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

TRANSPORTATION COMMITTEE

Members of the Public are Welcome to Attend In-Person & Remotely
Thursday, January 4, 2024
9:30 a.m. – 11:30 a.m.

To Attend In-Person:
SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

To Watch or View Only:
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Call-in Number: 1-669-900-6833
Meeting ID: 253 270 430

PUBLIC ADVISORY

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

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

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

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

Instructions for Participating and Public Comments

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

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, January 3, 2024**, will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, January 3, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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

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

General Information for Public Comments

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

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

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

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Adele Andrade-Stadler 2956 West Shorb Street Alhambra, CA 91803	**Elizabeth Becerra** City of Victorville - City Hall 14343 Civic Drive, Conference Room A Victorville, CA 92392	**Brian S. Berkson** City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509
Russell Betts City of Desert Hot Springs - City Hall 11999 Palm Drive, Council Chambers Desert Hot Springs, CA 92240	**Daniel Brotman** City of Glendale - City Hall 613 E. Broadway, Suite 200 Glendale, CA 91206	**Ross Chun** City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637
Denise Delgado Saul Martinez Elementary School 65705 Johnson Street Mecca, CA 92254	**Andrew Do** County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701	**Jonathan Dumitru** City of Orange - City Hall 300 E Chapman Avenue Orange, CA 92866
J. John Dutrey City of Montclair - City Hall 5111 Benito Street, Mayor's Office Montclair, CA 91763	**Jason Gibbs** City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Room Santa Clarita, CA 91355	**Lauren Hughes-Leslie** City of Lancaster - City Hall 44933 Fern Avenue Lancaster, CA 93534
Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832	**Trish Kelley** City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691	**Linda Krupa** City of Hemet - City Hall 445 E Florida Avenue Sister City Room Hemet, CA 92543
Bridgett Lewis City of Torrance - City Hall 3031 Torrance Boulevard Assembly Room, 3rd Floor Torrance, CA 90503	**Malcolm Lilienthal** City of Hemet - City Hall 445 E Florida Avenue Sister City Room Hemet, CA 92543	**Richard Loa** Law Offices of Richard Loa 536 East Palmdale Boulevard Palmdale, CA 93550
Clint Lorimore City of Eastvale - City Hall 12363 Limonite Avenue, #910 Eastvale, CA 91752	**Ken Mann** City of Lancaster - City Hall 44933 Fern Avenue, Conference Room A Lancaster, CA 93534	**Steve Manos** City of Lake Elsinore - City Hall 130 South Main Street Conference Room B Lake Elsinore, CA 92530

TRANSPORTATION COMMITTEE AGENDA

Marsha McLean City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Room Santa Clarita, CA 91355	**L. Dennis Michael** City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730	**Linda Molina** City of Hemet - City Hall 445 E Florida Avenue Sister City Room Hemet, CA 92543
Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637	**Ara Najarian** 50 N Brand Boulevard, Suite 830 Conference Room Glendale, CA 91203	**Maria Nava-Froelich** Calipatria Unified School District 501 W. Main Street, Room 4 Calipatria, CA 92233
Frank J. Navarro City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, CA 92324	**Sharona Nazarian** City of Beverly Hills - City Hall 455 N. Rexford Drive, 4th Floor Beverly Hills, CA 90210	**Gil Rebollar** SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243
Ed Reece City of Claremont - City Hall 207 Harvard Avenue Council Office Room Claremont, CA 91711	**Celeste Rodriguez** City of San Fernando - City Hall 117 Macneil Street San Fernando, CA 91340	**Crystal Ruiz** 674 Sunnyside Boulevard San Jacinto, CA 92582
Suely Saro City of Long Beach - City Hall 400 W Ocean Boulevard, 11th Floor Long Beach, CA 90802	**Zak Schwank** City of Temecula - City Hall 41000 Main Street Mayor's Office, 3rd Floor Temecula CA, 92590	**Marty Simonoff** City of Brea - City Hall 1 Civic Center Circle Management Services Room Brea, CA 92821
Jeremy Smith City of Canyon Lake - City Hall 31516 Railroad Canyon Road, Suite 5 Canyon Lake, CA 92587	**Ward Smith** City of Placentia Civic Center 401 E. Chapman Avenue City Council Chambers Placentia, CA 92870	**Wes Speake** City of Corona - City Hall 400 S Vicentia Avenue Corona, CA 92882
Cynthia Sternquist 6131 Camellia Avenue Temple City, CA 91780	**Michael M. Vargas** City of Perris - City Hall 101 N. D Street, Office of the Mayor Perris, CA 92570	**Donald P. Wagner** County Administration North 400 West Civic Center Drive 6th Floor, Conference Room A Santa Ana, CA 92701
Alan D. Wapner City of Ontario - City Hall 303 East B Street Conference Room 1 Ontario, CA 91764	**Jeff Wood** Lakewood City Council Chamber/Offices 5000 Clark Avenue Lakewood, CA 90712	

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

TC - Transportation Committee
Members – January 2024

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

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

3. **Hon. Adele Andrade-Stadler**
   Alhambra, RC District 34

4. **Hon. Konstantine Anthony**
   Burbank, RC District 42

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

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

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

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

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

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

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

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

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

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

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

16. Hon. James Gazeley
Lomita, RC District 39

17. Hon. Jason Gibbs
Santa Clarita, NCTC

18. Sup. Curt Hagman
San Bernardino County

19. Hon. Jan C. Harnik
RCTC

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

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

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

23. Hon. Fred Jung
Fullerton, OCCOG

24. Hon. Trish Kelley
TCA Representative

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

26. Hon. Linda Krupa
Hemet, RC District 3

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

28. Malcolm Lilienthal
Hemet, WRCOG

29. Hon. Richard Loa
Palmdale, NCTC

30. Hon. Clint Lorimore
Eastvale, RC District 4

31. Hon. Ken Mann
Lancaster, RC District 43

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

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

34. **Hon. Larry McCallon**
Highland, RC District 7/Air District Rep.

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

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

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

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

39. **Hon. Carol Moore**
Laguna Woods, OCCOG

40. **Hon. Ara Najarian**
Glendale, SFVCOG

41. **Hon. Maria Nava-Froelich**
ICTC

42. **Hon. Frank Navarro**
Colton, RC District 6

43. **Hon. Sharona Nazarian**
Beverly Hills, WSCCOG

44. **Hon. Gil Rebollar**
Brawley, RC District 1

45. **Hon. Ed Reece**
Claremont, SGVCOG

46. **Hon. Celeste Rodriguez**
San Fernando, RC District 67

47. **Hon. Crystal Ruiz**
San Jacinto, WRCOG

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48. Hon. Ali Saleh
Bell, RC District 27

49. Hon. Suely Saro
Long Beach, RC District 29

50. Hon. Zak Schwank
Temecula, RC District 5

51. Hon. Marty Simonoff
Brea, RC District 22

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

53. Hon. Ward Smith
Placentia, OCCOG

54. Hon. Jose Luis Solache
Lynwood, RC District 26

55. Sup. Hilda Solis
Los Angeles County

56. Hon. Wes Speake
Corona, WRCOG

57. Sup. Karen Spiegel
Riverside County

58. Hon. Cynthia Sternquist
Temple City, SGVCOG

59. Hon. Steve Tye
Diamond Bar, RC District 37

60. Hon. Michael Vargas
Riverside County CoC

61. Hon. Scott Voigts
Lake Forest, OCCOG

62. Sup. Donald Wagner
Orange County

63. Hon. Colleen Wallace
Banning, WRCOG

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64. Hon. Alan Wapner
SBCTA

65. Hon. Thomas Wong
Monterey Park, SGVCOG

66. Hon. Jeff Wood
Lakewood, RC District 24

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TRANSPORTATION COMMITTEE AGENDA

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

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

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

Receive and File

ACTION ITEMS

RECOMMENDED ACTION:
Recommend that the Regional Council and Transportation Committee: 1) approve the 2024 *Go Human* Community Streets Grant Program Guidelines and authorize staff to release the Call for Applications; 2) authorize the SCAG Executive Director or his designee to enter into agreements with selected awardees under this program and execute all documents incident to the agreements, including issuance of conditional award letters; and 3) authorize the SCAG Executive Director or his designee to provide a list of awarded projects to the Regional Council as a Receive & File item for informational purposes.

INFORMATION ITEMS

8. National Motor Vehicle Per Mile User Fee Pilot Program   20 Mins.   PPG. 99
(Jack Opiola, Mileage Based User Fee Program Manager, FHWA)

9. Connect SoCal 2024: Implementation Strategies   10 Mins.   PPG. 107
(Camille Guiriba, Senior Regional Planner)

10. Southern California Zero Emissions Truck Infrastructure Study: Project Outreach Update 10 Mins.   PPG. 129
(Jonathan Raspa, Senior Regional Planner)

11. Update on SCAG's ACP Campaign   10 Mins.   PPG. 145
(Javier Silva, Associate Regional Planner)

CHAIR'S REPORT
(The Honorable Tim Sandoval, Chair)

METROLINK REPORT
(The Honorable Art Brown, SCAG Representative)

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

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments
January 4, 2024

MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, NOVEMBER 2, 2023

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

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

Members Present:

Hon.	Adele Andrade-Stadler, Alhambra	District 34
Hon.	Liz Becerra, SBCTA/SBCTA	District 65
Hon.	Brian Berkson	Jurupa Valley
Hon.	Russel Betts, Desert Hot Springs	CVAG
Hon.	Daniel Brotman, Glendale	AVCJPA
Hon.	Art Brown, OCTA	District 21
Hon.	Ross Chun, Aliso Viejo	OCCOG
Hon.	Andrew Do	Orange County
Hon.	John Dutrey, Montclair	SBCTA/SBCCOG
Hon.	James Gazeley, SBCCOG	District 39
Hon.	Brian Goodell, Mission Viejo	OCTA
Hon.	Jan Harnik, Palm Desert	RCTC
Hon.	Hughes-Leslie, Lauren, Lancaster	NCTC JPA
Hon.	Mike T. Judge, Simi Valley **(Vice Chair)**	VCTC
Hon.	Fred Jung, Fullerton	OCCOG
Hon.	Trish Kelley, Mission Viejo	TCA
Hon.	Linda Krupa, Hemet	WRCOG
Hon.	Bridgett Lewis, Torrance	Pres. Appt.
Hon.	Clint Lorimore, Eastvale	District 4
Hon.	Ken Mann, Lancaster	District 43
Hon.	Steve Manos, Lake Elsinore	District 63
Hon.	Ray Marquez, Chino Hills	District 10

Hon.	Larry McCallon	Air District Representative
Hon.	Marsha McLean, NLAC	District 67
Hon.	Linda Molina	Calimesa
Hon.	Carol Moore, Laguna Woods	OCCOG
Hon.	Ara Najarian, Glendale	AVCJPA
Hon.	Maria Nava-Froelich	ICTC
Hon.	Frank Navarro, Colton	District 6
Hon.	Sharona Nazarian, Beverly Hills	WSCCOG
Hon.	Ed Reece	SGVCOG
Hon.	Rodriguez, Celeste	District 67
Hon.	Crystal Ruiz, San Jacinto	WRCOG
Hon.	Ali Saleh, Bell	District 27
Hon.	Tim Sandoval, Pomona **(Chair)**	District 38
Hon.	Zak Schwank, Temecula	District 5
Hon.	Marty Simonoff, Brea	District 22
Hon.	Jose Luis Solache, Lynwood	District 26
Hon.	Speake, Wes, Corona	WRCOG
Hon.	Karen Spiegel	Riverside County
Hon.	Cynthia Sternquist, Temple City	SGVCOG
Hon.	Steve Tye	District 37
Hon.	Michael Vargas	Riverside County
Hon.	Don Wagner	Orange County
Hon.	Wallace, Colleen, Banning	WRCOG
Hon.	Alan Wapner, Ontario	SBCTA/SBCOG
Hon.	Thomas Wong, Monterey Park	SGVCOG
Hon.	Jeff Wood, GCCOG	District 24

Members Not Present:

Hon.	Konstantine Anthony	District 42
Hon.	Kathryn Barger	Los Angeles County
Hon.	Denise Delgado, Coachella	Pres. Appt.
Hon.	Jonathan Dumitru, Orange	District 17
Hon.	Jason Gibbs, Santa Clarita	NCTC
Hon.	Curt Hagman	San Bernardino County
Hon.	Laura Hernandez, VCOG	District 45
Hon.	Heather Hutt, Los Angeles	District 45
Hon.	Paul Krekorian	District 49
Hon.	Malcolm Lilienthal, Hemet	WRCOG
Hon.	Richard Loa, Palmdale	NCTC
Hon.	Tim McOsker, Los Angeles	District 62

Hon.	L. Dennis Michael	District 9
Hon.	Gil Rebollar, ICTC	District 1
Hon.	Suely Saro, Long Beach	District 29
Hon.	Jeremy Smith, Canyon Lake	Canyon Lake
Hon.	Ward Smith, Placentia	OCCOG
Hon.	Hilda Solis	Los Angeles County
Hon.	Scott Voigts, Lake Forest	OCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Sandoval, Pomona, District 38, called the meeting to order at 9:30 a.m. Hon. John Dutrey, Montclair, SBCTA/SBCCOG, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

Chair Sandoval opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for persons to comment on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. He reminded the public to submit comments via email to TCPublicComment@scag.ca.gov.

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

Hon. Larry McCallon, Air District Representative, suggested that the committee could take a single roll call vote on both item 7 and the Consent Calendar. Chair Sandoval agreed.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – October 5, 2023

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items

3. Recommendation and Authorization to Release the Connect SoCal 2024 Draft Program Environmental Impact Report (PEIR) (State Clearinghouse No.: 2022100337)

4. 2020 Sustainable Communities Program – Overview

5. Update on SCAG's Broadband Program

6. Sustainable Communities Program - Smart Cities & Mobility Innovations Call for Projects: Parking Bundle Project Outcomes

ACTION ITEMS

7. FY2023-FY2026 Carbon Reduction Program (CRP) Guidelines

There were no public comments on Item 7.

Warren Whiteaker, SCAG staff, reported on the Carbon Reduction Program (CRP). He stated the CRP was a new program established by the Infrastructure Investment and Jobs Act (IIJA) which provides funding for transportation projects that reduce carbon dioxide emissions from on-road transportation sources. He noted that SCAG was responsible for the regional selection of CRP-funded projects. He shared that in April 2023, the Regional Council approved expedited project selection of Fiscal Year 2021-22 CRP funds. He indicated that SCAG staff, in consultation with the region's county transportation commissions (CTCs), developed program guidelines for the selection of CRP-funded projects for FY2023 through FY2026. He noted that with guideline approval, a call for project nominations would be issued.

Mr. Whiteaker reviewed the compliance issues and program guidelines established by Caltrans which prioritizes transit and passenger rail, active transportation, zero emission vehicles and electric vehicle infrastructure as well as conversion of existing highway lanes to price managed lanes. He reviewed the key milestones and next steps.

A MOTION was made (Marquez) to recommend that the Regional Council: 1) approve CRP Program Guidelines; and 2) authorize Executive Director to initiate call for projects consistent with approved guidelines; and approve Consent Calendar Item 1; and Receive and File items 2 through 6. Motion was SECONDED (Solache) and passed by the following roll call votes.

AYES: Andrade-Stadler, Becerra, Berkson, Betts, Brown, Chun, Dutrey, Gazeley, Harnik, Hughes-Leslie, Judge, Jung, Kelley, Krupa, Lewis, Lorimore, Mann, Marquez, McCallon, McLean, Molina, Moore, Najarian, Nava-Froelich, Navarro, Nazarian,

Reece, Rodriguez, Ruiz, Sandoval, Schwank, Simonoff, Solache, Speake, Sternquist, Tye, Vargas, Wallace, Wapner, and Wood (40)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

8.   Smart Freeways – An Introduction to the Next Generation of Freeway Traffic Management Systems

There were no public comments on Item 8.

Darren Henderson, GHD, reported on smart freeways traffic management system. Mr. Henderson noted that smart freeways use tools such as ramp metering in a comprehensive system to optimize the facility. He reviewed a smart freeways operation developed by the Victoria Department of Transport and Planning in Australia. The smart freeway system is longer than 160 kilometers and at the core of the process is Transmax STREAMS software which integrates all devices on a common platform for greater system control and traffic management. Ramp metering is coordinated across the system to anticipate bottlenecks in the distance to lessen their buildup. Mr. Henderson noted a 25% increased throughput on Smart Freeways near Melbourne. Traffic flows were improved which is equivalent of adding an additional lane. He reviewed a 5-month Smart Freeway pilot project on the I-25 near Denver, Colorado. The I-25 pilot showed improved traffic flows along the pilot corridor. Mr. Henderson reviewed an upcoming pilot project on I-15 northbound near Temecula Parkway to address chronic afternoon and evening traffic congestion. The project will feature enhanced mainline vehicle detection devices, part-time ramp shoulder use and associated lane-use management signage on the Rancho California Road direct ramp. It will use an integrated software system. He reviewed additional upcoming Smart Freeway projects in Northern California and Utah.

9.   SCAG's Clean Transportation Technology Compendium

There were no public comments on Item 9.

Sam Pournazeri, Senior Director of Clean Transportation and Energy, ICF, provided an update on SCAG's Clean Transportation Technology Compendium. Mr. Pournazeri stated he had been working with SCAG staff over the past 10-months developing the compendium. He noted that clean transportation technology encompasses zero and near-zero emission vehicles (ZEVs and NZEVs), related infrastructure and their supporting products that minimize environmental impacts. The main focus is on passenger vehicles, medium and heavy-duty vehicles, busses and rail. Transportation

emission is a significant contributor to air quality issues in the region. Further, the state has set goals to promote adoption of ZEVs, ZEV short-haul/drayage trucks, heavy-duty trucks and off-road equipment. He noted the compendium also examined infrastructure needed including charging and fueling stations and supporting products. The compendium reviewed the capabilities and benefits of ZEVs currently in use regionally.

Mr. Pournazeri reported there has been an increase of passenger ZEVs with 175,000 sold in the region in 2022. These vehicles can range from 100 to 500 miles use on a single charge. He reviewed ZEV transit busses in the region. Next, rail vehicles were examined including Metrolink's goal to transition its railroad to electrification by 2028. He noted there is a need to add a significant number of charging stations regionally as well as hydrogen and natural gas fueling stations. Barriers to adoption include the higher cost of ZEV vehicles. The compendium put forth a suite of strategies to benefit the promotion of ZEVs including targeted incentive programs, education and outreach, building codes, land use and zoning, technical assistance and workforce development.

Hon. Larry McCallon asked if the compendium examined the capacity of the electric grid and if it can accommodate demand caused by the increasing number of electric vehicles. Mr. Pournazeri responded that the compendium did not examine that capacity specifically, but several studies indicate that there will need to be an increase in grid capacity to support the number of electric vehicles in the state.

Hon. Thomas Wong, Monterey Park, SGVCOG, commented that as cities are grappling to accommodate requirements from Sacramento, that additional analytical information will be needed by jurisdictions so they can be best respond to mandates and develop effective policy.

10. Federal Transportation Funding in the SCAG Region: The Infrastructure Investment and Jobs Act

There were no public comments on Item 10.

Warren Whiteaker, SCAG staff, reported on The Infrastructure Investment and Jobs Act (IIJA). Mr. Whiteaker noted that IIJA was the most recent federal surface transportation funding reauthorization bill. The IIJA includes $1.2 trillion in infrastructure investments over 5 years (2022 – 2026). e reported that traditionally around 60 percent of FHWA dollars are at Caltrans' discretion and primarily support the state highway system. It was noted that no federal highway formula funding flows directly to cities or counties. Federal Transit Administration funding does flow directly to transit operators. He demonstrated a publicly available mapping tool which allows users to search for specific regional transportation projects by funding.

11. 2023 Go Human Safety Strategies Outcomes

There were no public comments on Item 11.

Alina Borja, SCAG staff, reported on Go Human safety strategy. Ms. Borja reported that SCAG launched Go Human in 2015 to reduce traffic collisions and encourage walking and biking. She noted that 1,600 traffic collision deaths occur each year as well as 7,000 serious injuries. Additionally, injuries occur disproportionately to those who walk and bike. While active transportation comprises 5% of regional trips, 36% of all fatalities occur in walking and biking trips. Go Human strategies include community hubs, Kit of Parts, co-branded materials and storytelling campaign. Over the past year 11 community hubs were funded for $367,000 total. She reviewed the various events held across the SCAG counties and the programs designed for each local jurisdiction and the safety materials distributed. Altogether, 1,749 bike helmets, 300 bike lights and 400 digital bike bells were distributed. Ms. Borja reported the hubs projects reached greater than 200,000 people and the program has collectively distributed $1.2 million to local safety efforts. Further, thousands of co-branded safety materials have been distributed including 1,261 lawn signs, 5,850 fliers and postcards as well as billboards, newsletters and photo both backdrops. Co-branded materials are generated in multiple languages. Ms. Borja reviewed efforts for 2024.

