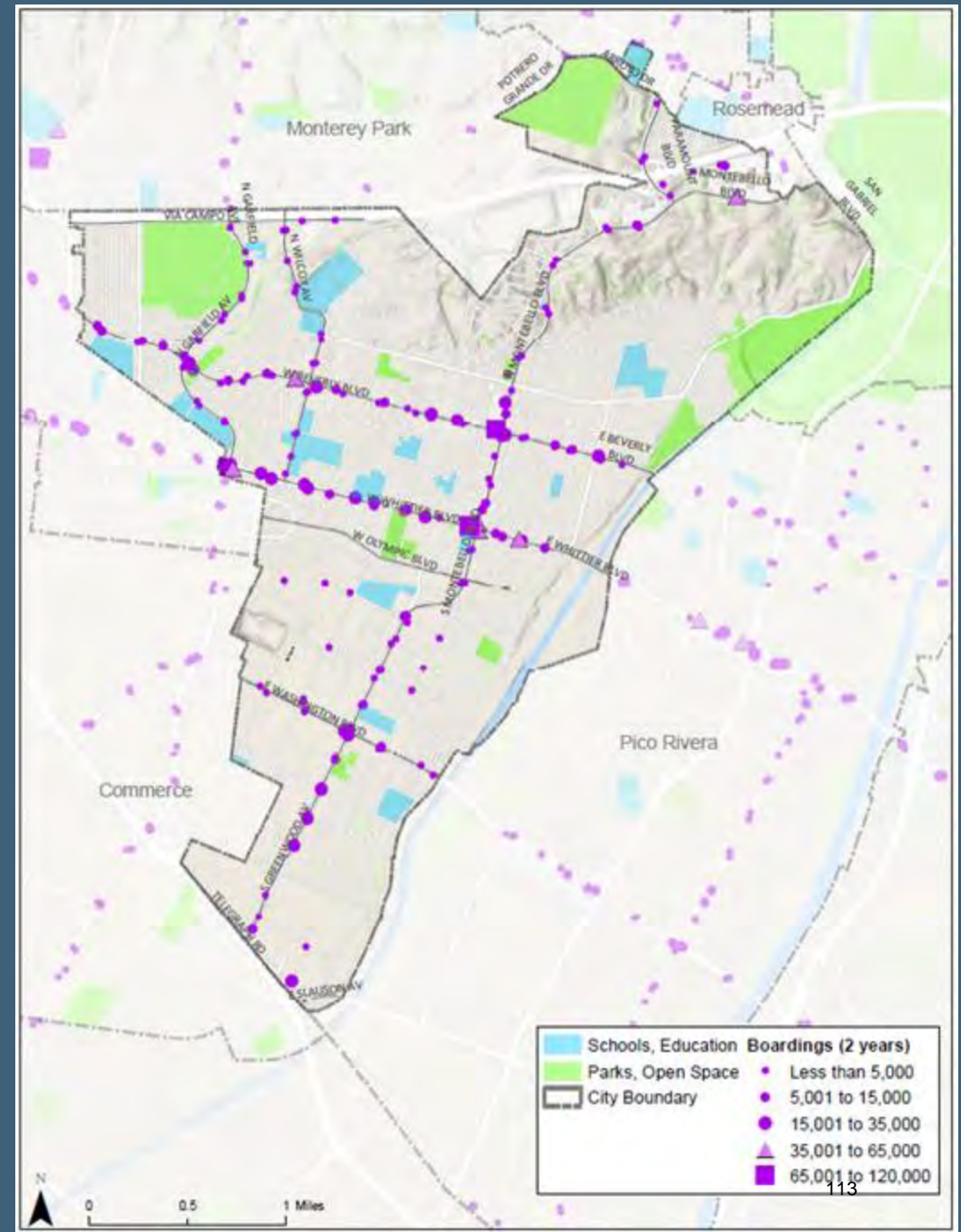
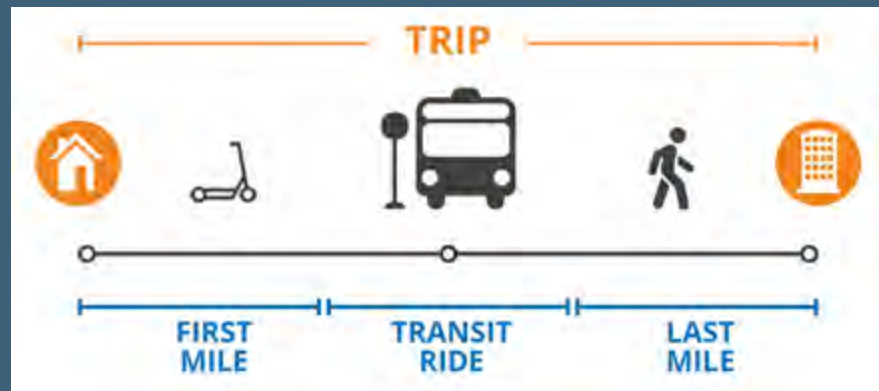
WWW.SCAG.CA.GOV