12. SB 671 Clean Freight Corridor Efficiency Assessment Update

There were no public comments on Item 12.

Scott Strelecki, SCAG staff, reported on SB 671 Clean Freight Corridor Assessment. He noted SB 671 establishes the Clean Freight Corridor Efficiency Assessment to be developed by the California Transportation Commission (CTC). In developing the assessment, the bill requires the CTC to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium-and heavy-duty vehicles. The CTC has identified six corridors as a process to arrive at "the top 5 freight corridors" with the heaviest freight volume and near-source exposure to diesel exhaust and other contaminants. Four of those corridors are in the SCAG region including Interstates 5, 15, 10 and 40 with the I-710 corridor reflecting a critical artery connecting the Ports of Los Angeles and Long Beach to major east-west freight corridors. Mr. Strelicki reviewed the different options to develop zero emission freight infrastructure in a corridor and the estimated cost of battery electric, hydrogen or other options. He reviewed the potential health benefits and recommendations to build out zero emission freight infrastructure.

Hon. Russell Betts, Desert Hot Springs, CVAG, asked if this project would have any inflationary costs added to the products delivered. Mr. Strelecki responded that it was not a direct element considered but it is likely the cost would be an implication.

CHAIR'S REPORT

Chair Sandoval reported the 14th Annual Southern California Economic Summit would be held Thursday, December 7, 2023 at the Sheraton Grand in downtown Los Angeles.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported that Metrolink launched its Student Adventure Pass last month. This pilot program allows any student of any age with valid school ID to obtain a pass at no charge and ride anywhere on the Metrolink system for free. The program is made possible through grant funding from the *Low Carbon Transit Operations Program* (LCTOP) administered by Caltrans. The program extends through March 2024. Also, the Federal Railroad Administration has awarded a $38.3 million grant through its *Railroad Crossing Elimination Grant Program* to L.A. Metro for the Doran Street Grade Separation Project in Glendale. The project will build a grade-separated structure that links Los Angeles and Glendale by connecting West San Fernando Road to the Fairmont Avenue bridge, closing the current at-grade crossing and improving safety along the LOSSAN Corridor. Construction will begin in 2025. Lastly, the Santa Barbara County Association of Governments (SBCAG) and Ventura County Transportation Commission (VCTC) are working together to explore options to bring Metrolink service to Santa Barbara and Goleta by extending one Ventura County Line roundtrip in the AM and PM peak periods. Funding may be provided by the Federal Transit Administration and Santa Barbara County Measure A funding and could start as early as next year.

STAFF REPORT

David Salgado, SCAG staff, reported that applications for the Regional Utilities Supporting Housing Pilot Program were now open through November 6, 2023. It is a call for projects funding program which will award $35 million regionally. He also reported that in November the Draft Connect SoCal would be released followed by public workshops throughout the region and members were encouraged to look for events in their area.

FUTURE AGENDA ITEMS

Hon. Art Brown, Buena Park, District 21, requested a presentation by the trucking industry.

ADJOURNMENT

There being no further business, Chair Sandoval adjourned the Transportation Committee meeting at 11:25 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]
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MEMBERS	CITY	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB
Andrade-Stadler, Adele	Alhambra	District 34					1	1			
Anthony, Konstantine	Burbank	District 42	1	1							
Barger, Kathryn		Los Angeles County		1							
Becerra, Liz	Victorville	District 65	1	1			1	1			
Berkson, Brian	Jurupa Valley	Pres Appt.	1	1			1	1			
Betts, Russell	Desert Hot Springs	CVAG		1			1	1			
Brotman, Daniel	Glendale	AVCJPA					1	1			
Brown, Art	Buena Park	District 21	1	1			1	1			
Chun, Ross	Aliso Viejo	OCTA	1	1				1			
Delgado, Denise	Coachella	Pres. Appt.	1	1							
Do, Andrew		Orange County	1	1			1	1			
Dumitru, Jonathan	Orange County	District 17		1			1				
Dutrey, J. John	Montclair	SBCTA	1	1			1	1			
Gazeley, James	Lomita	District 39	1	1			1	1			
Gibbs, Jason	Santa Clarita	NCTC		1			1				
Goodell, Brian	Mission Viejo	OCTA	1	1			1	1			
Hagman, Curt		San Bernardino Cnty	1	1			1				
Harnik, Jan	Palm Desert	RCTC	1	1			1	1			
Hernandez, Laura	Prt Hueneme	District 45		1			1				
Hughes-Leslie, Lauren	Lancaster	NCTC JPA						1			
Hutt, Heather	Los Angeles	District 57									
Judge, Mike	Simi Valley	VCTC	1	1			1	1			
Jung, Fred		OCCOG	1	1			1	1			
Kelley, Trish	Mission Viejo	OCCOG	1	1			1	1			
Krekorian, Paul	Public Transit Rep	District 49									
Krupa, Linda	Hemet	WRCOG	1	1			1	1			
Lewis, Bridgett	Torrance	Pres. Appt.		1				1			
Lilienthal, Malcolm	Hemet	WRCOG	1	1			1				
Loa, Richard	Palmdale	NCTC		1							
Lorimore, Clint	Eastvale	District 4	1	1			1	1			
Mann, Ken	No. L.A. County	District 43	1	1			1	1			
Manos, Steve	Lake Elsinore	District 63	1	1			1	1			
Marquez, Paul	Caltrans District 7	Ex-Officio	1	1							
Marquez, Ray	Chino Hills	District 10	1	1			1	1			
McCallon, Larry	SBCTA/SBCCOG	District 7					1	1			
McLean, Marsha	No. L.A. County	District 67	1	1			1	1			
McOsker, Tim	Los Angeles	District 62					1				
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1							
Molina, Linda	Calimesa	Pres. Appt.	1	1				1			
Moore, Carol	Laguna Woods	OCCOG	1	1			1	1			
Najarian, Ara	Glendale	AVCJPA	1	1			1	1			
Nava-Froelich, Maria		ICTC	1	1			1	1			
Navarro, Frank	Colton	District 6		1			1	1			
Nazarian, Sharona	Beverly Hills	WSCCOG	1	1			1	1			
Rebollar, Gil	ICTC	District 1	1	1							
Rodriguez, Celeste	NLAC	District 67						1			
Reece, Ed	Claremont	SGVCOG	1	1			1	1			

Name	City	Organization								
Ruiz, Crystal	San Jacinto	WRCOG	1			1	1			
Saleh, Ali	City of Bell	GCCOG	1	1		1	1			
Sandoval, Tim	Pomona	District 38	1	1		1	1			
Saro, Suely	Long Beach	District 29	1	1						
Schwank, Zak	Temecula	District 5	1	1		1	1			
Simonoff, Marty	Brea	District 22	1	1		1	1			
Smith, Jeremy	Canyon Lake	Canyon Lake								
Smith, Ward	Placentia	OCCOG	1	1		1				
Solache, Jose Luis	Lynwood	District 26	1			1	1			
Solis, Hilda		Los Angeles County								
Speake, Wes	Corona	WRCOG	1	1		1	1			
Spiegel, Karen		Riverside County		1		1	1			
Sternquist, Cynthia	Temple City	SGVCOG	1	1		1	1			
Tye, Steve	Diamond Bar	District 37		1			1			
Vargas, Michael		Riverside County		1		1	1			
Voigts, Scott	Lake Forest	Orange County		1		1				
Wagner, Don	Orange County	Orange County	1	1		1	1			
Wallace, Colleen	Banning	WRCOG	1	1			1			
Wapner, Alan		SBCTA	1	1		1	1			
Wong, Thomas	Monterey Park	SGVCOG	1	1		1	1			
Wood, Jeff	GCCOG	District 24				1	1			

Southern California Association of Governments
January 4, 2024

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
From:	Michael Gainor, Senior Regional Planner (213) 236-1822, gainor@scag.ca.gov	
Subject:	2024 Draft Regional Transportation Safety Targets	*Kome Ajise*

RECOMMENDED ACTION:
That the draft calendar year 2024 SCAG regional transportation safety targets be recommended for approval by the Regional Council at their February 2024 meeting.

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

EXECUTIVE SUMMARY:

The Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for State Departments of Transportation (DOTs) to implement the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Final Rule requires that State DOTs, in coordination with Metropolitan Planning Organizations (MPOs), establish targets for reducing the numbers and rates of transportation fatalities and serious injuries. The California Department of Transportation (Caltrans) released the updated statewide safety performance targets in August 2023 for calendar year 2024. The Final Rule provides MPOs with 180 days from the date that statewide targets are established to determine regional targets. Therefore, SCAG will have until February 28, 2024 to adopt regional safety targets for calendar year 2024.

SCAG maintains the option to agree to support the statewide targets as established by Caltrans, establish a separate set of targets specific to the region, or use a combination of both approaches. SCAG staff recommend adopting regionally specific targets that are consistent with SCAG's existing transportation safety modeling capabilities which account for traffic, travel behavior, socioeconomic, and other emergent trends that impact regional safety performance. This recommended approach still provides the ability for SCAG to accurately monitor ongoing regional transportation safety performance relative to the statewide targets. However, since the safety targets are updated annually, SCAG will have the opportunity to revisit and update the regional targets each calendar year.

BACKGROUND:

Safety Performance Management Measures Final Rule

The Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for State Departments of Transportation (DOTs) to implement the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorization package. State DOTs and Metropolitan Planning Organizations (MPOs) are expected to use the information and data generated by the federally established performance management program to inform statewide and regional transportation planning and programming decision-making and to link investments to performance outcomes. The transportation safety performance measures and targets are intended to facilitate statewide and regional transportation investment decision-making that will provide the greatest possible reduction in fatalities and serious injuries resulting from collisions occurring on the multimodal transportation system.

The following five transportation safety performance measures were established through the federal rulemaking for which annual statewide and regional performance targets are required:

- **Number of fatalities**
- **Rate of fatalities per 100 million vehicle miles traveled (VMT)**
- **Number of serious injuries**
- **Rate of serious injuries per 100 million VMT**
- **Number of non-motorized fatalities and non-motorized serious injuries**

The development of annual performance targets for these five measures requires State DOTs to coordinate with MPOs to assess the number and rate of fatalities and serious injuries occurring on all public roads, regardless of ownership or functional classification. Caltrans established statewide safety targets in August 2023 for calendar year 2024. SCAG has until February 28, 2024 to establish the updated annual regional safety targets.

The Final Rule also established the process for State DOTs and MPOs to develop and report safety targets, and the process used by FHWA to assess whether states have made significant progress toward meeting their safety targets.

Caltrans is required to annually update the statewide targets in August of each year. SCAG is then required to adopt targets for the same five safety performance measures within 180 days of Caltrans establishing the statewide targets. Calendar year 2024 is the seventh year for which annual transportation safety targets are being produced pursuant to federal transportation performance management and reporting requirements. SCAG has the option to either agree to support the

statewide targets as provided by Caltrans, establish a separate set of safety targets specific to the SCAG region, or use a combination of both approaches.

In previous years, SCAG opted to support the statewide targets by adopting a set of regionally specific transportation safety targets based on the existing Caltrans methodology. However, starting 2021, SCAG began developing regional targets based on a methodology that is supportive of the national 'Toward Zero Deaths' strategy. SCAG is fully committed to working toward achieving annual reductions in fatalities and serious injuries until 2050, at which time the region would be anticipated to experience zero traffic-related fatalities. SCAG provides regular updates on its progress towards achieving its regional transportation safety targets, including performance reports provided within the RTP/SCS (Connect SoCal), and in updates to the Federal Transportation Improvement Program (FTIP).

FHWA determines whether significant progress has been made toward achieving the statewide safety targets when at least four of the five safety targets are either met or the reported outcomes are better than the observed baseline performance. The significant progress determination only applies to the statewide targets, not to the regional targets set by MPOs. If FHWA determines that the state has not made significant progress toward achieving its targets, a State Implementation Plan must be developed by Caltrans to identify a pathway for meeting the targets in subsequent years. Additionally, any flexibility in the use of HSIP funds will be suspended.

For example, in March 2021, FHWA notified Caltrans that California had not met or made significant progress towards its calendar year 2019 safety targets. In response to this determination, the State was required to obligate authority equal to its Fiscal Year 2018 HSIP apportionment for HSIP projects in Fiscal Year 2022 (Caltrans was already doing this). Caltrans was also required to submit an HSIP Implementation Plan to FHWA. The purpose of the HSIP Implementation Plan is to identify tangible actions the State would take in federal Fiscal Year 2022 to make progress toward achieving the targets. SCAG was also unsuccessful in achieving its 2019 regional safety targets. However, this resulted in no federal or state repercussions. However, to improve future performance outcomes, SCAG will seek opportunities to further improve coordination with Caltrans on statewide and regional transportation safety activities.

Target Setting Approaches
There are two primary types of safety target setting, vision-based target setting and evidence-based target setting. When developing aspirational, vision-based targets, agencies use the term "target" to refer to a long-term vision for future performance. Many transportation agencies set vision-based targets for zero fatalities and equally ambitious metrics for assessing progress toward achieving that vision. The evidence-based approach is focused specifically on what may feasibly be achieved within the context of an identified set of investments, policies, and strategies defined within an implementation plan and subject to a shorter timeframe.

While these two approaches are distinct, they are not necessarily conflicting. A vision-based target is useful for galvanizing support around a planning effort and for ensuring successful strategies are considered or implemented while keeping the focus on a clear goal. Evidence-based targets promote accountability and emphasize feasibility. Being able to demonstrate the benefits of different levels of investment in transportation safety may strengthen understanding of the implications of transportation investment decisions.

<u>Statewide Transportation Safety Targets</u>
Starting in 2018, the statewide targets developed by Caltrans were supportive of 'Toward Zero Deaths', a core objective of California's Strategic Highway Safety Plan (SHSP), the statewide transportation safety plan. The Toward Zero Deaths National Strategy provides a framework for reducing fatalities and serious injuries on all public roads based on the understanding that even one traffic-related fatality is unacceptable. Toward Zero Deaths was launched in 2014, adopting the zero-focused imperative along with a strong commitment to fostering an integrated national transportation safety culture. The guiding principles of the Toward Zero Deaths framework include:

- People make mistakes which may lead to collisions, but no one should die or be seriously injured on the road because of these mistakes.
- The human body has a limited physical ability to tolerate crash forces.
- Road safety is a shared responsibility of everyone, including those that design, build, operate and use the road system.
- All parts of the road system must be strengthened to multiply its collective protective effects so that, if one part fails, the others will still protect people.

Caltrans now uses a trend analysis approach toward statewide safety performance target setting that extrapolates existing trends in rates of fatalities and serious injuries into the future with the assumption that the impacts of external factors are realized and that planned safety improvements, including development and implementation of local safety plans and the allocation of transportation safety grant funding, are implemented as expected. Caltrans does not currently use a safety model for purposes of target setting and it is challenging to precisely forecast the full impact of safety investments.

The calendar year 2024 statewide targets, reflecting five-year rolling averages, are as follows:

- Number of fatalities: **4,080.6**
- Rate of fatalities per 100 million VMT: **1.29**
- Number of serious injuries: **16,628.1**
- Rate of serious injuries per 100 million VMT: **5.27**
- Number of non-motorized fatalities and non-motorized serious injuries: **4,380.5**

Regional Safety Target Assessment

To develop the annual regional transportation safety performance targets, SCAG follows three basic steps: 1) Evaluation of existing safety data and trends to determine current regional conditions. 2) Identification of external factors that may impact regional safety performance over the upcoming calendar year. 3) Estimation of appropriate performance targets based on forecasted fatality and serious injury performance in relation to the implementation of regional safety strategies and investments and local safety plans.

Collisions and collision severity are impacted by a variety of factors, some of which are not under the direct control of transportation planning agencies, including vehicle safety features, weather events, and the state of the economy. The two economic variables of unemployment rate and per capita Gross Domestic Product (GDP) growth may account for a significant share of annual variation collision occurrence, as a more vigorous economy typical results in more vehicles on the road. Other external factors include regional population growth; demographic change (an increasing share of older adults); changes in travel mode share; mobility trends and innovations; and the availability of funding for safety-related projects and programs.

While a multitude of external factors may impact regional transportation safety performance, there are still many actions local and regional agencies may take to influence the number and rate of transportation related fatalities and serious injuries, including implementation of safety improvement projects, roadway engineering adaptations, targeted educational outreach and enforcement activities, and ongoing transportation safety performance evaluation.

The region is better situated to take effective safety improvement actions when existing safety conditions are fully understood. In late 2020, SCAG began coordinating with FHWA in the development of a series of predictive models for safety planning and target setting. This effort resulted in the development of safety target setting modeling capacity that serves to predict fatalities, serious injuries, and non-motorized fatalities and serious injuries in correspondence with federal safety target reporting requirements. This predictive safety modeling capability accounts for a variety of inputs including such spatially referenced variables as proposed transportation safety improvement projects, land use, population growth, VMT growth, roadway type, and intersection density.

A subset of these factors has been integrated into SCAG's new safety target setting model. The SCAG model accounts for the following factors:

Vehicle Miles Traveled (VMT)
- Total annual VMT

- Proportion of total annual VMT by roadway type (Interstate System, principal arterials, major collectors, and local roadways).

Demographics
- Total population
- Proportion of population aged 65+
- Proportion of population aged 15-24
- Proportion of population aged 18-24

Mode Share
- Proportion of population that commute via transit, bicycle, or walking

Socioeconomics
- Median household income
- Total employment
- Unemployment rate
- Gas prices

Miscellaneous
- Distilled spirit consumption per capita

Using the safety model, SCAG developed the draft regional transportation safety targets for calendar year 2024. The proposed SCAG regional targets for calendar year 2024, based on five-year rolling averages, are as follows:

- Number of fatalities: **1,861.4**
- Rate of fatalities per 100 million VMT: **1.26**
- Number of serious injuries: **7,460.2**
- Rate of serious injuries per 100 million VMT: **5.04**
- Number of non-motorized fatalities & serious injuries: **2,373.2**

To motivate reductions in safety incidents and improvements in regional safety outcomes, SCAG has developed a High Injury Network (HIN) to help local jurisdictions focus improvements where they are most needed. In addition, SCAG offers local jurisdictions opportunities to secure regional safety planning grants and convenes a quarterly Safe and Active Streets Working Group meeting and periodic peer exchanges to facilitate information sharing among regional partners. Additionally, SCAG has implemented a community outreach and advertising campaign, Go Human, which is focused on regional safety, particularly for vulnerable road users. SCAG's adopted long-range plan, Connect SoCal, provides a framework to assist agencies in the development of local safety plans and strategies.

RECOMMENDATION

As previously indicated, SCAG has the option to support the statewide safety targets set by Caltrans, establish a separate set of targets specific to the region, or use a combination of both approaches. Because of the considerable influence of regionally specific factors on transportation safety performance, SCAG recommends adopting a set of regional targets based on recently developed safety modeling capability. This recommendation will allow SCAG to establish regional targets that are feasible for the region while still maintaining consistency with national transportation highway safety objectives and the statewide targets.

For calendar year 2024, SCAG recommends maintaining a long-term aspirational focus toward regional transportation safety, while adopting evidence-based near-term targets. Because the targets are updated annually, SCAG will have the opportunity to revisit and update the targets each calendar year.

The 2024 SCAG regional targets for number of roadway fatalities and serious injuries continue to reflect lower rates compared to statewide performance relative to both annual vehicle miles traveled (VMT) and population. While the SCAG region contributes 46.9 percent of total annual statewide VMT and is home to 47.6 percent of the state's total population, the SCAG regional share of statewide roadway fatalities (45.6 percent) and serious injuries (44.9 percent), represent a relatively high level of safety performance compared to the state. However, the numbers remain unacceptably high and much more work needs to be done to achieve our goal of zero deaths and serious injuries on the SCAG regional transportation system.

FISCAL IMPACT:

Funding for staff work on this program is included in the FY 2023-24 Overall Work Program (OWP) project/task 310.4883.01 (Complete Streets: Transportation Safety).

ATTACHMENT(S):

1. Statewide Transportation Safety Targets for 2024
2. Powerpoint Presentation - 2024 Transportation Safety Targets Update

California Safety Performance Management Targets for 2024

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2024 calendar year by August 31, 2023. Caltrans and OTS have adopted the following performance measures shown in Table 1.

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2024	Annual Percentage Change for 2024
Number of Fatalities	FARS	4,080.6	-2.84%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.300	-4.61%
Number of Serious Injuries	SWITRS	16,628.1	-3.69%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.918	-3.69%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,380.5	-2.84% for Fatalities and -3.69% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR ROLLING AVERAGE

Federal Guidance and Requirements

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration's (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP.

The Safety Performance Management (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures as five-year rolling averages to carry out the HSIP. The performance measures include:

(1) Number of Fatalities,
(2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
(3) Number of Serious Injuries,
(4) Rate of Serious Injuries per 100 million VMT, and
(5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

These safety performance measures are applicable to all public roads regardless of ownership or functional classification.

California Safety Planning and Target Setting

The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In January 2023, California updated its SHSP, which is a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on California's public roads. The SHSP is a multi-disciplinary effort involving Federal, tribal, State, and local representatives from the 5Es who dedicate countless hours to improve safety and partnerships across disciplines where the 5Es represent education, enforcement, engineering, emergency response, and emerging technologies.

States must establish statewide targets for each of the federal safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three performance measures (number of fatalities, rate of fatalities, and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their States on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met, or made significant progress toward meeting, its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target being set. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment for safety projects. States must also develop a HSIP Implementation Plan.

Target Selection Methodology

There are three steps to setting safety performance targets, which are:

(1) estimating the existing trend to determine where the State is,
(2) determining what external factors will impact the target in order to adjust the trend for demographic and socioeconomic changes, and
(3) estimating targets based on forecasted fatality reductions from safety plans.

Since SPMTs are applicable to all public roads in California, regional and local jurisdictions should be notified of the safety target setting process. On August 9, 2023, a virtual outreach meeting was held to discuss the SPMTs with the MPOs and other vested stakeholders. During this meeting, the 2024 SPMTs were presented along with the methodology, which extrapolates the annual decrease of fatalities and serious injuries into the future.

Statewide Number of Fatalities

The 2024 target for the number of fatalities is a five-year rolling average of **4,080.6**. NHTSA's Fatality Analysis Reporting System (FARS) data was used from 2012 through 2021. In California, traffic fatalities generally increased between 2012 to 2017 as shown in Figure 1, but there was a 2.2% reduction in traffic fatalities in 2017 from 3,884 to 3,798 in 2018 and a 2.1% reduction in traffic fatalities in 2018 from 3,798 to 3,719 in 2019. Traffic fatalities then jumped by 7.0% in 2020 and 7.7% in 2021.

Caltrans and OTS considered several options while reviewing the various trends for the 2024 target. Some options included and excluded COVID-impacted years and the expected projections. Another option was a vision zero target where the necessary annual reductions were determined to reach zero fatalities by 2050. These various methods either resulted in an increasing target from the 2021 five-year rolling average or provided inconsistencies as to which data or years to include to determine the target.

NHTSA published a final rule on February 6, 2023, that requires States to submit constant or improved targets for the common performance measures and the common targets must be identical in the HSIP annual report and Highway Safety Plan (HSP). NHTSA also approved a triennial HSP that required OTS to report performance measures and targets through 2026. To comply with NHTSA's new requirements, Caltrans and OTS agreed on a target-setting method that would reflect targets that remained constant when comparing the 2026 five-year rolling average with the 2021 five-year rolling average. This was achieved by setting the 2026 five-year rolling average target equal to the 2021 five-year rolling average and using the average annual change to calculate the annual 2022, 2023, 2024, 2025 and 2026 values. Since Caltrans continues to report performance measures and targets annually, the expected projections will be shown through 2024 only.

In Figure 1, the green bars reflect the data that was available in FARS at the time of the target setting process and the gray bars reflect the projected annual decrease of 2.84%. The dark green line represents the 5-year rolling average of the annual number of fatalities.
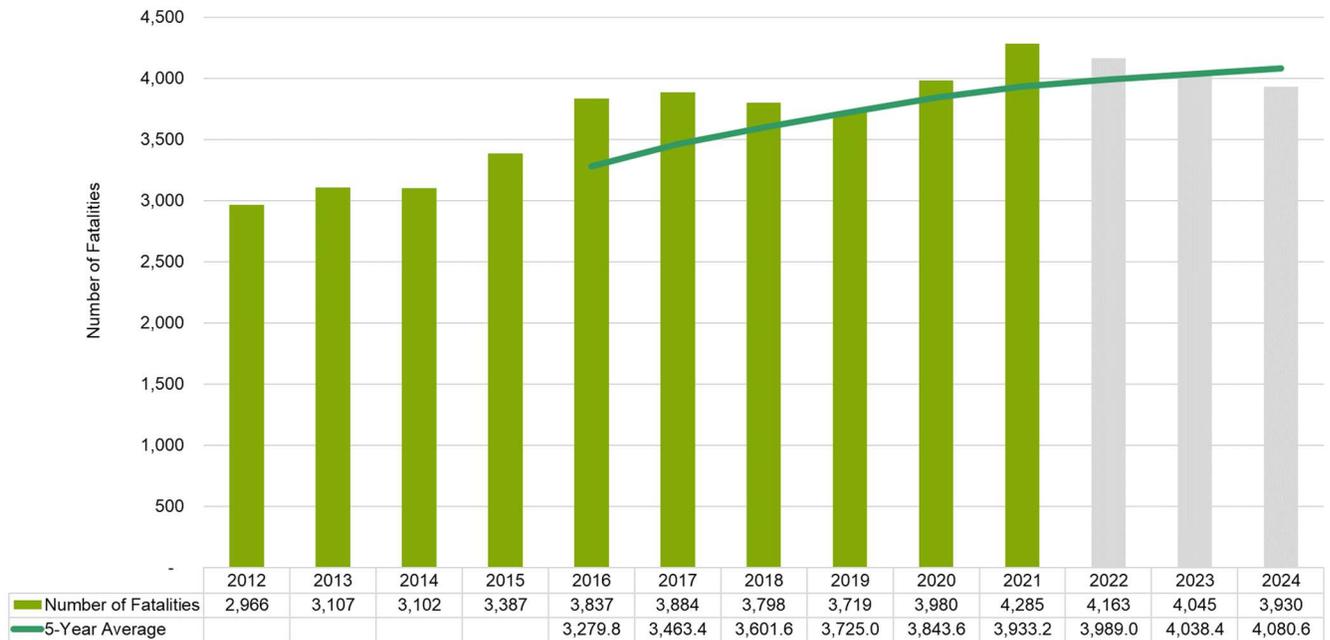
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Number of Fatalities	2,966	3,107	3,102	3,387	3,837	3,884	3,798	3,719	3,980	4,285	4,163	4,045	3,930
5-Year Average					3,279.8	3,463.4	3,601.6	3,725.0	3,843.6	3,933.2	3,989.0	4,038.4	4,080.6

FIGURE 1 – STATEWIDE NUMBER OF FATALITIES

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatal and serious injury crashes throughout their respective jurisdictions. This coupled along with an increase in the number of OTS grants from the prior year will assist California in continuing this downward trend in fatalities.

Statewide Number of Serious Injuries

The 2024 target for the number of serious injuries is a five-year rolling average of **16,628.1**. CHP's Statewide Integrated Traffic Records System (SWITRS) data was used from 2012 through 2021; however, the final data for 2021 was not available and considered preliminary at the time of 2024 target setting. In California, serious injuries due to traffic crashes generally increased between 2012 to 2016, and then in 2018, the first full year when the serious injury definition included suspected serious injury, resulted in a significant 13.8% increase. There was a 6.8% reduction in 2019 from 16,443 to 15,392 in 2020, but then there was another significant 16.3% increase in 2021.

To comply with NHTSA's new requirements, Caltrans and OTS agreed on a target-setting method where the 2026 five-year rolling average target will be equal to the 2021 five-year rolling average and using the average annual change to calculate the annual 2022, 2023, 2024, 2025 and 2026 values. Since Caltrans continues to report performance measures and targets annually, the expected projections will be shown through 2024 only.

In Figure 2, the green bars reflect the data that was available in SWITRS at the time of the target setting process and the gray bars reflect the projected annual decrease of 3.69%. The dark green line represents the 5-year rolling average of the annual number of serious injuries.
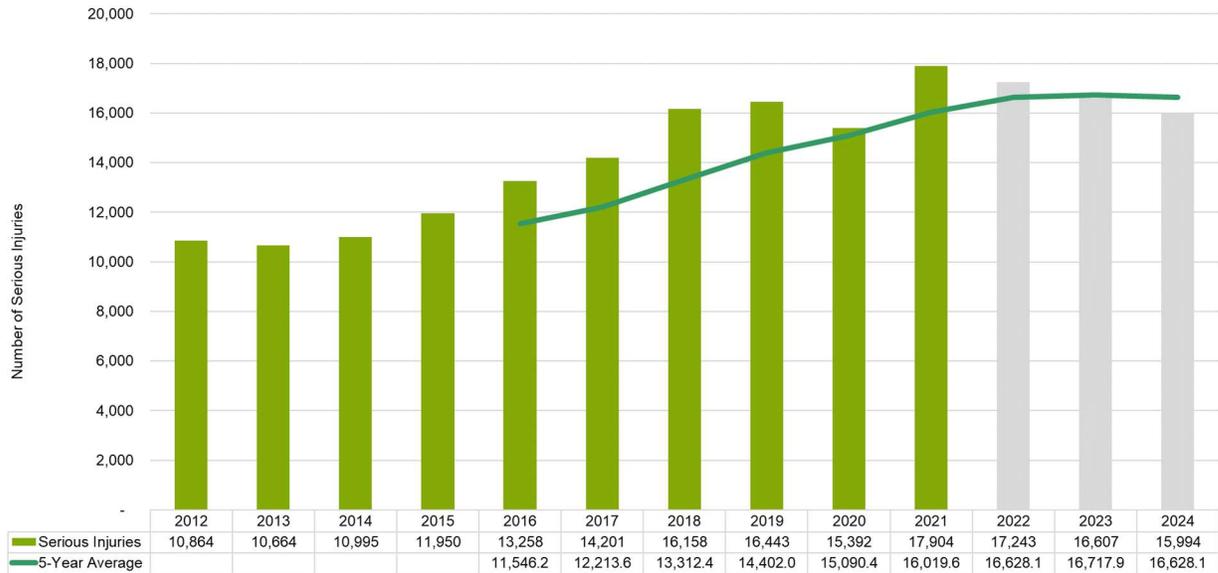

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Serious Injuries	10,864	10,664	10,995	11,950	13,258	14,201	16,158	16,443	15,392	17,904	17,243	16,607	15,994
5-Year Average					11,546.2	12,213.6	13,312.4	14,402.0	15,090.4	16,019.6	16,628.1	16,717.9	16,628.1

FIGURE 2 – STATEWIDE NUMBER OF SERIOUS INJURIES

Statewide Fatality Rate

The 2024 target for the fatality rate is a five-year rolling average of **1.30**. NHTSA used the Crash Data Acquisition Network to share the fatality rate per 100 million vehicle miles driven. In California, the fatality rate generally increased between 2012 to 2017, and there was a 3.7% reduction in 2018 and 2019 only to have a 22% increase occur in 2020 and then a 3.8% increase in 2021.

To comply with NHTSA's new requirements, Caltrans and OTS agreed on a target-setting method where the 2026 five-year rolling average target will be equal to the 2021 five-year rolling average and using the average annual change to calculate the annual 2022, 2023, 2024, 2025 and 2026 values. Since Caltrans continues to report performance measures and targets annually, the expected projections will be shown through 2024 only.

In Figure 3, the green bars reflect the data that was available through NHTSA at the time of the target setting process and the gray bars reflect the projected annual decrease of 4.61%. The dark green line represents the 5-year rolling average of the annual fatality rates.
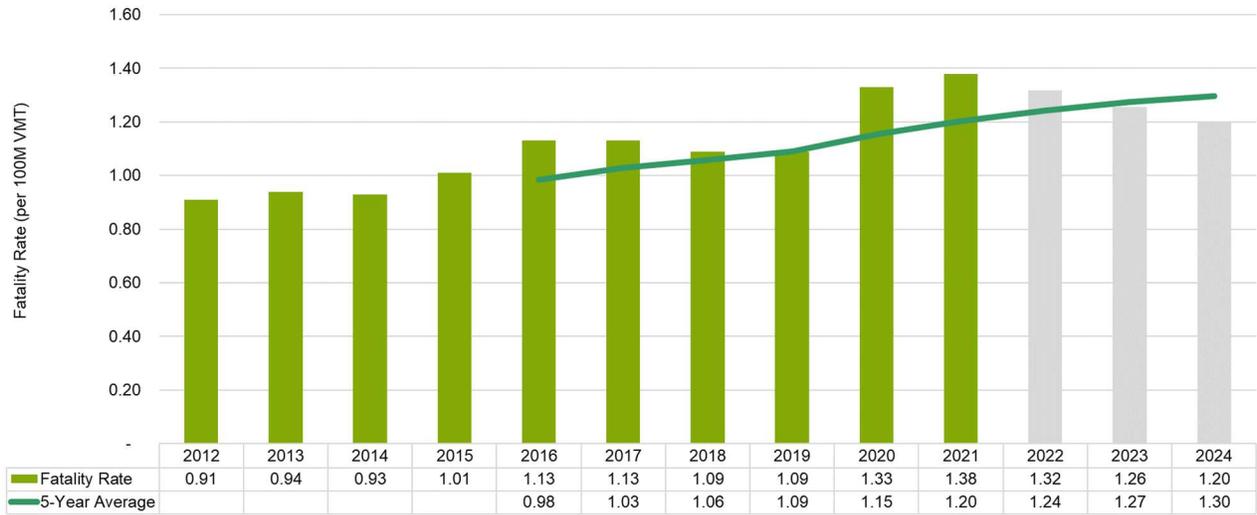
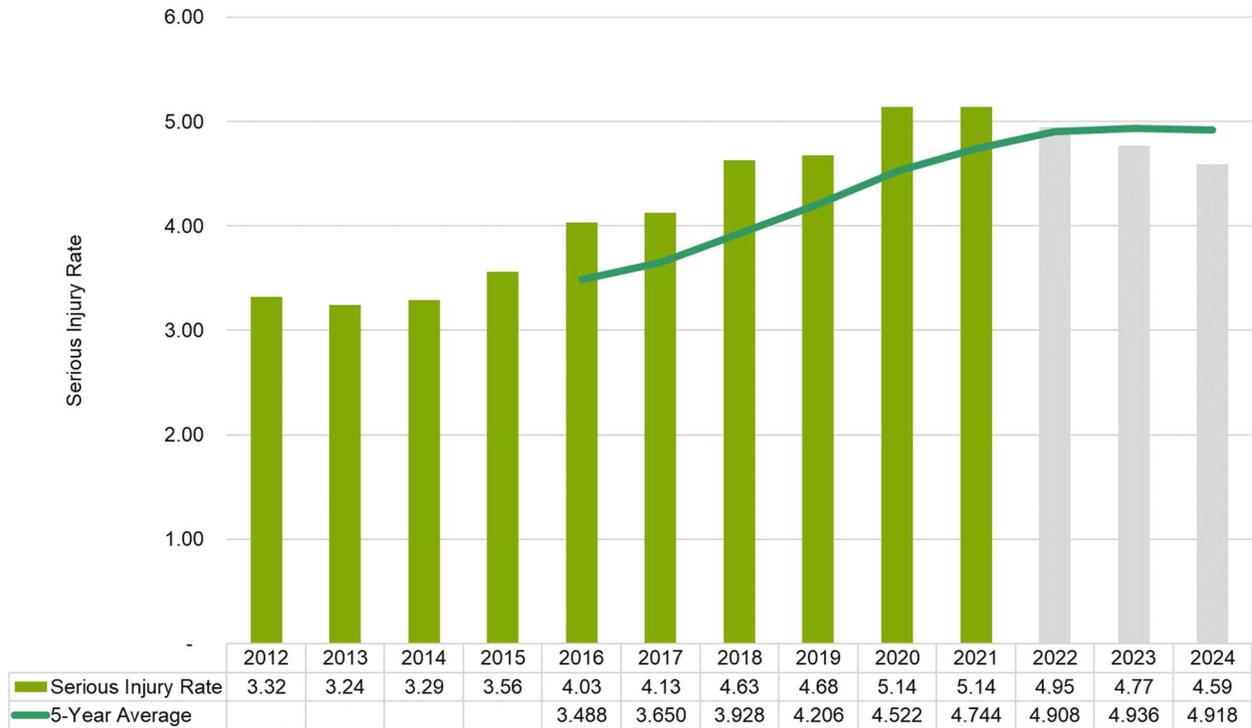|	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatality Rate	0.91	0.94	0.93	1.01	1.13	1.13	1.09	1.09	1.33	1.38	1.32	1.26	1.20
5-Year Average					0.98	1.03	1.06	1.09	1.15	1.20	1.24	1.27	1.30

FIGURE 3 – STATEWIDE FATALITY RATE (PER 100M VMT)

Statewide Serious Injury Rate

The 2024 target for the serious injury rate is a five-year rolling average of **4.918**. CHP's Statewide Integrated Traffic Records System (SWITRS) data was used from 2012 through 2021; however, the final data for 2021 was not available and considered preliminary at the time of 2024 target setting. In California, the serious injury rate due to traffic crashes generally increased between 2012 to 2017, and then in 2018, the suspected serious injury inclusion resulted in a 12.1% increase. There was another 9.8% increase in 2020.

In Figure 4, the green bars reflect the data that was available through SWITRS at the time of the target setting process and the gray bars reflect the projected annual decrease of 3.69%. The dark green line represents the 5-year rolling average of the annual serious injury rate.

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Serious Injury Rate	3.32	3.24	3.29	3.56	4.03	4.13	4.63	4.68	5.14	5.14	4.95	4.77	4.59
5-Year Average					3.488	3.650	3.928	4.206	4.522	4.744	4.908	4.936	4.918

FIGURE 4 – STATEWIDE SERIOUS INJURY RATE (PER 100M VMT)

Statewide Non-Motorized Fatalities and Non-Motorized Serious Injuries (Pedestrians and Bicyclists)

The 2024 target for non-motorized fatalities and non-motorized serious injuries is a five-year rolling average of **4,380.5**. In Figure 5, the light green bars reflect the number of fatalities from FARS and the dark green bars reflect the number of serious injuries from SWITRS at the time of target setting for pedestrians and bicyclists combined. The gray bars reflect the annual decrease of 2.84% for non-motorized fatalities and the dark gray bars reflect the annual decrease of 3.69% for non-motorized serious injuries. The dark green line represents the 5-year rolling average of the annual non-motorized fatalities and non-motorized serious injuries.