Agenda

- First/Last Mile (FLM) Plan Background
- Community Engagement Summary
- Data Analysis
- Treatment Options
- Priority Project Locations

Project Background

- The purpose of the FLM Plan is to:
 - 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



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

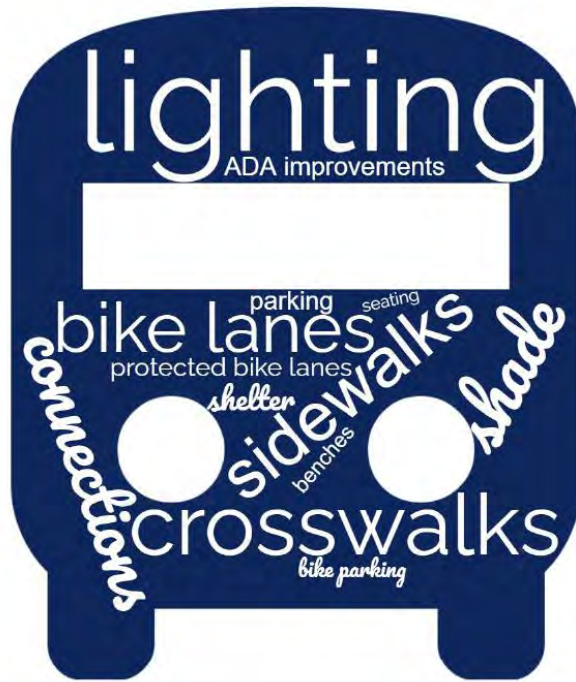


TAC Representation from:



Outreach Summary

Top Treatments



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

51.5%



Lack of Bike Lanes & Bike Parking

50.5%



Traffic Delays & Congestion

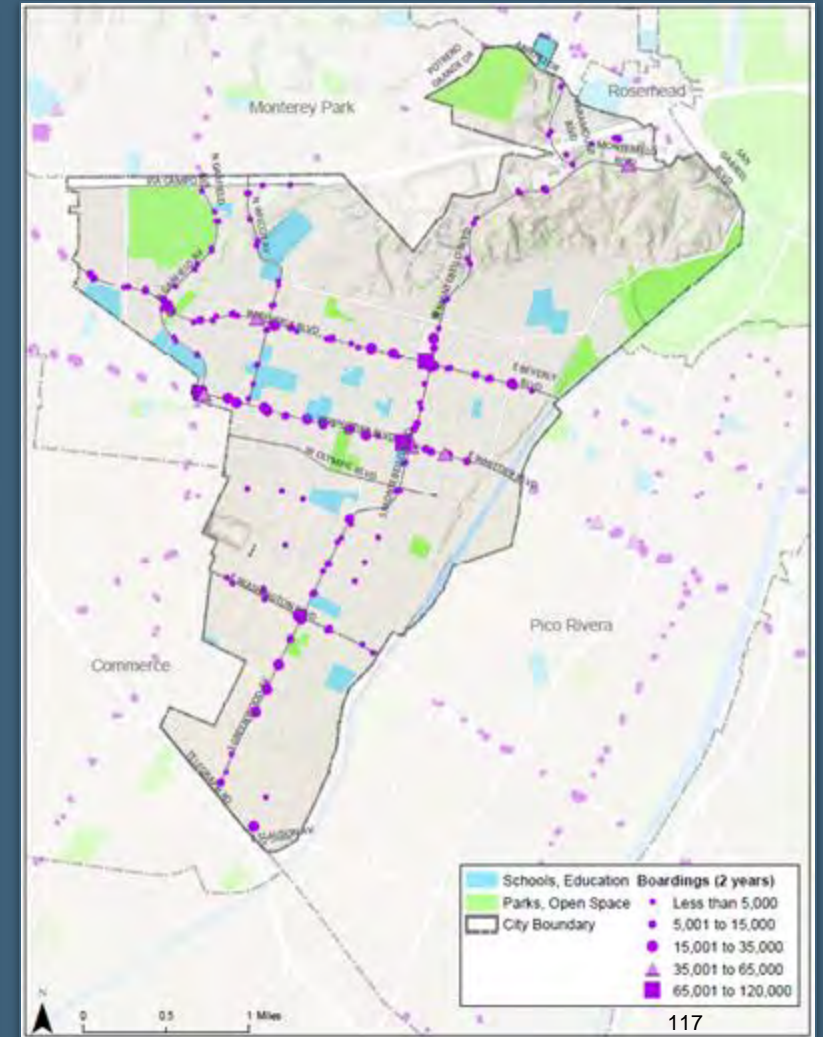
48.4%



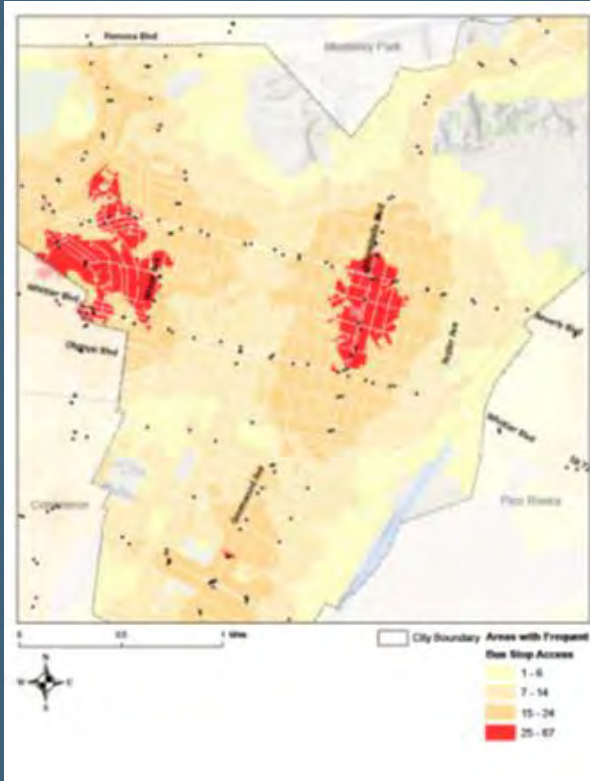
Personal Safety Concerns

Existing Conditions

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



Existing Conditions Analysis



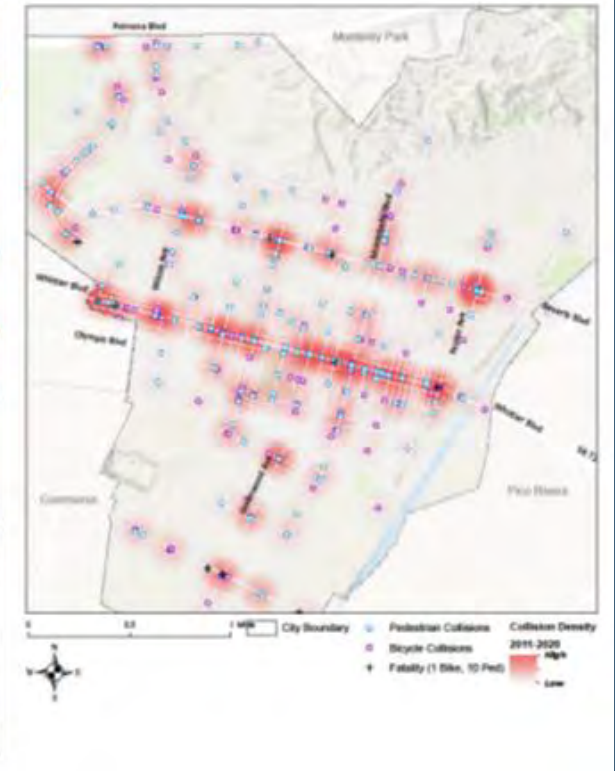
Bus Stop Frequency Analysis



Existing Bus Stops, Sidewalk Gaps, and Collisions Density

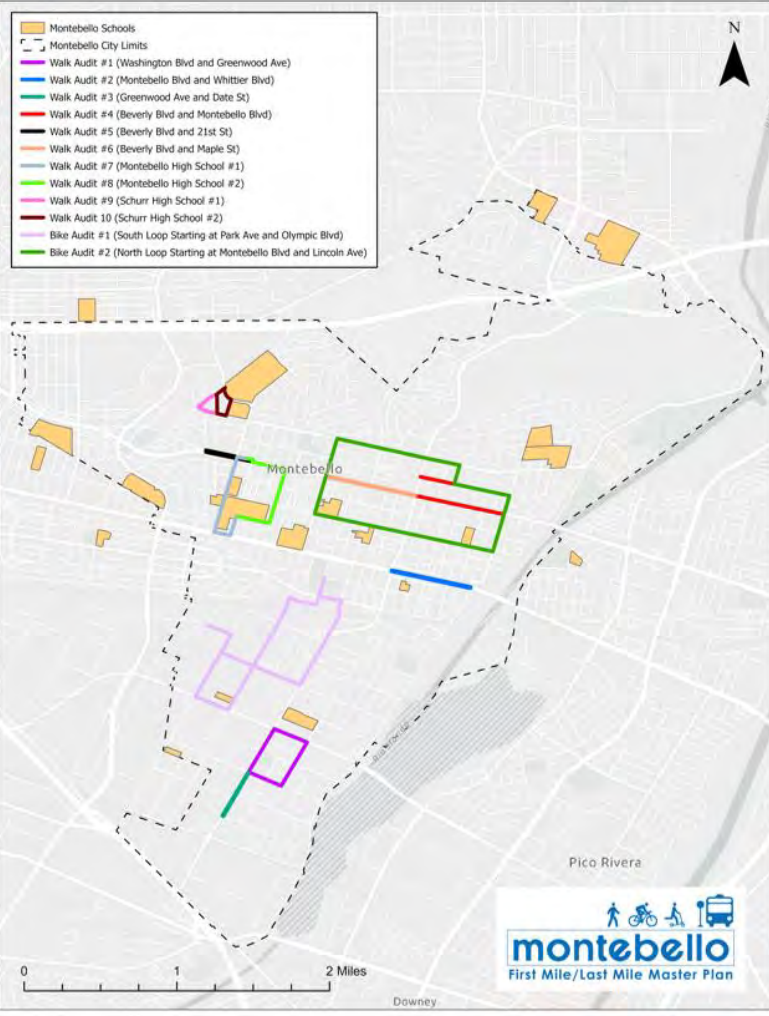


Existing Bike Network with Collisions Overlaid