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Non-Motorized Serious Injuries	2,677	2,624	2,717	2,803	3,017	3,175	3,399	3,503	2,995	3,454	3,327	3,204	3,086
Non-Motorized Fatalities	782	881	838	955	1,088	1,085	1,143	1,154	1,149	1,233	1,198	1,164	1,131
5-Year Average					3,676.4	3,836.6	4,044.0	4,264.4	4,334.2	4,450.6	4,503.5	4,468.6	4,380.5
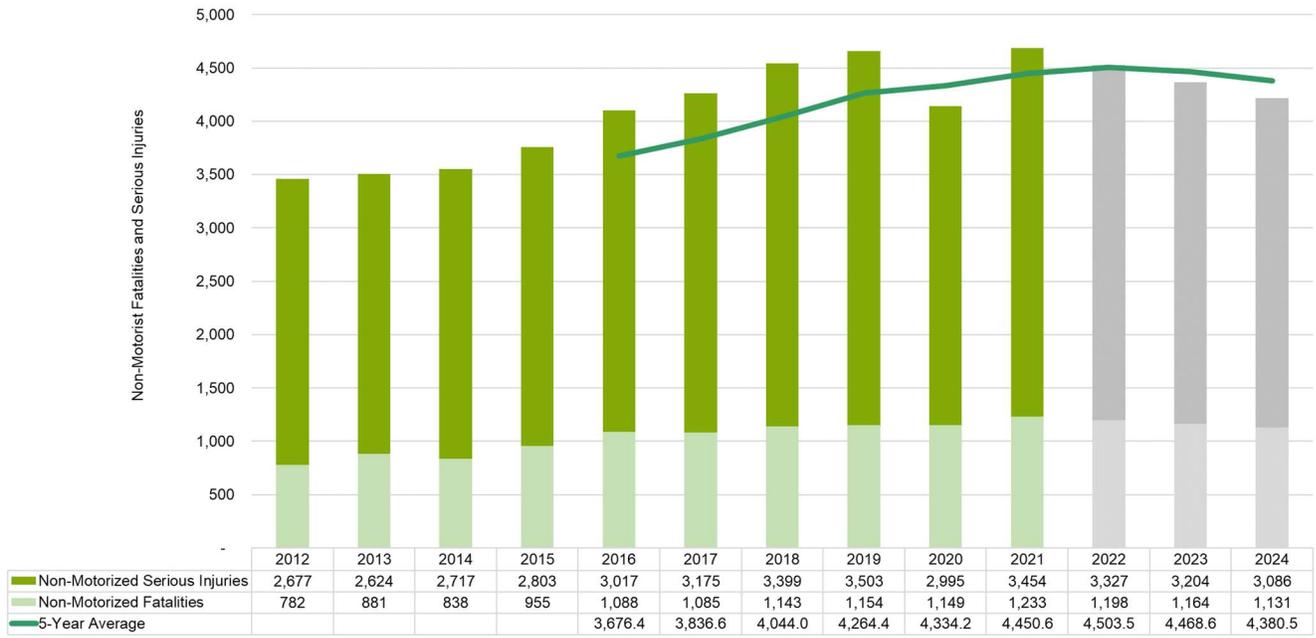
FIGURE 5 – STATEWIDE NON-MOTORIZED FATALITIES AND SERIOUS INJURIES (COMBINED)

Contacts:

Shaila Chowdhury
Deputy Division Chief of Transportation Safety, Caltrans Division of Safety Programs
Phone: (916) 639-5755
Email: shaila.chowdhury@dot.ca.gov

Nagendranath (Nagi) Pagadala
Office Chief of Strategic Safety and Implementation, Caltrans Division of Safety Programs
Phone: (916) 387-5850
Email: nagi.pagadala@dot.ca.gov

Kelly Mar
Safety Target and Monitoring Programs, Caltrans Division of Safety Programs
Phone: (916) 617-0159
Email: kelly.mar@dot.ca.gov

Attachment: Statewide Transportation Safety Targets for 2024 (2024 Draft Regional Transportation Safety Targets)

Packet Pg. 34

SCAG Transportation Committee

2024 Transportation Safety Target Update

Mike Gainor, Senior Regional Planner, SCAG

January 4, 2024

WWW.SCAG.CA.GOV

Federal Transportation Safety Targets

- MAP-21 established performance-based federal transportation management & reporting program.

- The federal program established several sets of measures to assess transportation system performance.

- Performance Management Package 1 (PM 1) established quantitative measures to evaluate transportation system safety.

- Caltrans is required to annually update statewide safety targets for all public roads in the state by Aug 31.

2

Federal Transportation Safety Targets

- **PM 1 established (5) specific transportation safety performance measures for which annual targets are required:**
  - **Total number of fatalities**
  - **Rate of fatalities (per 100 million VMT)**
  - **Total number of serious injuries**
  - **Rate of serious injuries (per 100 million VMT)**
  - **Total (combined) number of non-motorized fatalities & serious injuries**

- **Data reported as 5-year rolling averages**

3

Federal Transportation Safety Targets

- Once Caltrans adopts statewide targets, SCAG has 180 days to either choose to adopt the statewide targets or establish separate set of regional targets.

- SCAG required to report annual regional safety targets to Caltrans by February 28 each year.

- FHWA assesses whether 'significant progress' has been made toward achieving statewide safety targets.

- 'Significant progress' is determined if at least 4 of the 5 targets are met or outcome is better than performance for previous year.

4

2024 Statewide Safety Targets

- Caltrans uses a trend-based approach toward setting the annual statewide safety targets.

- Observed performance is monitored for each calendar year.

- Trend analysis is performed by calculating the 5-year running average for each year (observed performance for the current year plus the four preceding years then divided by five).

- The annual percentage change in the 5-year running average is then carried forward into future years.

5

2024 Statewide Safety Targets

PM 1 Performance Measure	Data Source	2024 Target
Total Number of Fatalities	FARS	4,080.6
Rate of Fatalities (per 100M VMT)	FARS/HPMS	1.30
Total Number of Serious Injuries	SWITRS	16,628.1
Rate of Serious Injuries (per 100M VMT)	SWITRS/HPMS	5.27
Total Number of Non-motorized Fatalities & Severe Injuries	FARS/SWITRS	4,380.5

6

SCAG Regional Safety Targets

The following (3) steps are used in setting regional transportation safety performance targets:

1) **Estimate existing safety trends to determine baseline conditions.**

2) **Identify any external factors that may impact future safety performance (demographic or socioeconomic changes).**

3) **SCAG Safety Model is used to generate targets based on forecasted fatality & serious injury trends & the impact of existing & planned regional safety plans, strategies, & investments.**

SCAG Regional Safety Targets

SCAG's safety model considers multiple regional factors:

- **Vehicle Miles Traveled (VMT)**

- **Traffic trends by specific road type**

- **Share of older & younger drivers**

- **Employment**

- **Median household income**

- **Gas prices**

- **Alcohol consumption**

Draft 2024 SCAG Regional Safety Targets

- **Number of Fatalities:** 1,861.4

- **Rate of Fatalities per 100 million VMT:** 1.26

- **Number of Serious Injuries:** 7,460.2

- **Rate of Serious Injuries per 100 million VMT:** 5.04

- **Number of Non-motorized Fatalities & Serious Injuries:** 2,322.3

SCAG Regional Safety Trends: Fatalities
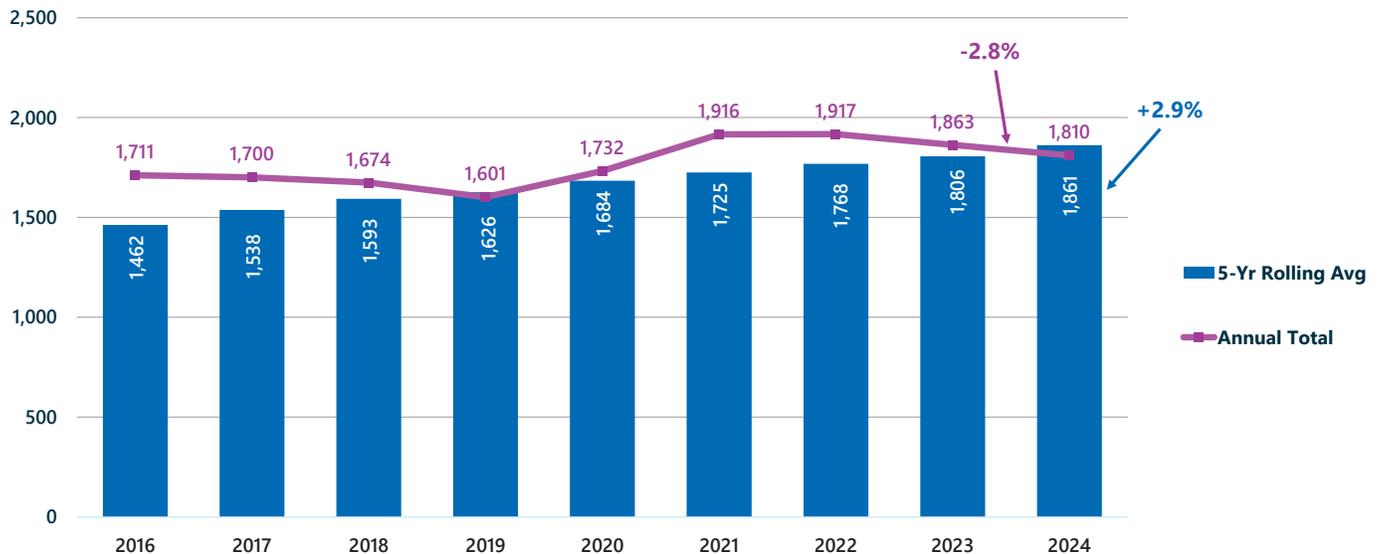
SCAG Region Share of Statewide Fatalities

	2018	2019	2020	2021	2022	2023	2024
Share	44.2%	43.6%	43.8%	43.8%	44.3%	44.7%	45.6%

SCAG Share of Statewide VMT:
46.9%

SCAG Share of Statewide Population:
47.6%
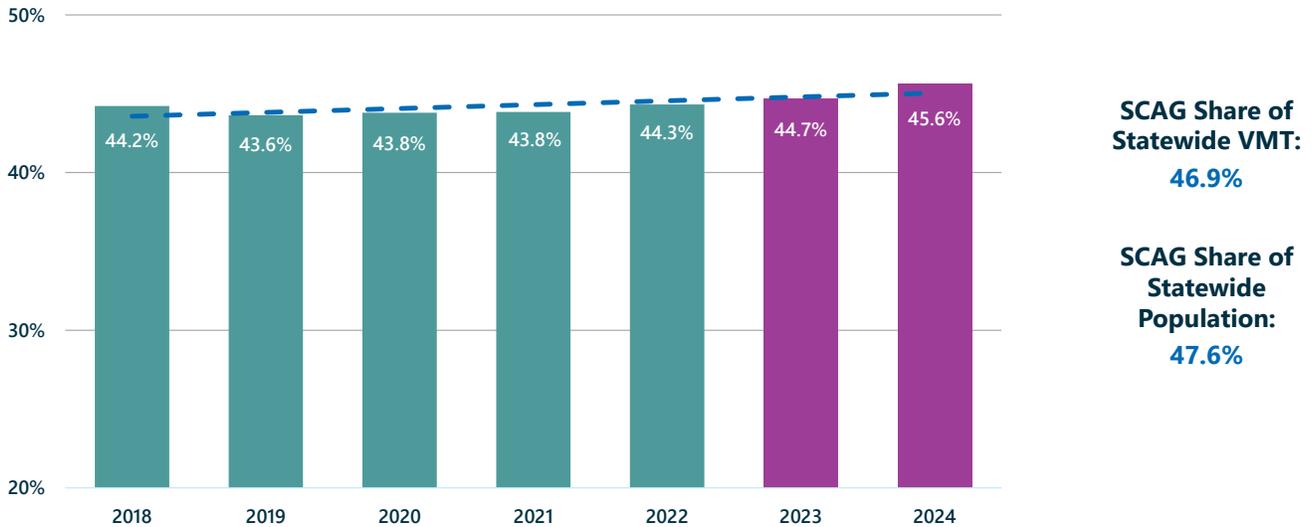
SCAG Regional Safety Trends: Serious Injuries

5-Yr Rolling Avg: 5,069 (2016), 5,386 (2017), 5,785 (2018), 6,269 (2019), 6,562 (2020), 6,972 (2021), 7,251 (2022), 7,409 (2023), 7,460 (2024)

Annual Total: 5,913 (2016), 6,432 (2017), 6,749 (2018), 7,162 (2019), 6,553 (2020), 7,964 (2021), 7,828 (2022), 7,540 (2023), 7,262 (2024)

-3.7%
+0.7%

■ 5-Yr Rolling Avg
■ Annual Total
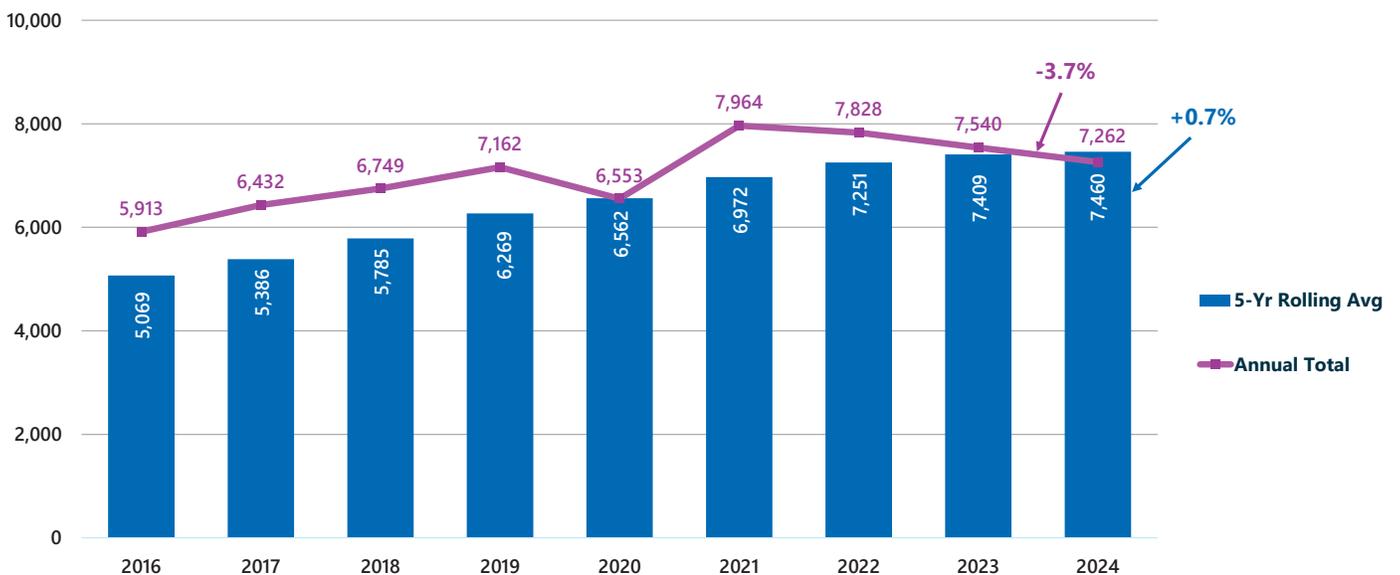
SCAG Region Share of Statewide Serious Injuries

SCAG Share of Statewide VMT:
46.9%

SCAG Share of Statewide Population:
47.6%
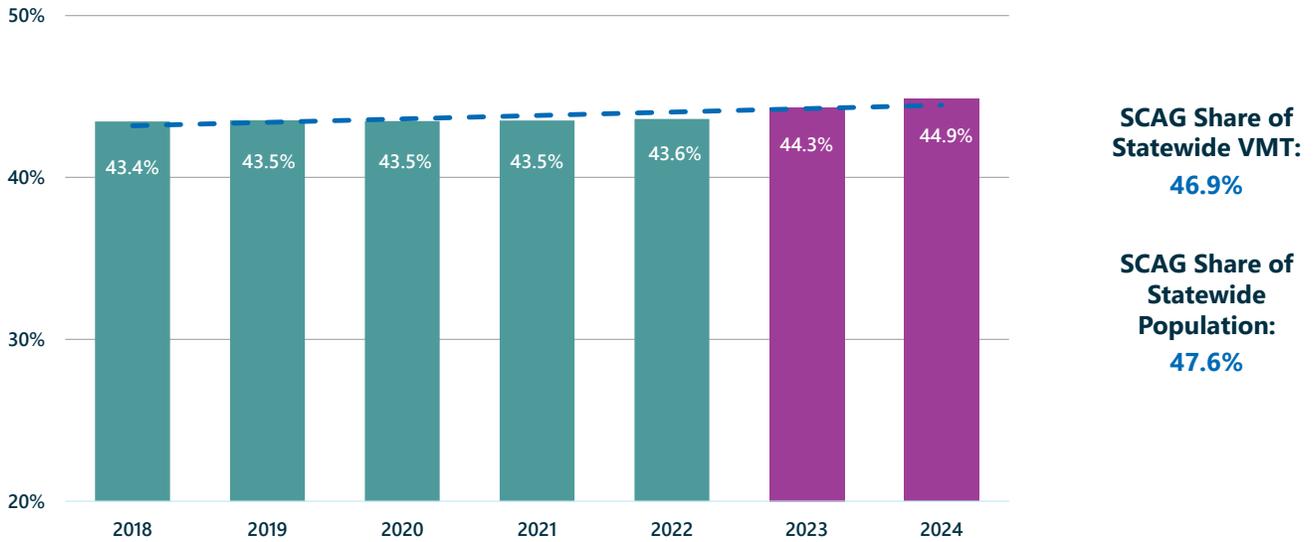
13

SCAG Regional Safety Trends:
Non-Motorized Fatalities & Serious Injuries
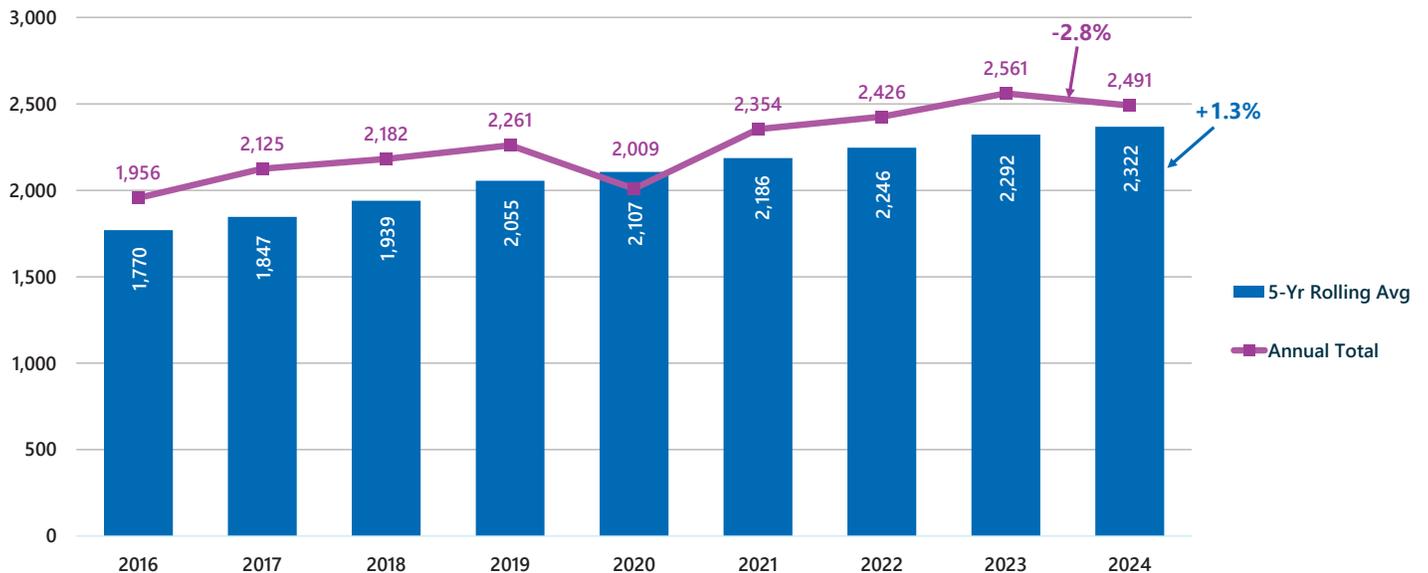
14

Next Steps

- RC adoption of 2024 regional safety targets (Feb 1, 2024).

- Submit 2024 regional safety targets to Caltrans (by Feb 28, 2024).

- Continued development of regional transportation safety modeling enhancements.

- Coordinate with regional stakeholders to implement Connect SoCal safety programs, strategies, & actions.

- Monitor progress toward regional targets & set updated safety targets for next year.

15

THANK YOU!

For more information, please visit:

https://scag.ca.gov/transportation-safety

Mike Gainor
gainor@scag.ca.gov

Southern California Association of Governments
January 4, 2024

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

RECOMMENDED ACTION:
Receive and File

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

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

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

Transportation Committee Outlook and Framework

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

The Outlook organizes content into three programmatic areas:

1. *Connect SoCal:* Items within this area will center on efforts to implement Connect SoCal 2020, updates on the plan development process for 2024, and discussion of key policy issues and emerging trends for the 2024 Connect SoCal. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on transportation. The FY2024 Outlook summarizes the items that will be coming before the TC that is related to the development of Connect SoCal 2024.

2. *Local Assistance Program:* In this programmatic area, staff will present informational and action items related to programs that provide assistance to local partners. Programs that will be highlighted through the TC include: the development and implementation of the Regional Early Action Planning Grant program 2.0 (REAP 2.0) along with milestone updates, with a focus on the County Transportation Commission (CTC) Partnership Program and the Regional Pilot Initiatives (RPI) Program; the Last Mile Freight Program; the Future Communities Pilot Program; and the Go Human Program, amongst others.

3. *Regional Updates:* This programmatic area will focus on updates and approvals, such as the Trade Corridor Enhancement Program, Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant and Carbon Reduction Program. Committee members may also recommend other policy topics for exploration.