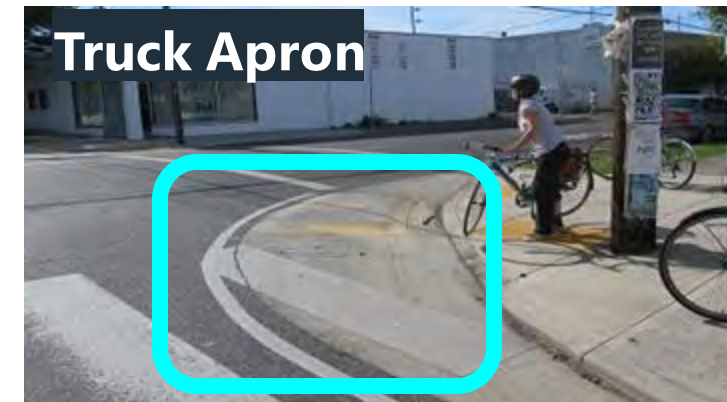
Collision Density Analysis

10 Walk and 2 Bicycle Audits



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

Bonus
Opportunity for Public Art & Landscaping

Bus Shelter

Seating

Trash Receptacles

Priority Project 1: Beverly Boulevard & Maple Avenue





6 Add truck aprons to all four corners

1 Add high visibility crosswalks to all four sides

3 Add "Pedestrian Nose" at median refuge islands to two sides

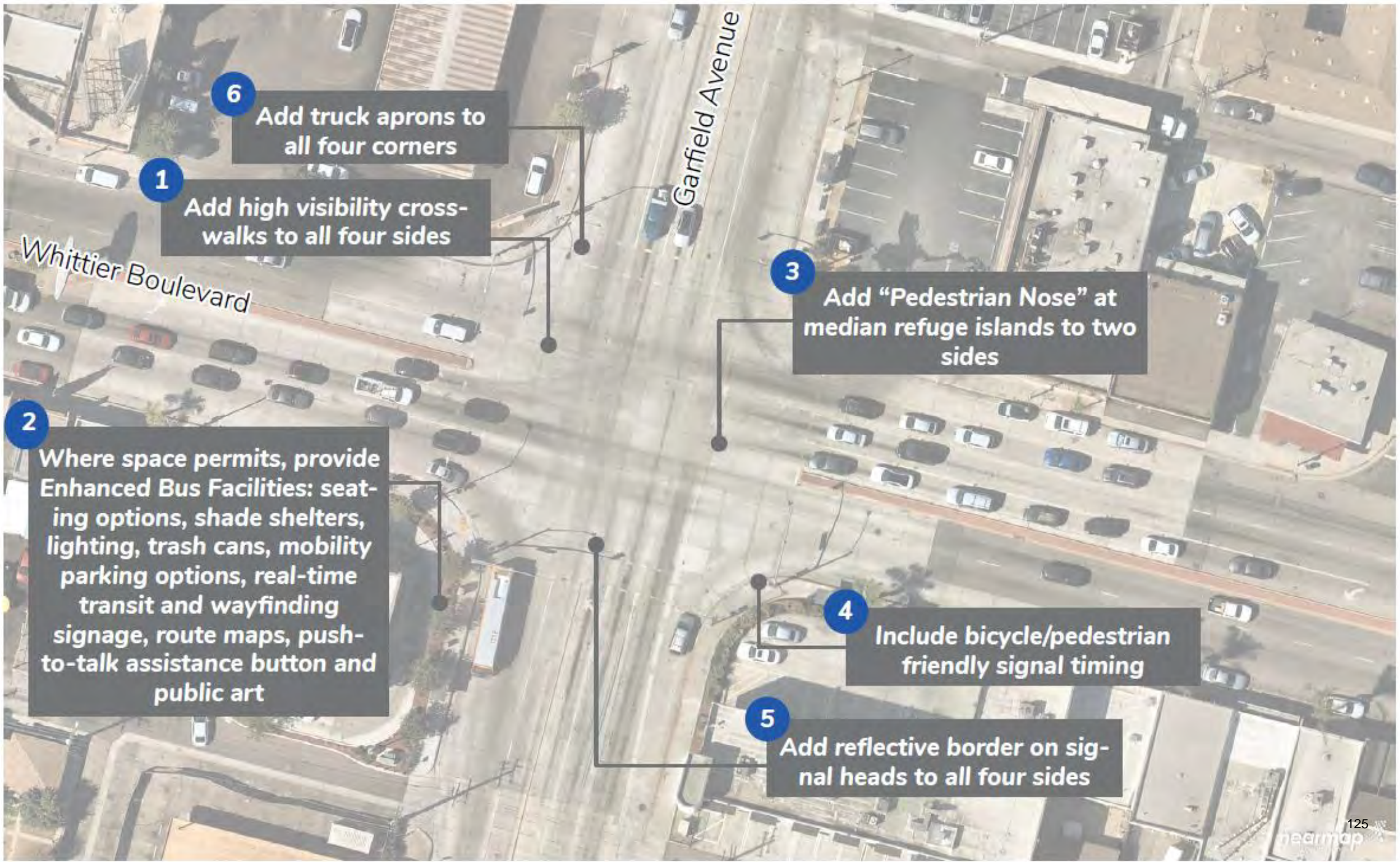
2 Where space permits, provide lighting, trash cans, mobility parking options and public art