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

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

ATTACHMENT(S):

1. TC Outlook for FY24_Jan 2024

Transportation Committee Agenda Outlook for FY2024

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

Date	Connect SoCal	Local Assistance Program	Regional Update
July	ü Transit Target Setting (R&F) ü Connect SoCal 2024 Outreach Update	ü REAP 2.0 CTC Partnership Program Project Selection ü REAP 2.0 Regional Pilot Initiatives Program Framework ü GO Human Community Hubs: Project Award List Highlight	ü LOSSAN Rail Corridor Resiliency Subcommittee Update
Sept	**Joint Policy Committee: Connect SoCal 2024 Draft Plan Review**		
Oct-Dec	ü Connect SoCal 2024: Release of Draft for Public Review and Comment ü 2025 FTIP Guidelines ü SCAG Mobility Hub Strategy • ~~Advanced Air Mobility~~ (moved to Jan-March) • ~~Highways to Boulevards Regional Study~~ (moved to Jan-March) ü Guest Speaker Series: Smart Freeways ü Clean Technology Compendium Findings	• ~~Acceptance of CPUC Local Agency Technical Assistance (LATA) Funds~~ (see Broadband Program update) ü Broadband Program Update ü Future Communities Pilot Program Update ü Smart Cities & Mobility Innovations (SCP Call 3) Update • ~~Climate Pollution Reduction Grants Update~~ (moved to Jan.-March) ü Go Human Program Overview/Highlights/Success ü Carbon Reduction Program: CTC Program Guidelines & Call for Projects	ü TC 12 Month Agenda Outlook ü Trade Corridor Enhancement Program (TCEP)/SB 671 Update (R&F) • ~~CMAQ/STBG/CRP MOU with County Transportation Commissions (R&F)~~ (see CRP guidelines)

Transportation Committee Agenda Outlook for FY2024

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

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan-Feb	• Connect SoCal 2024: Summary of Comments and Revision Approach • Zero Emission Truck Infrastructure Study (ZETI) Outreach Findings • Transportation Pricing & Incentives Joint MPO Research Update • ~~Comprehensive Goods Movement Plan Update~~ (moved to June) • Guest Speaker Series: Replacing the Gas Tax • Guest Speaker Series: Congestion Pricing & Equity • Guest Speaker Series: Mobility Hubs • ~~Clean Technology Compendium Findings~~ (moved to Nov.) • Highways to Boulevards Regional Study • Advanced Air Mobility	• Curb Space Management Update (R&F) • ~~Carbon Reduction Program: CTC Program Project Selection~~ (moved to June) • Last Mile Freight Program Update • ~~Broadband LATA Update~~ (moved to Nov.) • ~~SCAG ATP Cycle 7 Regional Program & AT&S Sustainable Communities Programs Guidelines~~ • Climate Pollution Reduction Grants Update	• Metrolink Transit Oriented Development (TOD) Study • Broadband Permit Streamlining Report Findings • EV Oasis Project Update • REAP 2.0 Regional Pilot Initiatives Program Update
March	**Joint Policy Committee: Connect SoCal 2024 Final Plan Review**		
April	• Proposed Final Transportation Conformity Analysis for Connect SoCal 2024 • Recommendation for RC to Adopt the Connect SoCal 2024 Final PEIR (R&F)		• LOSSAN Rail Corridor Resiliency Subcommittee Update (R&F)
May	**General Assembly**		
June	• Connect SoCal 2024: Implementation Strategies • Comprehensive Goods Movement Plan Update	• REAP 2.0 CTC Partnership Program and Regional Pilot Initiatives Update • Carbon Reduction Program: CTC Program Project Selection	Smart Cities Vision Plan Update

Southern California Association of Governments
January 4, 2024

To:	Energy & Environment Committee (EEC) Transportation Committee (TC)	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Roland Ok, Planning Supervisor (213) 236-1819, ok@scag.ca.gov	*Kome Ajise*
Subject:	Southern California Clean Cities Coalition Strategic Plan	

RECOMMENDED ACTION:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:
The Southern California Clean Cities Coalition was first designated by the U.S. Department of Energy (DOE) on March 22, 1996. In 2010, SCAG resumed direct administrative responsibility for the Coalition, which supports locally based government/industry partnerships in the expanding use of infrastructure and vehicles operating on alternative fuels. The DOE now requires all Clean Cities Coalitions to establish and maintain a Strategic Plan. This plan, a multi-year guideline, must identify objectives and activities to achieve specific goals including a 16% increase in gasoline gallon equivalent (GGE) displaced and a 20% yearly reduction in greenhouse gas (GHG) emissions. In developing the Coalition Strategic Plan, staff will also align with SCAG's Clean Transportation Technology Policy, established by Regional Council Resolution No. 23-654-5[1]. This policy provides a guiding framework for the development of zero or near-zero emission transportation systems. Additionally, the Coalition Strategic Plan will support SCAG's Clean Technology Program, harmonizing federal, state, and regional objectives. This coordination aims to advance clean transportation technologies within SCAG's region, emphasizing a commitment to environmental sustainability. Staff will prepare and present the Draft Strategic Plan to the Regional Council and Policy Committees on March 7, 2024, and request Regional Council approval on April 4, 2024.

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

BACKGROUND:

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

UNITED STATES CLEAN CITIES COALITION INITIATIVE

The Clean Cities Coalition initiative, initiated by the U.S. Department of Energy in 1993, emerged as a strategic response to the Energy Policy Act of 1992. This program currently encompasses over 75 local coalitions across the United States. These coalitions form dynamic partnerships with more than 20,000 stakeholders from both public and private sectors. The primary goal of these collaborations is to enhance the economic, environmental, and energy security of the United States. This is achieved by focusing on the promotion of affordable, domestically produced transportation fuels, the development of energy-efficient mobility systems, and the adoption of various fuel-saving technologies and practices at the local level.

OBJECTIVES OF THE CLEAN CITIES COALITION

Clean Cities Coalitions harness expertise from a range of sources, including federal agencies, national laboratories, and other coalitions within the network. This knowledge is then applied directly to the communities they serve, creating solutions tailored to the unique local needs, opportunities, and market conditions. Additionally, these coalitions establish networks with community stakeholders and offer practical, hands-on support to local fleets, addressing specific challenges and facilitating problem-solving.

Work efforts are guided by a set of key objectives, which include:
- Build partnerships with public and private-sector transportation stakeholders.
- Dispense objective information, data-driven online tools, and a suite of resources to fleets and local decision makers.
- Empower stakeholders to evaluate and implement the best strategy to achieve their goals.

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

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

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

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

- Collect and share best practices, data, and lessons learned to inform local decisions and build a strong national network.
- Engage technical assistance to help fleets and end users implement alternative fuels, advanced vehicles, and fuel-saving practices.
- Build relationships with industry partners, fleets, and communities to solve problems and identify and address technology barriers.
- Leverage people and resources to encourage private-sector investment, resulting in successful implementation of advanced transportation, fueling infrastructure, and charging equipment and development projects.

CLEAN CITIES COALITIONS STRATGIES
To advance affordable, efficient, and clean transportation fuels and technologies, coalitions employ the following strategies:[6]

- **Evaluate transportation needs and energy choices** to determine the most impactful and cost-effective vehicle options, fuels, technologies, and best practices that make sense for their stakeholders.
- **Shift to efficient and clean energy sources** using alternative and renewable fuels such as biodiesel, electricity, ethanol, hydrogen, natural gas, propane, and renewable diesel.
- **Improve fuel efficiency** through state-of-the-art technologies and strategies.
- **Reduce greenhouse gas emissions** and local pollutants through transition to low- and no-emission vehicles, idle reduction, and other fuel-saving technologies and practices.
- **Demonstrate and assess new mobility choices** that maximize the return on investment for mobility systems in terms of time, cost, energy, and opportunity.

ABOUT THE SOUTHERN CALIFORNIA CLEAN CITIES COALITION
The Southern California Association of Governments' (SCAG) Clean Cities Coalition, officially established in 1996, and recertified in August of 2023, encompasses a broad region covering five counties: Imperial, Los Angeles, Orange, San Bernardino, and Ventura. Within the SCAG region are additional local coalitions including the City of Los Angeles, City of Long Beach, Western Riverside County, and the Coachella Valley. The SCAG Clean Cities Coalition is a diverse group of stakeholders from various sectors, including municipalities, consumers, private vendors, transit providers, universities, and other public and private entities. Their collaborative efforts focus on developing strategies and solutions for transitioning to alternative fuels and alternative fuel vehicles (AFVs) across the region. This initiative aims to significantly reduce greenhouse gas emissions and mitigate air quality impacts, aligning with environmental sustainability goals.

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[6] Clean Cities Coalitions Overview, U.S. DOE. Available at: https://cleancities.energy.gov/publications/

SCAG RESPONSIBILITIES

The Clean Cities Coalitions engage in an annual commitment through a Statement of Project Objectives (SOPO) which outlines their responsibilities for the upcoming year. These responsibilities align with the broader goals of the national Clean Cities Coalition Network and encompass a range of tasks:

- **Clean Cities Annual Progress Report:** This involves monitoring various metrics related to the integration of alternative fuels, advanced technology vehicles, and transportation energy efficiency within SCAG's designated area.
- **Quarterly Alternative Fuel Price Reports:** SCAG is tasked with tracking the retail prices of alternative fuels in its region on a quarterly basis.
- **Updates on Alternative Fuel Station Openings/Closings:** A key responsibility includes identifying and monitoring the status of alternative fuel stations, including new openings and closures, to ensure ongoing operations of these facilities in the region.
- **Vehicle and Station Cost Tracking:** SCAG collects and records actual costs associated with alternative fuel and advanced technology vehicles and equipment, as well as the costs related to alternative fuel stations within its jurisdiction.

Each of these responsibilities is critical to the coalition's efforts in promoting and facilitating the transition to alternative fuel sources and vehicles, ultimately aiming to reduce environmental impacts in Southern California.

SCAG'S CLEAN CITIES COALITION STRATEGIC PLAN

In the recent update to the SOPO between the DOE and SCAG, the DOE has introduced a new requirement for all Clean Cities Coalitions, including SCAG, to develop a strategic plan. This plan is envisioned as a multi-year roadmap outlining specific objectives and activities that coalition stakeholders will undertake. The primary goals set by the DOE are to achieve a 16% increase in gasoline gallon equivalent (GGE) displaced and a 20% annual reduction in greenhouse gas (GHG) emissions.

SCAG's Clean Cities Coalition Strategic Plan will not only comply with the DOE's stipulations but also align with Regional Council Resolution No. 23-654-5, adopted by the Regional Council on April 6, 2023, which establishes SCAG's Clean Transportation Technology Policy. This policy serves as a guiding framework for the development, commercialization, and deployment of transportation systems that are either zero or near-zero emissions. The policy's objectives are to enhance air quality, reduce GHG emissions, achieve sustainability goals, and maintain a technology-neutral stance.

Moreover, the Coalition Strategic Plan will be designed to support the initiatives of SCAG's Clean Technology Program, effectively synchronizing the goals and policies at the federal, state, and

regional levels. This comprehensive approach ensures a cohesive strategy in advancing clean transportation technologies within the SCAG jurisdiction.

STRATEGIC PLAN CONTENTS

The Coalition Strategic Plan will include the following:

- **Existing Conditions:** This section will provide an overview of the current state of affairs, including:
  - The status of air pollution, types of fuels in use, vehicle types, and the existing clean transportation infrastructure.
  - A review of SCAG's recently completed work, such as the Electric Vehicle Charging Site Suitability Study[7] and the Plug-in Electric Vehicle Atlas Update[8].
- **Vision Statement and Goals:**
  - The Vision Statement will reflect the DOE requirements as well as the ethos of SCAG's Clean Transportation Technology Policy.
  - The Goals will be crafted to support and align with both SCAG's Clean Transportation Technology Policy and the implementation of Connect SoCal 2024.
- **Ongoing SCAG Work:**
  - This will detail SCAG's ongoing tasks under the U.S. DOE's Clean Cities Coalition Program.
- **SCAG Work Aligned with Clean Cities Coalition Program:**
  - This part will describe SCAG's specific work efforts, such as the Zero Emission Truck Infrastructure Study, the Last Mile Freight Program, the Clean Technology Compendium Report, and ongoing partnerships with entities such as the Los Angeles Clean Tech Incubator (LACI) and the University of California, Irvine.
- **Future SCAG Work:**
  - A high-level summary of potential future work efforts that SCAG may pursue, subject to the availability of funding and resources.

NEXT STEPS

Staff is currently drafting the Coalition Strategic Plan and will seek and incorporate stakeholder feedback through February 2024. Staff will present the final draft to the Policy Committees and Regional Council in March 2024 and seek Regional Council approval in April 2024.

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[7] SCAG EV Charging Station Study, available here: https://scag.ca.gov/sites/main/files/file-attachments/scag_ev_charging_station_study_-_final_scoring_methodology.pdf?1684341381

[8] SCAG PEV Atlas Update, report and interactive map available here: https://scag.ca.gov/southern-california-pev-readiness-atlas

FISCAL IMPACT:

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

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

RECOMMENDED ACTION:
Receive and File.

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

EXECUTIVE SUMMARY:
SCAG's efforts to monitor transportation trends and system performance pre-date the COVID-19 pandemic. Considering the pandemic's enduring impacts on travel behavior, SCAG staff plan to provide the Transportation Committee (TC) with regular updates on transportation trends. With regard to transit, current analysis shows that ridership has improved over the course of the past year. Overall, the region's bus ridership is currently 21 percent below what it was pre-pandemic. More specifically, for the Metro, the region's largest transit operator, bus ridership has recovered more than rail ridership, while Metrolink's rail ridership is currently 48 percent lower than it was pre-pandemic at this time. Vehicular travel has recovered at a more robust rate. The current analysis indicates that vehicle miles traveled (VMT), vehicle hours of delay (VHD), and truck VMT levels on the State Highway System (SHS) in the region hover slightly below pre-pandemic baseline levels. The staff report that follows provides a more detailed breakdown on these transportation trends.

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

Data Sources

For transit, SCAG staff gathered and summarized data for the region utilizing the National Transit Database (NTD),[1] administered by the Federal Transit Administration (FTA). NTD is the primary source for information and statistics on transit systems in the United States. The NTD's Complete Monthly Ridership Module was utilized to assess transit ridership trends in the region, specifically for bus and rail modes. However, like Caltrans Performance Measurement System (PeMS)[2], the NTD has known limitations. For instance, there exists a substantial time lag, often spanning several months, between the FTA's data collection and the availability of processed and validated data on the NTD website. Additionally, some data may be missing for the most recent month if a transit agency neglected to report data on time. These delays make it difficult to provide immediate and current insights.

SCAG staff also sourced transit/rail data from the Los Angeles County Metropolitan Transportation Authority's (Metro) Interactive Estimated Ridership Statistics dashboard,[3] which provides monthly ridership statistics, line level trends, and historical information for Metro's bus and rail systems. Staff specifically utilized Metro's monthly all bus (both directly operated and purchased transportation) and rail ridership data. Additionally, staff obtained monthly rail ridership data, delineated by line, from the Southern California Regional Rail Authority (Metrolink) to evaluate trends in commuter rail ridership. Monthly ridership figures for Metrolink were estimated based on ticket sales, utilizing average trip rates.

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

[1] Federal Transit Administration (FTA). National Transit Database (NTD). https://www.transit.dot.gov/ntd
[2] California Performance Measurement System (PeMS), https://pems.dot.ca.gov (Accessed December 2023)
[3] Los Angeles County Metropolitan Transportation Authority (Metro). Interactive Estimated Ridership Stats. https://isotp.metro.net/MetroRidership/YearOverYear.aspx

Overall Transit/Rail Trends

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

Figure 1. Monthly Bus Ridership Percentage Change, SCAG Region (Compared to 2019)
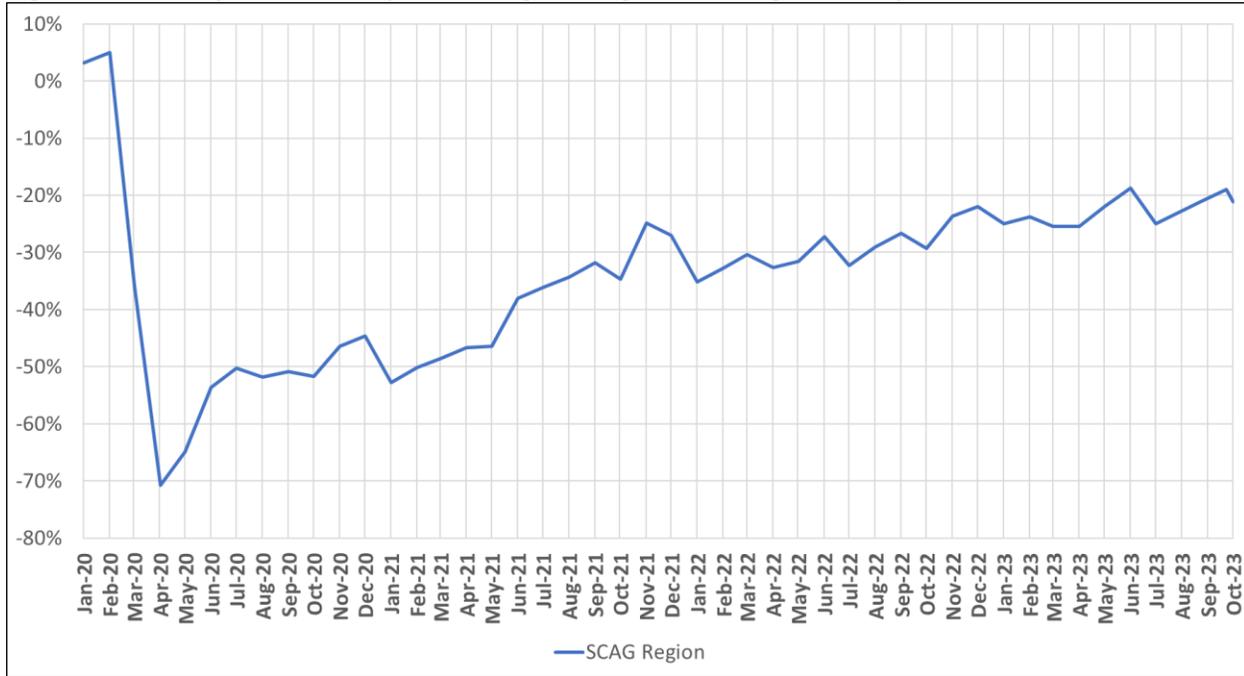
Source: National Transit Database, https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release, as of October 2023.

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

Bus Operator	FY23 Qtr2 Oct-Dec	FY23 Qtr3 Jan-Mar	FY23 Qtr4 Apr-Jun	FY24 Qtr1 Jul-Oct*
Anaheim Transportation Network	-15%	-10%	-8%	-6%
Antelope Valley Transit Authority	-49%	-46%	-43%	-39%
Beach Cities Transit (City of Redondo Beach)	-24%	-29%	-36%	-33%
City of Commerce Municipal Buslines	-10%	11%	14%	25%
City of Glendale	-51%	-46%	-46%	-45%
City of Los Angeles Department of Transportation	-20%	-20%	-18%	-15%

Bus Operator	FY23 Qtr2 Oct-Dec	FY23 Qtr3 Jan-Mar	FY23 Qtr4 Apr-Jun	FY24 Qtr1 Jul-Oct*
City of Pasadena	-23%	-26%	-30%	-26%
Culver City Municipal Bus Lines	-42%	-41%	-40%	-39%
Foothill Transit	-38%	-34%	-30%	-27%
Gold Coast Transit	-19%	-11%	-7%	-6%
City of Gardena Transportation Department	-31%	-30%	-31%	-42%
Imperial County Transportation Commission	-18%	-12%	-14%	5%
Long Beach Transit	-27%	-33%	-29%	-16%
Los Angeles County Metro	-24%	-22%	-20%	-21%
Montebello Bus Lines	-55%	-53%	-54%	-50%
Norwalk Transit System	-29%	-26%	-28%	-26%
Omnitrans	-44%	-43%	-41%	-40%
Orange County Transportation Authority	-20%	-15%	-13%	-9%
Riverside Transit Agency	-42%	-38%	-36%	-34%
Santa Clarita Transit	0.4%	-14%	-6%	-1%
Santa Monica's Big Blue Bus	-40%	-37%	-36%	-36%
SunLine Transit Agency	-40%	-36%	-36%	-39%
Torrance Transit System	-49%	-50%	-50%	-52%
Ventura Intercity Service Transit Authority	-47%	-44%	-38%	-36%
Victor Valley Transit Authority	-40%	-49%	-53%	-40%
TOTAL	-26%	-25%	-22%	-22%

Source: National Transit Database, https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release, as of October 2023. *This data reflects bus ridership change compared to 2019 for specific months rather than fiscal year quarters to allow for the utilization of the most up-to-date data, capturing the latest trends in bus usage.

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Imperial and Ventura Counties experiencing the most significant increases. For example, when comparing October 2022 to October 2023, Imperial County is reflecting a 49 percent increase in bus ridership, while Ventura County is reflecting a 19 percent increase in bus ridership during the same period. Additionally, Orange, Los Angeles, and San Bernardino Counties are reflecting modest gains of 11 percent, 12 percent, and 12 percent respectively, comparing October 2022 to October 2023. Meanwhile, Riverside County has only experienced a gain of three percent when comparing October 2022 to October 2023. Regional bus ridership overall increased 12 percent over the same time period. Note that the October increases across the board are similar to preceding months. For example, bus ridership overall increased 11 percent each when comparing July 2022 to July 2023 and August 2022 to August 2023, and 10 percent when comparing September 2022 to September 2023.

Overall, these trends are better than where the region was in October 2020 when overall transit ridership was down by 52 percent. However, bus ridership is still well below what it was pre-pandemic for all counties aside from Imperial County as reflected in **Figure 2** below. In Imperial County, bus ridership is 11 percent above what it was pre-pandemic for the most recent month of data available, October, which is an improvement from preceding months (e.g., Imperial County bus ridership was 6 percent below pre-pandemic levels in July). As noted earlier, the region's bus ridership levels are currently 21 percent below what they were pre-pandemic.

Figure 2. Monthly Bus Ridership Percentage Change by County (Compared to 2019)
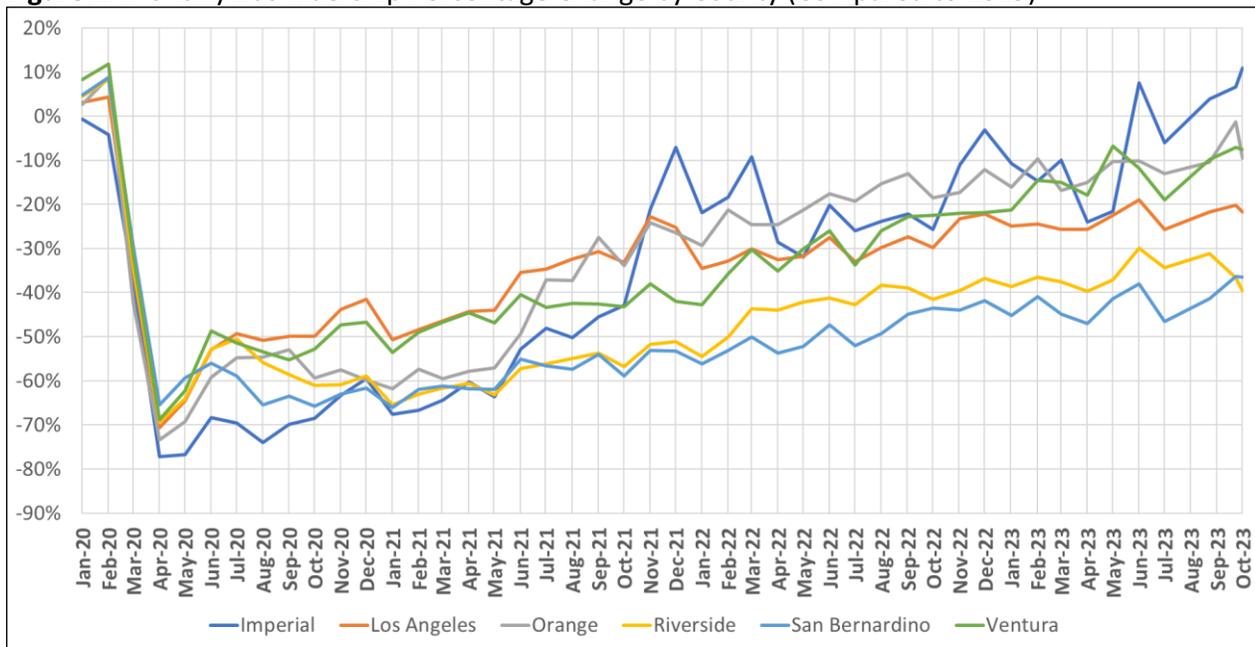
Source: National Transit Database, https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release, as of October 2023.

Data reported by Metro for its bus and rail systems through October 2023 is reflected in **Figure 3** below. Metro bus ridership is up by nearly 12 percent in October 2023 compared to October 2022, marking the eleventh consecutive month of year-over-year bus ridership growth. Metro rail ridership is up by nine percent for the same time period. While these trends are better than where the region was in October 2020, they are still below pre-pandemic levels.

Figure 3. Monthly Metro Ridership Percentage Change* (Compared to 2019)
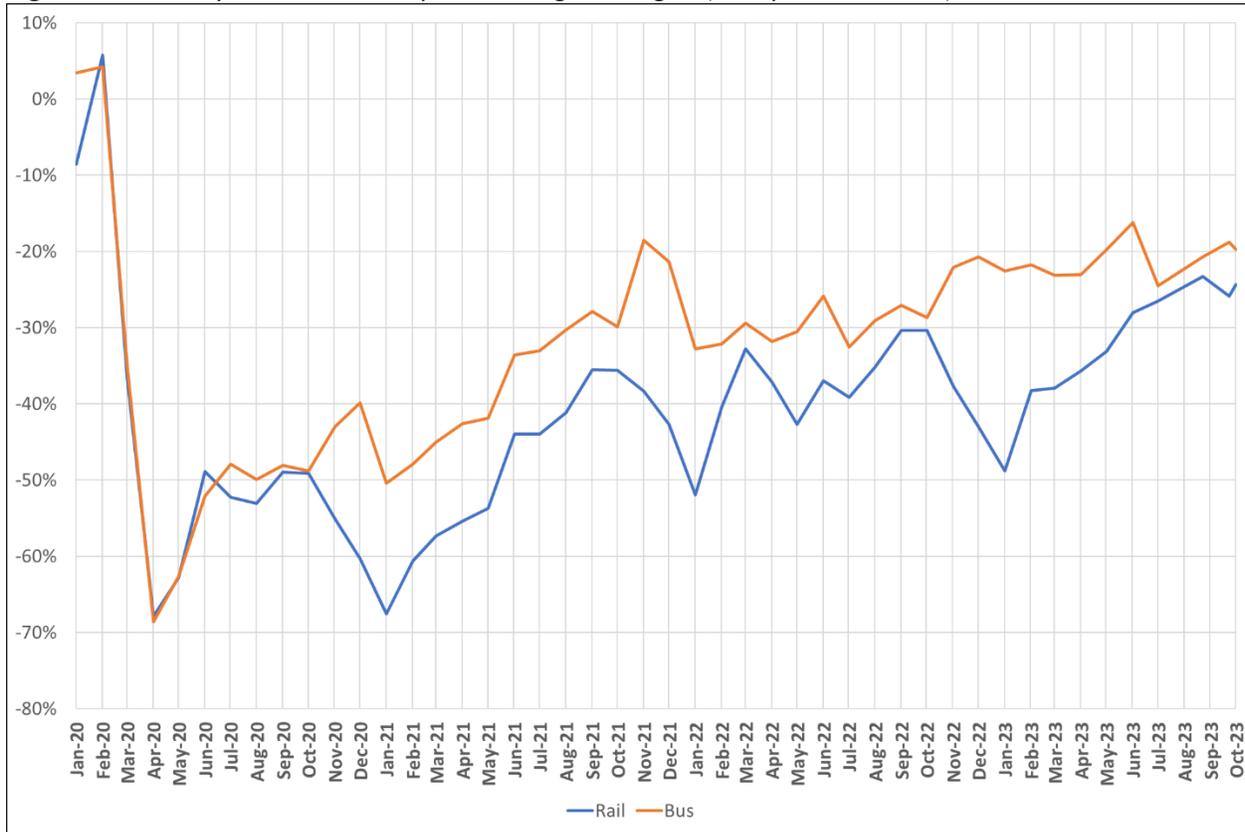
Source: Los Angeles County Metropolitan Transportation Authority, https://isotp.metro.net/MetroRidership/Index.aspx as of October 2023. *Note: Monthly rail ridership data for the Metro C Line is currently unavailable for the months of August and September 2023. July 2023 ridership was used instead.

Figure 4 below reflects total monthly ridership data reported by Metrolink by line through October 2023. Overall, Metrolink commuter rail ridership is up by approximately 24 percent in October 2023 compared to October 2022, with the Ventura County and Antelope Valley Lines experiencing the most significant increases (34 percent each), and the Inland Empire-Orange County (IEOC, 26 percent), Orange County (24 percent), San Bernardino (21 percent), 91 Line (14 percent), and Riverside (12 percent) lines reflecting modest to low ridership increases. It is important to note that the October increases for all lines are higher than they were for the preceding months. For example, Metrolink ridership overall increased 12 percent comparing August 2022 to August 2023 and 17 percent comparing September 2022 to September 2023.

Figure 4. Monthly Metrolink Ridership by Line (January 2020 through October 2023)
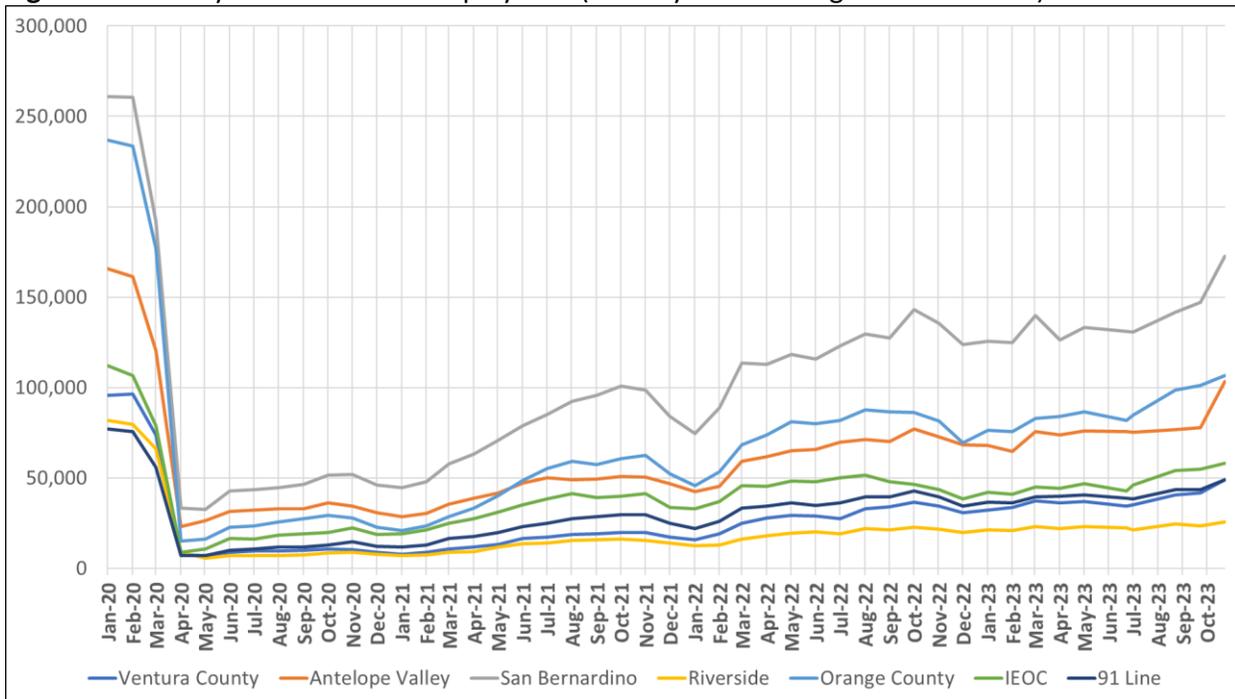
Source: Southern California Regional Rail Authority, as of October 2023.

However, total Metrolink ridership is still 48 percent lower than it was pre-pandemic at this time (October 2023 compared to October 2019). Pre-pandemic, 80 percent of Metrolink trips were commute trips. That figure has declined to just over half (52 percent) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20 percent pre-pandemic to currently 48 percent. Metrolink has noted that higher gas prices and worsening traffic congestion may help it to continue to attract traditional commuters.[4] **Figure 5**, below, shows trends in monthly Metrolink ridership by line, with findings depicted as percentage changes from line ridership from the same months in 2019.

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[4] Metrolink 2022 Customer Survey Staff Report:
https://d2kbkoa27fdvtw.cloudfront.net/metrolink/97954c01397b5cd4e13a0002dbcc1ef20.pdf

Figure 5. Monthly Metrolink Ridership Percentage Change by Line (Compared to 2019)
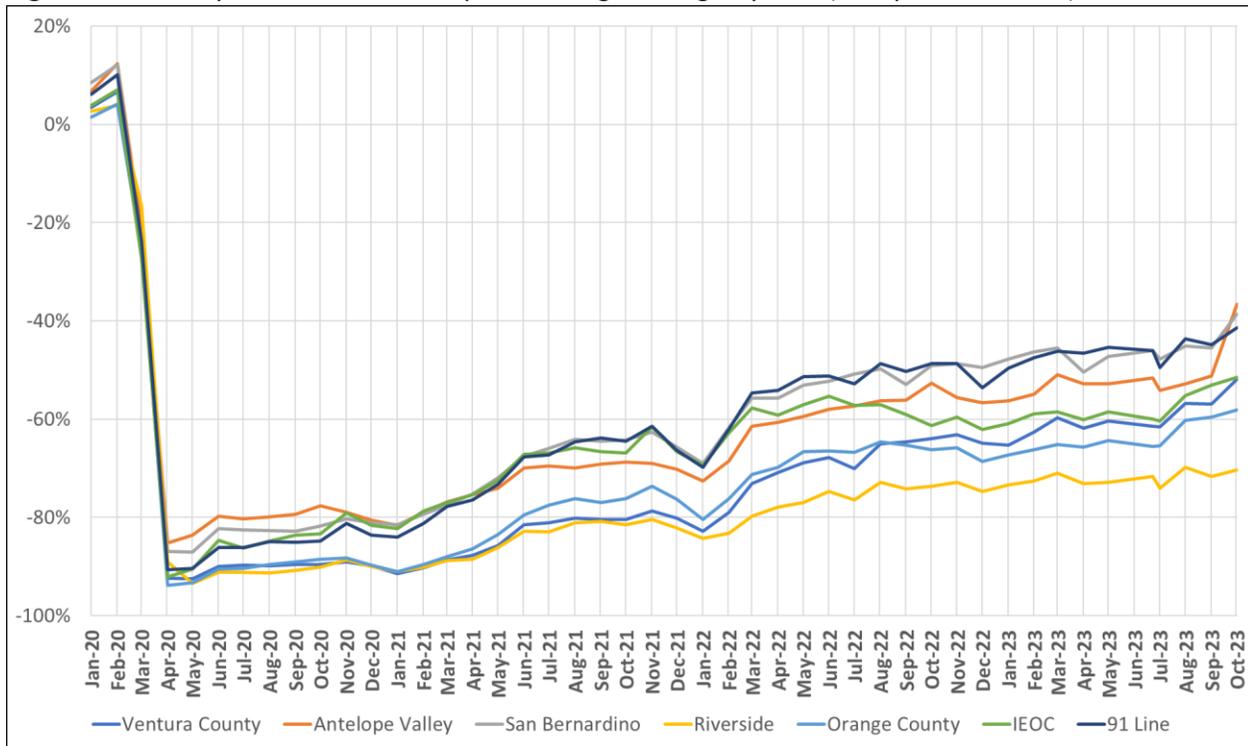
Source: Southern California Regional Rail Authority, as of October 2023.

Overall Vehicular Travel Trends

Vehicular travel has recovered more significantly than transit/rail. VMT levels on the SHS in the SCAG region have continued to hover only slightly below pre-pandemic baseline levels and have continued to approach pre-pandemic baseline levels. **Figures 6** and **7** show monthly VMT totals at the SCAG-region- and county-level, respectively, shown as percentage changes from PeMS-reported monthly VMT totals for the same months in 2019.

Figure 6. Monthly VMT Percentage Change, SCAG Region (Compared to 2019)
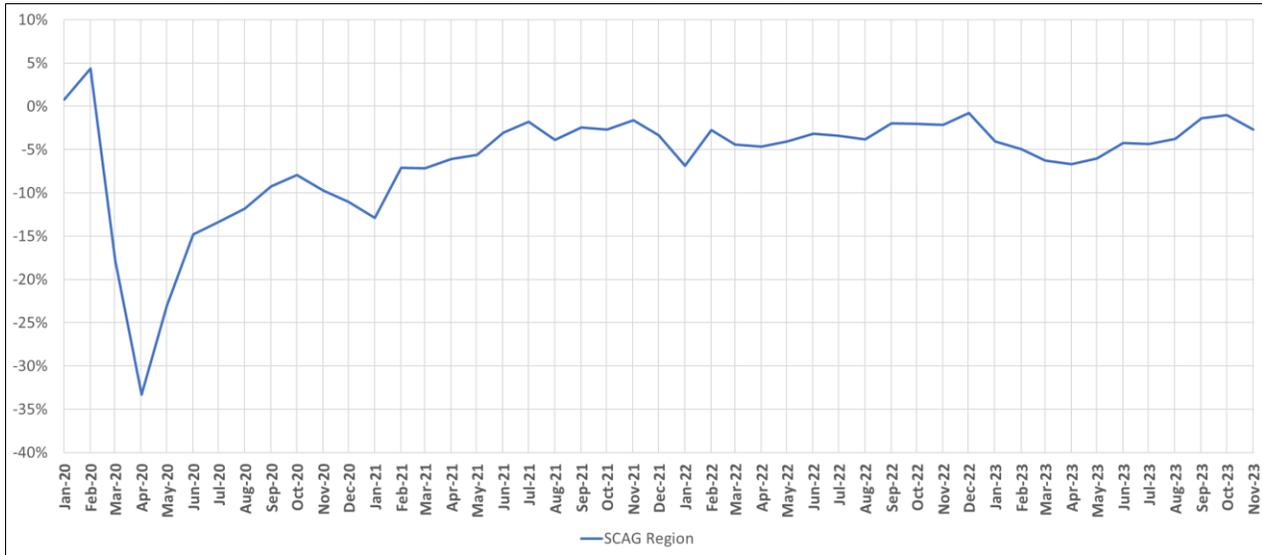
Source: California Performance Measurement System (PeMS), as of December 2023.

Figure 7. Monthly VMT Percentage Change by County (Compared to 2019)
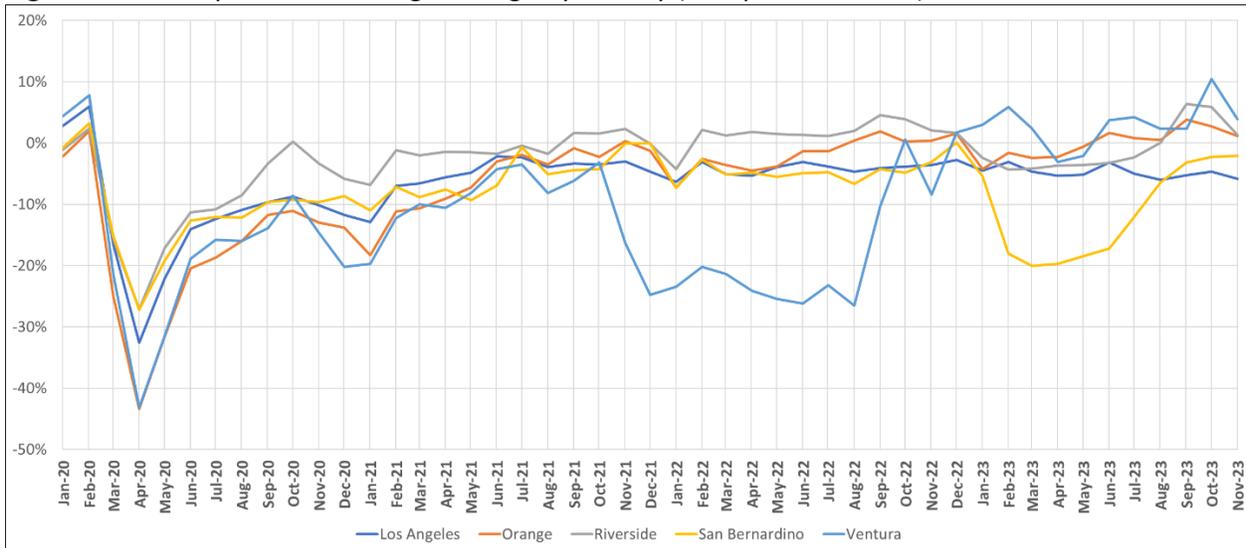
Source: California Performance Measurement System (PeMS), as of December 2023.