5 Add reflective border on signal heads to all four sides

4 Include bicycle/pedestrian friendly signal timing

Priority Project 2: Whittier Boulevard & Garfield Avenue





6 Add truck aprons to all four corners

1 Add high visibility crosswalks to all four sides

2 Where space permits, provide Enhanced Bus Facilities: seating options, shade shelters, lighting, trash cans, mobility parking options, real-time transit and wayfinding signage, route maps, push-to-talk assistance button and public art

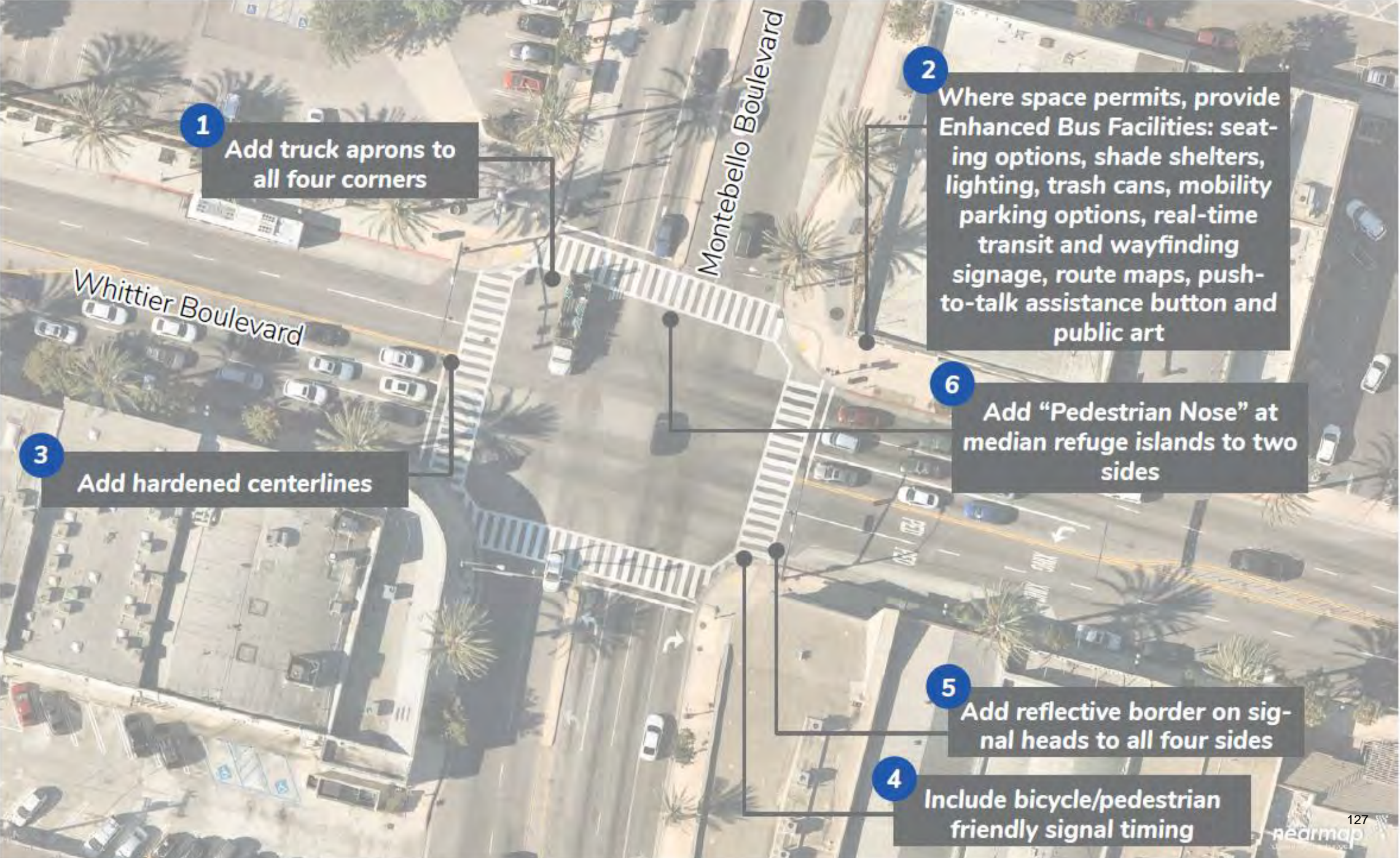
3 Add "Pedestrian Nose" at median refuge islands to two sides

4 Include bicycle/pedestrian friendly signal timing

5 Add reflective border on signal heads to all four sides

Priority Project 3: Whittier & Montebello Boulevards





1 Add truck aprons to all four corners

2 Where space permits, provide Enhanced Bus Facilities: seating options, shade shelters, lighting, trash cans, mobility parking options, real-time transit and wayfinding signage, route maps, push-to-talk assistance button and public art

3 Add hardened centerlines

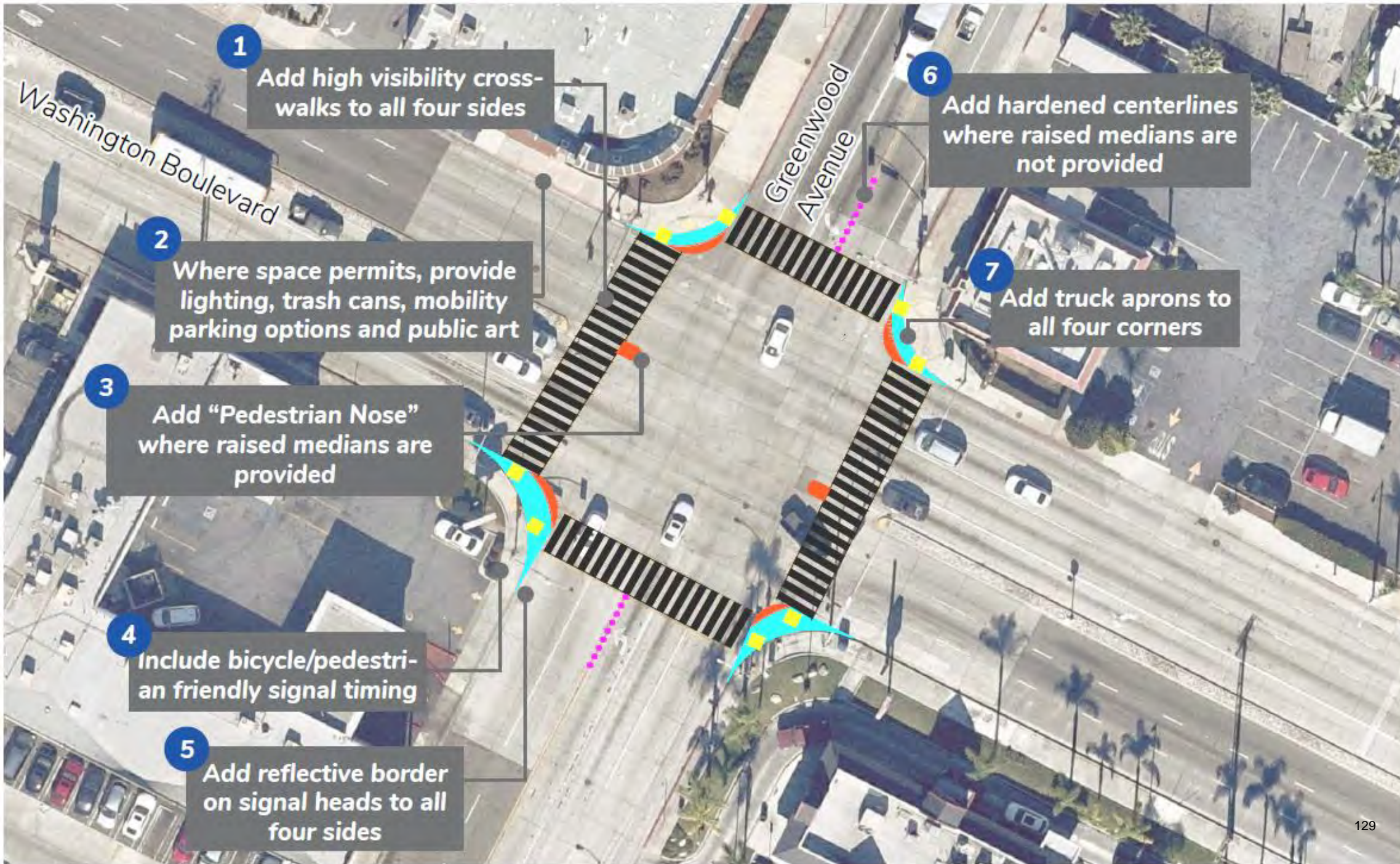
6 Add "Pedestrian Nose" at median refuge islands to two sides