As noted in the previous update to TC, county-level VMT trends have varied. Los Angeles, Orange, and Riverside Counties appear roughly consistent with pre-pandemic VMT levels since mid-2021, while Ventura and San Bernardino Counties appear to have experienced temporary but notable decreases in VMT from pre-pandemic levels between late 2021 and present day. However, these

temporary deviations from pre-pandemic levels may be the result of roadside construction or malfunctioning PeMS roadside sensors rather than actual VMT declines. Staff are continuing to review county-level data given these apparent anomalies.

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

Figure 8. Monthly VMT, SCAG Region (January 2019 through November 2023)
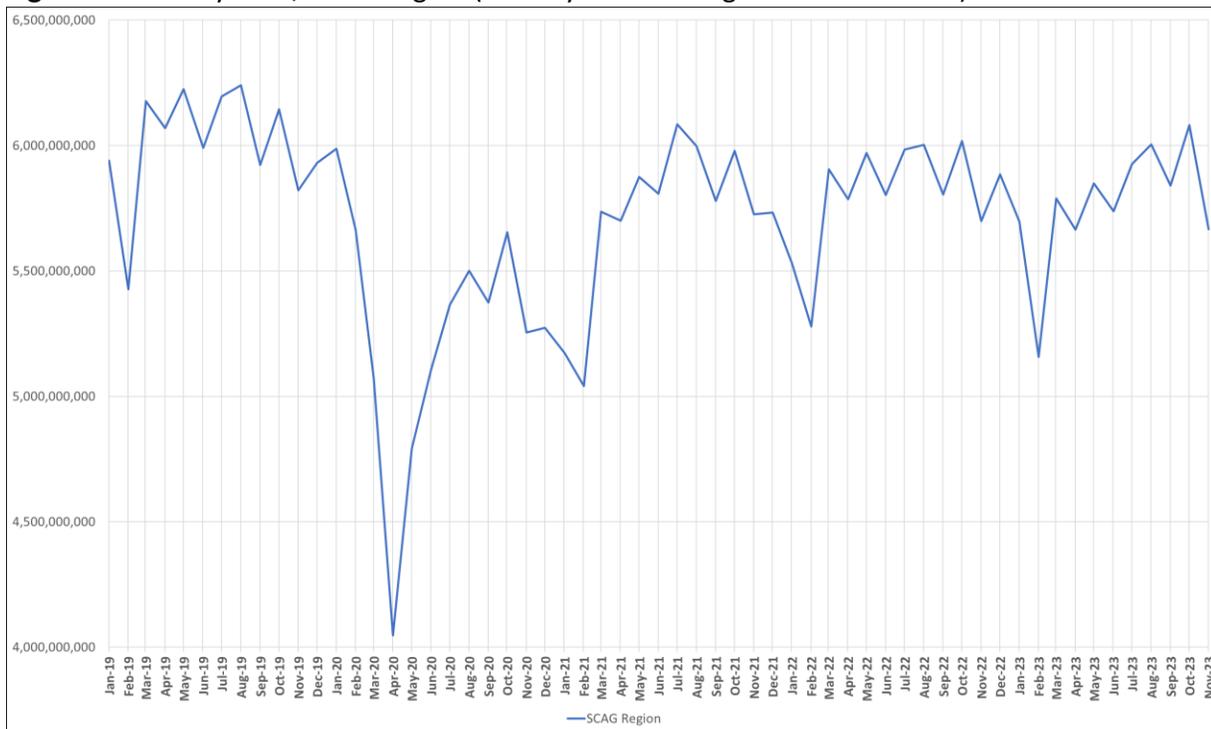
Source: California Performance Measurement System (PeMS), as of December 2023.

Figure 9. Monthly VMT by County (January 2019 through November 2023)
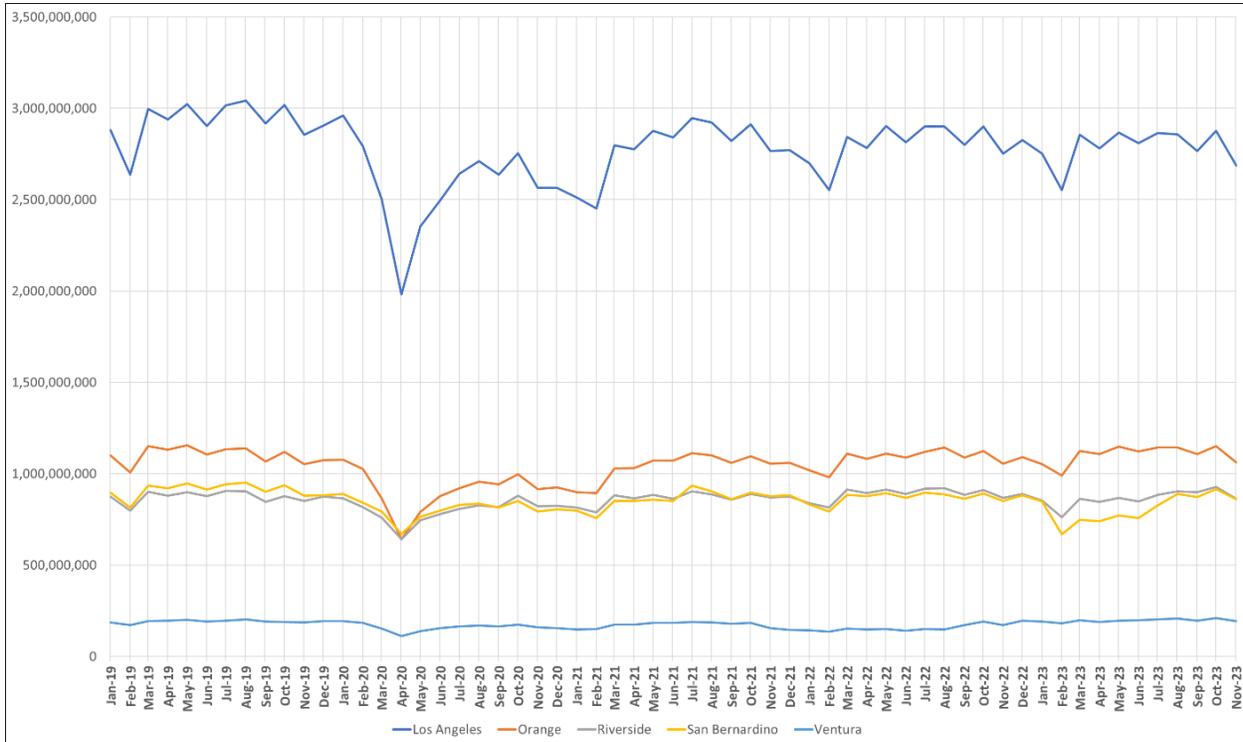
Source: California Performance Measurement System (PeMS), as of December 2023.

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

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

Figure 10. Monthly VHD Percentage Change, SCAG Region (Compared to 2019)
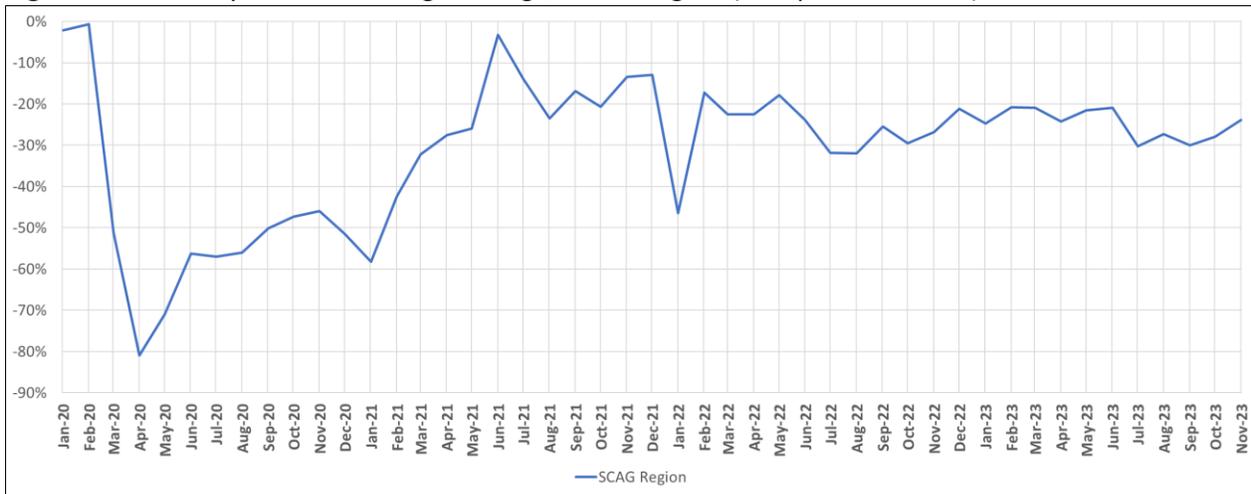
Source: California Performance Measurement System (PeMS), as of December 2023.

Figure 11. Monthly VHD Percentage Change by County (Compared to 2019)
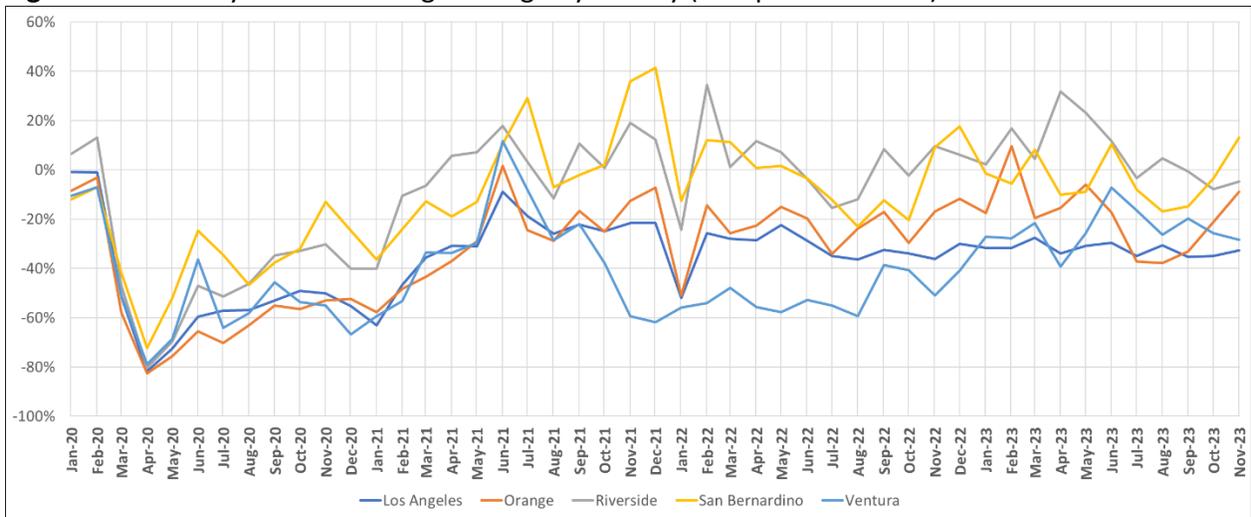
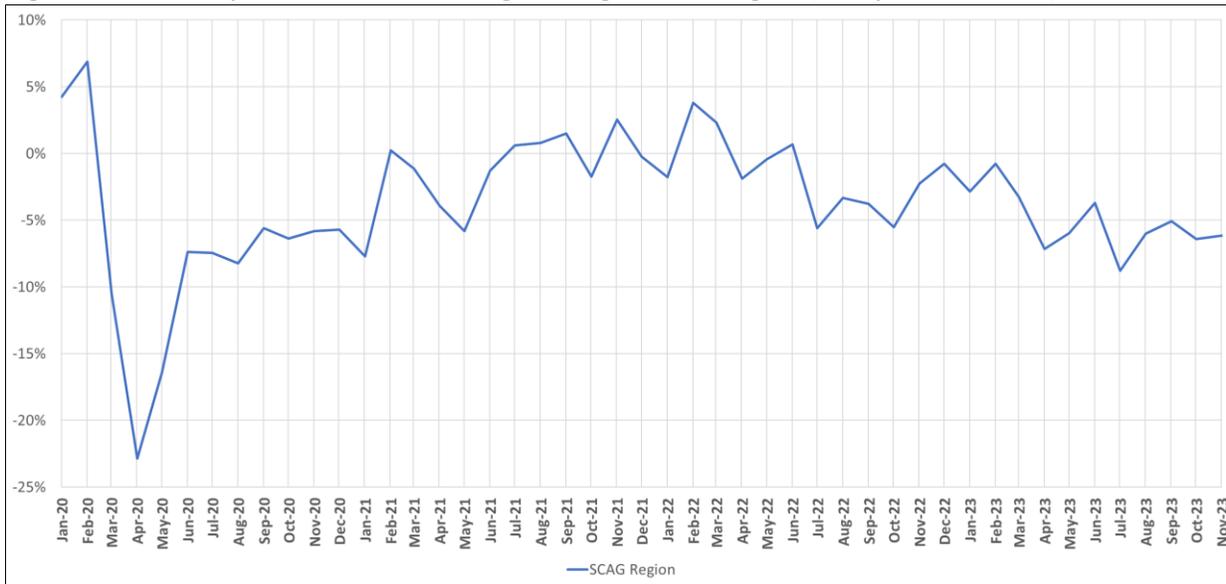Source: California Performance Measurement System (PeMS), as of December 2023.

As **Figure 11** shows, county-level trends in vehicle delay have varied, with more recent spikes likely corresponding with Thanksgiving holiday travel. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

Finally, truck VMT levels on the SHS in the SCAG region have continued to be about five percent below pre-pandemic baseline levels, with a holding pattern just below pre-pandemic levels. In general, the regionwide trend in truck VMT since the middle of 2022 seems to be continued

regression below the pre-pandemic baseline, with monthly regionwide truck VMT creeping from five percent towards 10 percent below 2019 levels. We can expect a seasonal uptick in this metric corresponding with the December holiday season and gift fulfillment to show up in the next update, covering December 2023.

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

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

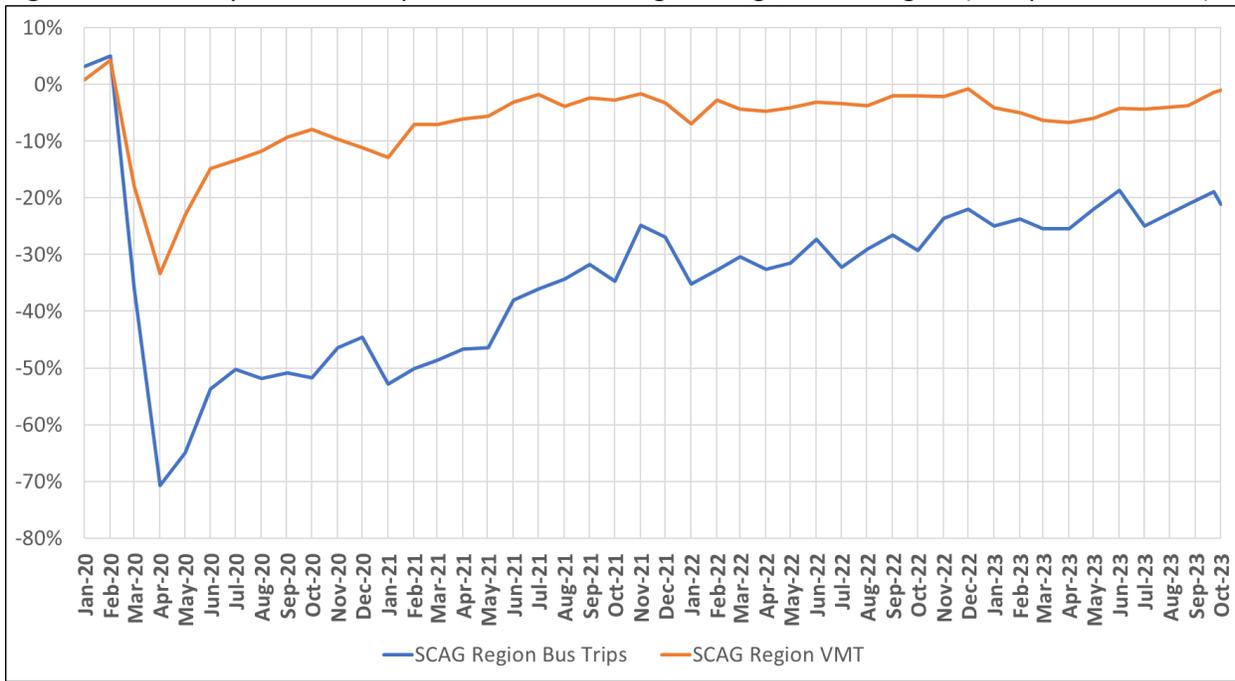Source: California Performance Measurement System (PeMS), as of December 2023.

Figure 13. Monthly Truck VMT Percentage Change by County (Compared to 2019)
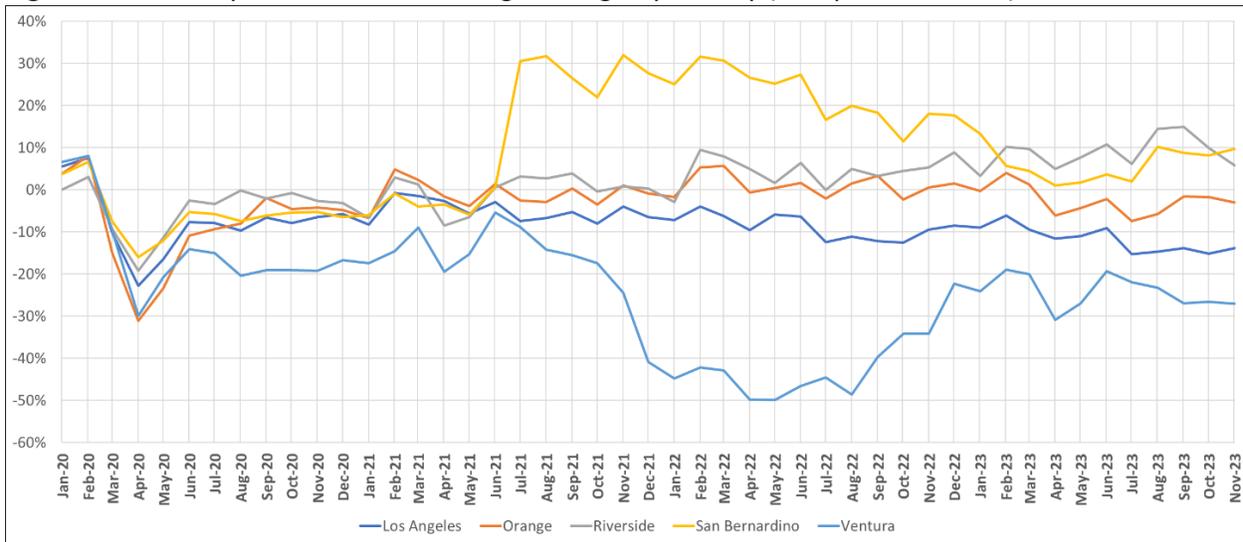
Source: California Performance Measurement System (PeMS), as of December 2023.

Figure 14 shows monthly bus ridership on the same chart as monthly VMT across the SCAG region, expressed as percentage changes from the same month's totals within each metric in 2019. Today, it appears that the deficit in bus ridership, standing at 21 percent below its pre-pandemic baseline level, is significantly greater than the deficit in VMT, which is at three percent below its pre-pandemic level. Although there has been a steeper decline in bus ridership compared to VMT, both metrics have exhibited similar recovery rates over the course of the pandemic.

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

Source: National Transit Database, https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release, as of October 2023, and California Performance Measurement System (PeMS), as of December 2023.

NEXT STEPS:
Staff will continue to provide quarterly updates to the Transportation Committee on regional transportation trends using monthly PeMS and NTD data as the data becomes available.

FISCAL IMPACT:
None.