5 Add reflective border on signal heads to all four sides

4 Include bicycle/pedestrian friendly signal timing

Priority Project 4: Greenwood Avenue & Washington Boulevard





1 Add high visibility crosswalks to all four sides

2 Where space permits, provide lighting, trash cans, mobility parking options and public art

3 Add "Pedestrian Nose" where raised medians are provided

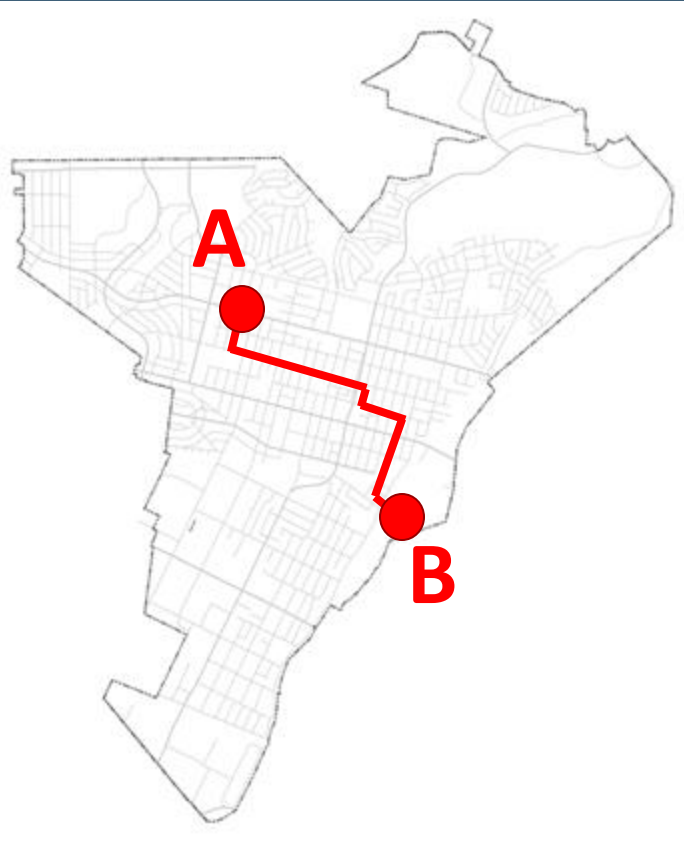
4 Include bicycle/pedestrian friendly signal timing

5 Add reflective border on signal heads to all four sides

6 Add hardened centerlines where raised medians are not provided

7 Add truck aprons to all four corners

Priority Project 5: Rio Hondo Neighborway Connection



A. 21st & Beverly



B. Roosevelt & Rio Hondo Bike Path

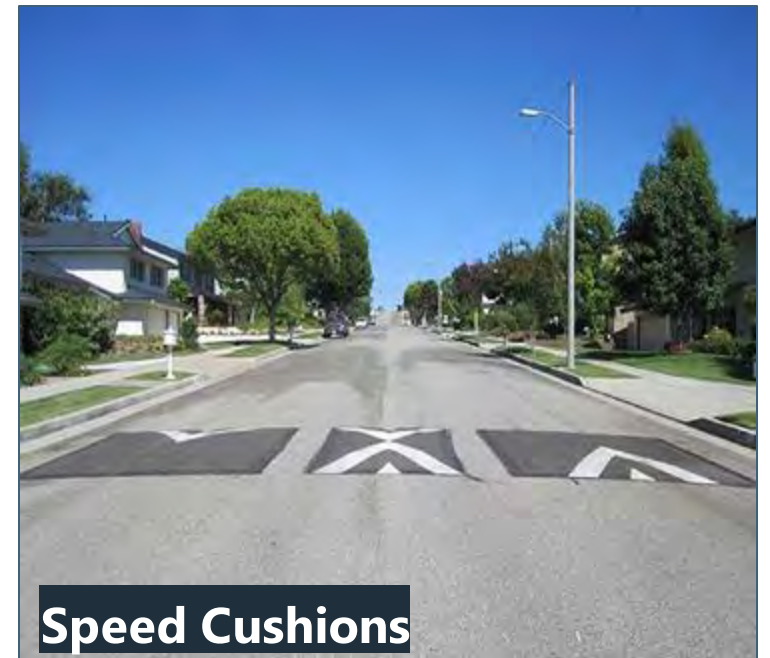




Neighborway Treatments



Alternative Treatments



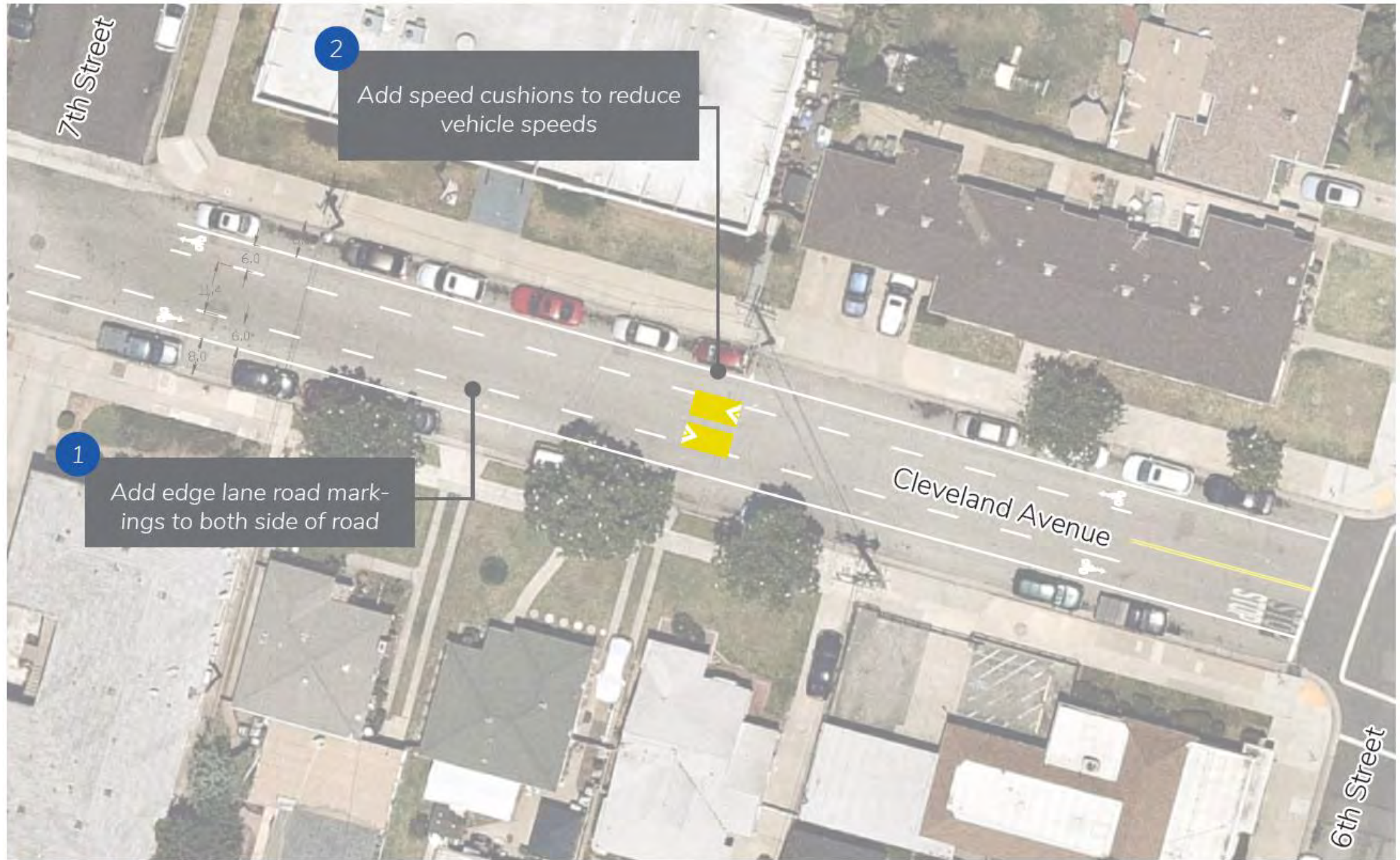


FIGURE 4-12: Sample Edge Lane Road markings and speed cushion