Southern California Association of Governments
January 4, 2024

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Energy & Environment Committee (EEC)	
	Transportation Committee (TC)	
From:	Hina Chanchlani, Associate Regional Planner	*Kome Ajise*
	213-236-1829, chanchlani@scag.ca.gov	
Subject:	Highways to Boulevards Regional Study	

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:
On November 2, 2023, the SCAG Regional Council authorized staff to accept Community Project Funding/Congressionally Directed Spending grant funds to support SCAG's Highways to Boulevards Regional Study. The Study will identify opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity, and further Connect SoCal's vision for a more resilient and equitable future. SCAG anticipates engaging stakeholders from across the region from November 2023 through April 2025. Through the Study, SCAG will support local jurisdictions by positioning the region to compete for Federal Reconnecting Communities and Neighborhoods Grant funds and supporting implementation through the development of a best practices guide.

BACKGROUND:
Southern California's highways and arterials system plays a significant and vital role in the overall transportation network in the SCAG region. The region's highways and arterials system has approximately 23,000 centerline miles or 73,000 lane miles, on which the region's residents often experience significant congestion. A substantial portion of the highway network is the result of 20th century major expansions in transportation infrastructure that were motivated by a stimulus of federal funding. In 1911, the newly established California Highway Commission implemented federal policy direction toward the creation of the Interstate Highway System, which included the 1921 and 1944 Federal Aid Highway Acts. As described in SCAG's *Racial Equity Baseline Conditions*

Report,[1] the Commission determined project locations, and both state and local officials routed new freeways through many existing communities of color, displacing thousands of households through eminent domain. Much of this freeway construction was in service of a suburban housing boom that was segregationist. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways and the delivery of transit services. This transportation infrastructure helped reinforce divides, constrain growth, and physically isolate communities.[2]

Many of these past investments in transportation projects led to a rapid expansion of freeways, which resulted in physical barriers and divided communities and amplified racial inequities among the region's most vulnerable populations. Issues persist to this day.[3] Many of these communities experience higher than average transit ridership and lower than average vehicle ownership, and yet the transportation systems that serve them are often largely focused on motor vehicle throughput. Furthermore, these communities often experience harmful environmental impacts from roadway usage and restricted access to opportunities and economic growth. They also experience higher than average rates of transportation collisions involving vulnerable pedestrians and bicyclists.[4]

With these historical and enduring issues in mind, SCAG procured the services of Arup (consultant) and Here LA and Nelson Nygard (sub-consultants) to conduct the Highways to Boulevards Regional Study, which kicked off in November 2023 and is expected to conclude in April 2025.

The Study's overall goals include:
- Identifying opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity including to mobility, access, or economic development;
- Offering a path for communities to reknit by removing, retrofitting, or mitigating transportation facilities so that what remains is a better fit for the context of their surroundings and serves all people;
- Providing a framework to identify and evaluate potential transportation facilities to reconnect communities for performance improvements to provide more multi-modal travel options;
- Focusing on areas that intersect with Priority Equity Communities;
- Preserving local communities and creating opportunities for safer and healthier communities; and
- Positioning the region to compete for future federal funding and eventual implementation.

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[1] https://scag.ca.gov/post/racial-equity-baseline-conditions-report

[2] DFID (2013), Social Dimensions of Transport – A Resource for Social Impact Appraisals, UK Dept. for International Development (https://bit.ly/2QKouwp); at http://tinyurl.com/o3mvbpe.

[3] CNU (2019), Freeways Without Futures, Congress for New Urbanism (www.cnu.org); at www.cnu.org/highwaysboulevards/freeways-without-futures/2019.

[4] Samikchhya Bhusal, Evelyn Blumenberg and Madeline Brozen (2021), Access to Opportunities Primer, UCLA Institute of Transportation Studies (www.its.ucla.edu); at https://bit.ly/3F93EQC.

Work on the Study will include:

- Reviewing existing conditions and all ongoing highways to boulevards, freeway caps, and railroad conversion efforts in the region;
- Establishing a framework and a set of metrics for the identification of transportation facilities to reconnect communities;
- Implementing a robust and meaningful engagement strategy;
- Identifying and evaluating projects in the region that are potentially viable candidates for future improvements for reconnecting with communities, particularly those intersecting with Priority Equity Communities;
- Developing conceptual designs for a subset of projects; and
- Creating a guide to support jurisdictions seeking to mitigate the negative impacts of transportation facility bifurcation.

The Study will further SCAG's regional transportation goals and strategies, including those outlined in Connect SoCal. The Study also aligns with Connect SoCal's goals of improving mobility, accessibility, reliability, and travel safety. Staff anticipates that the results of this Study will help the region to compete for additional funding going forward, including the Bipartisan Infrastructure Law (BIL) Reconnecting Communities Pilot (RCP) discretionary grant program, which provides $1 billion supporting planning, technical assistance, and construction through fiscal year 2026. **Table 1** is the Summary of key tasks and deliverables for the Study.

Table 1: Study Tasks and Key Deliverables

Task	Deliverable	Timeframe
Task 1 Project Management	• Project Management Plan (PMP)	Nov 2023 - April 2025
Task 2 Stakeholder Engagement	• Stakeholder Engagement Plan • Project Advisory Committee meetings	Nov 2023 - Feb 2025
Task 3 Best Practices and Policy & Planning Context	• Best Practices and Framework Technical Memorandum	Nov 2023 - Feb 2024
Task 4 Existing Conditions Assessment	• Transportation and Land Use Existing Conditions Report • Data Summary Sheets for all Projects • Initial Candidate Project List	Jan 2024 - May 2024
Task	**Deliverable**	**Timeframe**
Task 5 Priority Projects Identification and Scoring	• Priority Projects Methodology Technical Memorandum • Prioritized Project List • Priority Projects Conceptual Designs and Recommendations Report	May 2024 - Jan 2025

	Implementation strategy and implementation plan and funding strategy, including Project Fact Sheets to assist with grant applications, conceptual designs, and GIS maps	
Task 6 Local Jurisdiction Guidance	• Local Jurisdiction Guide • Toolbox Tuesday Training materials	Sept 2024 - Dec 2024
Task 7 Final Report	• Final Report	Nov 2024 - April 2025

Stakeholder Engagement

SCAG staff and the consultant understand the Highways to Boulevards Regional Study stakeholder engagement process requires a multitude of perspectives to properly implement a comprehensive approach that captures community needs and issues to be addressed by the Study. Projects that treat communities as co-creators and partners in the process are more likely to generate local adoption and sense of ownership. SCAG staff and the consultant will engage stakeholders to co-create the Study vision and goals, review and validate data collection and assumptions, review project evaluation criteria and project priorities, and participate in concept design development. This will help build consensus and project understanding, especially when defining screening criteria to identify projects (6 to 10) within the region while ensuring geographic diversity.

Two Project Advisory Committees (PACs) will be formed to inform two stages of this Study. PAC#1 will include stakeholders involved in corridor planning including highways planning, transit and passenger rail planning, active transportation planning, and community-based planning. As part of PAC#1, the project team plans to engage with California Department of Transportation (Caltrans), Councils of Governments (COGs), County Transportation Commissions (CTCs), or standing committees, including local agency staff from cities and counties. SCAG staff and the consultant, in consultation with the groups mentioned above, will also identify other committees (e.g., active transportation, transit), groups and community-based organizations agencies/partners to engage with as part of the Study. The process will also include engaging with SCAG's Transportation Committee, Safe and Active Streets Working Group, Regional Transit Technical Advisory Committee, and other Technical Advisory Committees (TACs), as needed. PAC#2 will be formed to provide guidance on specific projects or locations and will consist of staff and stakeholders affiliated with the jurisdictions where the projects are located.

Next Steps

SCAG staff will continue to provide Study updates to the Transportation Committee at key milestones. More information about the Study is available at https://scag.ca.gov/corridor-planning.

FISCAL IMPACT:
Funding for staff work on the Study is included in the FY23/24 Overall Work program, Task 060.0124.01 Multimodal Corridor Planning.

ATTACHMENT(S):
1.   PowerPoint Presentation - Highways to Boulevards

Highways to Boulevards Regional Study

Transportation Committee

Hina Chanchlani – Associate Regional Planner

Mobility Planning and Goods Movement

January 4, 2024

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Connect SoCal 2024 and SCAG Racial Equity Early Action Plan

Build and maintain a robust transportation network.

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

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

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

"As central to SCAG's work, racial equity describes the actions, policies, and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color, to ensure all people can be healthy, prosperous, and participate fully in civic life."

Why Highways to Boulevards?

- Historically highways have divided communities and amplified racial inequities, specifically among vulnerable populations
- Harmful environmental impacts from heavy roadway usage
- Minimal economic benefits and restricted for access to opportunities
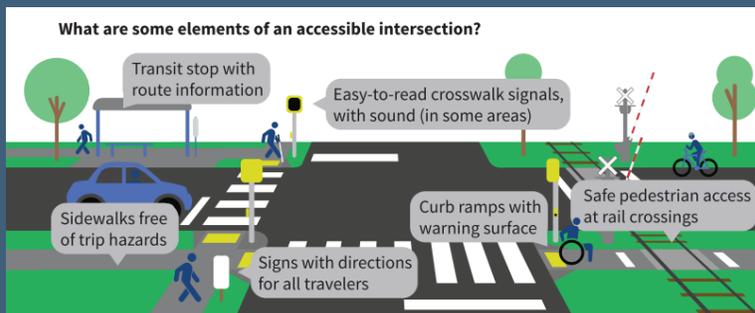- Urban highways reaching end of designed life span

Why Highways to Boulevards?

- Opportunity to rebuild and reconnect
- Streets can become places for people who live around them
- Places for public interaction around local businesses
- Better transit integration
- Increased access to jobs and services

Seeing the Transportation System Through a New Lens
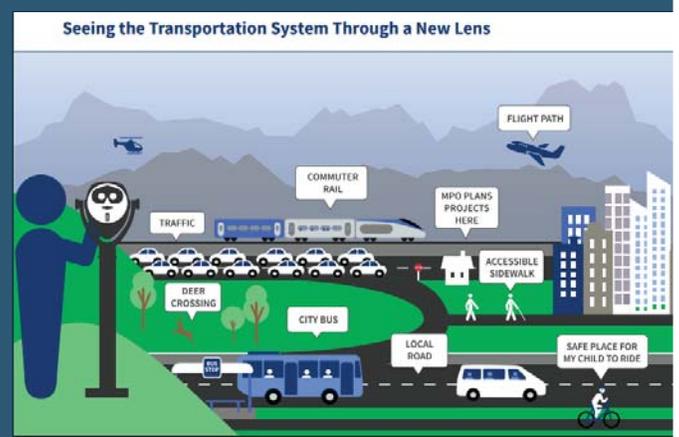
Why Highways to Boulevards?

- Driven by community needs

- Outcomes to benefit the public realm, health and environment, accessibility and mobility

- Offer economic gains to communities that have experienced inequities by highway construction

What are some elements of an accessible intersection?

Transit stop with route information

Easy-to-read crosswalk signals, with sound (in some areas)

Sidewalks free of trip hazards

Curb ramps with warning surface

Safe pedestrian access at rail crossings

Signs with directions for all travelers

Examples: San Francisco

Past SCAG Efforts

- In 2012, SCAG convened the Southern California Freeway Cap Coalition
- Identified policy and funding challenges
- CTCs, Cities, Caltrans, Consultants and SCAG were involved in this process
- Recently, Caltrans released a Freeway Cap Best Practices & SR-94 Cap Park Study
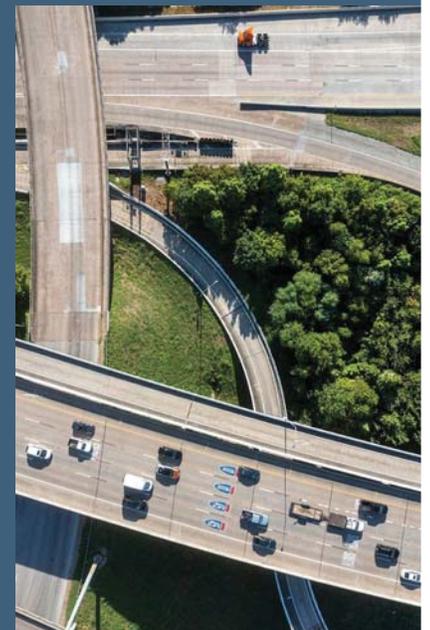
Previously Studied Freeway Caps

- Hollywood Central Park – US-101, Hollywood
- Park 101 – US-101, Downtown Los Angeles
- Space 134 – SR-134, Glendale
- Beach + Town – US-101, Ventura
- Santa Monica Cap – I-10, Santa Monica

Federal & State Opportunity

- Under the combined RCN Program, USDOT offers three grant types:
  - Capital Construction - **$1.15 Billion**
  - Community Planning - **$185 Million**
  - Regional Partnerships Challenge - **$450 Million**
- Caltrans launched Reconnecting Communities: Highways to Boulevards (RC:H2B) pilot program ($149 million)
  - Awards Announcement: Late 2023/Early 2024

Study Goals

- Long-term:
  - Reconnect communities by removing, retrofitting, or mitigating transportation facilities
  - Improve mobility, access, safety, health, and/or economic development
- Near-term:
  - Focus on highways and rail lines that have created barriers to community connectivity
  - Identify and evaluate highways and rail lines that can be candidates for future conversion
  - Focus on high need communities
  - Position the region/locals to compete for state or federal funds

Scope of Work

Task	Deliverable	Date
Task 1 Project Management	• Project Management Plan (PMP)	Nov 2023 – April 2025
Task 2 Stakeholder Engagement	• Stakeholder Engagement Plan • Project Advisory Committee meetings	Nov 2023-Feb 2025
Task 3 Best Practices and Policy & Planning Context	• Best Practices and Framework Technical Memorandum	Nov 2023- Feb 2024
Task 4 Existing Conditions Assessment	• Transportation and Land Use Existing Conditions Report • Data Summary Sheets for all Projects • Initial Candidate Project List	Jan 2024-May 2024

Scope of Work

Task	Deliverable	Date
Task 5 Priority Projects Identification and Scoring	• Prioritized Project List • Priority Projects Conceptual Designs and Recommendations Report • Implementation strategy and funding strategy, including Project Fact Sheets to assist with grant applications, conceptual designs, and GIS maps	May 2024-January 2025
Task 6 Local Jurisdiction Guidance	• Local Jurisdiction Guide • Toolbox Tuesday Training materials	Sept 2024-Dec 2024
Task 7 Final Report	• Final Report	Nov 2024 – April 2025

Stakeholder Engagement

- SCAG staff and the consultant will engage stakeholders to co-create the study vision and goals.
- Stakeholders will review and validate data collection and assumptions, review project evaluation criteria and project priorities and participate in concept design development.
- This will help build consensus and project understanding, especially when defining a screening and prioritization criteria to select projects (6 to 10) within the region while ensuring geographic equity.

Stakeholder Engagement

Project Advisory Committee #1	Project Advisory Committee #2
California Department of Transportation (Caltrans), Councils of Governments (COGs), County Transportation Commissions (CTCs), or standing committees, including local agency staff from cities and counties.	Will be formed to provide guidance on top corridors (minimum of 6 and maximum of 10) and will consist of staff and stakeholders affiliated with the jurisdictions where the corridors are located

Next Steps

- Stakeholder Engagement – Project Advisory Committee (PAC) meetings Nov 2023- Feb 2025

- Best Practices and Policy & Planning Context - Nov 2023- Feb 2024

- SCAG staff will continue to provide study updates to the Transportation Committee at key milestones

SCAG

THANK YOU!

For more information, please visit:

https://scag.ca.gov/corridor-planning

Southern California Association of Governments
January 4, 2024

To:	Transportation Committee (TC)	**EXECUTIVE DIRECTOR'S APPROVAL**
	Regional Council (RC)	
From:	Alina Borja, Community Engagement Specialist	
	(213) 630-1449, borja@scag.ca.gov	
Subject:	Guidelines for 2024 Go Human Community Streets Grant Program	*Kome Ajise*

RECOMMENDED ACTION:
Recommend that the Regional Council and Transportation Committee: 1) approve the 2024 *Go Human* Community Streets Grant Program Guidelines and authorize staff to release the Call for Applications; 2) authorize the SCAG Executive Director or his designee to enter into agreements with selected awardees under this program and execute all documents incident to the agreements, including issuance of conditional award letters; and 3) authorize the SCAG Executive Director or his designee to provide a list of awarded projects to the Regional Council as a Receive & File item for informational purposes.

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

EXECUTIVE SUMMARY:
On May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program (ATP). To extend campaign efforts, SCAG has secured Pedestrian/Bicycle Safety funds from the California Office of Traffic Safety (OTS) annually, to date. SCAG secured a grant in the amount of $1,354,475 to conduct an eighth round of Go Human safety programming and engagement across the region, approved by the Regional Council on October 5, 2023.

With this funding, SCAG plans to launch the 2024 Go Human Community Streets Grant Program (Community Streets Program) to provide resources to local community-based organizations to implement traffic safety strategies. The Community Streets Program seeks to award approximately $354,000 to organizations in the region. SCAG, with input from community stakeholders, has prepared funding guidelines and anticipates opening the Call for Applications upon Regional Council approval, in early 2024. To provide awarded projects the maximum time within the grant period to successfully complete their projects, this report seeks authorization to

enter into MOUs with awardees and provide a list of awarded projects to the Regional Council as a Receive & File item for informational purposes.

BACKGROUND:
The SCAG region, like California and the nation, experienced a period of annual declines in traffic related fatalities and serious injuries until 2012 when they began to steadily rise. An average of more than four people die and 16 people are seriously injured every day in traffic collisions in the six-county SCAG region (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties). People walking or riding bikes account for 32% of those deaths and serious injuries despite comprising only 3% of all trips.

To address the safety of people walking and biking in the region's transportation network, SCAG created the *Go Human* campaign, an award-winning community engagement program with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. With support from the California Office of Traffic Safety (OTS), SCAG's *Go Human* program has implemented five rounds of community grant funding opportunities since 2018 to local organizations to create and lead traffic safety projects. Through this regranting program, *Go Human* has distributed more than $1.25 million to 117 traffic safety projects reaching more than 1.1 million people across the SCAG region.

SCAG seeks to offer a sixth round of funding to local communities through the 2024 *Go Human* Community Streets Grant Program (Community Streets Program). The Community Streets Program will provide grant funding to eligible applicants to implement traffic safety strategies through community engagement. In alignment with and furtherance of SCAG's Racial Equity Early Action Plan, the Community Streets Program supports projects that facilitate community resiliency, and resource delivery, prioritizing outcomes for low-income families and communities of color, especially those most harmed by traffic injuries and fatalities.

PROGRAM GOALS
The Community Streets Program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and elders, particularly those walking and biking. The Community Streets Program provides eligible applicants with up to $30,000 in grant funding to support projects that implement community engagement and traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment or resource distribution.

Rather than focusing on the behavior of people walking and biking, the Community Streets Program targets structural issues that affect the safety of people walking and biking, such as dangerous driving behavior, high vehicle speeds, street design, and structural racism.

Applicants are encouraged to propose creative, strategic projects that center justice and respond to the program goal and communities' current needs.

POTENTIAL PROJECT TYPES
Funded strategies through the Community Streets Program may include, but are not limited to, the following examples:

- Community bicycle rides, walk audits or open streets events
- Design and development of placekeeping/placebuilding features, such as public art or signage
- Community capacity building projects, such as virtual traffic safety ambassador leadership development programs or traffic safety cohorts
- Virtual information or media hubs, inclusive of traffic safety information, content or resource distribution
- Storytelling efforts that center mobility justice efforts and/or challenging the dominant narratives of traffic safety

This program does not fund permanent or quick-build infrastructure improvements.

APPLICANT ELIGIBILITY
Community-based organizations, nonprofits and social enterprises are eligible to submit a Community Streets Program proposal. If awarded, applicants must be able to submit supporting documentation for eligibility (i.e., a copy of the business license, 501(c)(3) status). Entities with 501(c)(4) status are not eligible for this program.

Funding is available to recipients across the SCAG region, inclusive of the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.
Funding will be distributed to prioritize equity, particularly within communities that have been historically disinvested or in disadvantaged communities.

APPLICATION & SELECTION CRITERIA
Project proposals will be evaluated based on the following selection criteria:
- Impact (20%)
- Engagement (20%)
- Equity & Justice (20%)
- Feasibility (20%)
- Cost-effectiveness (20%)

SCAG is the sole arbiter of any proposal. Staff will also consider geographic representation when selecting awards.

TIMELINE
The schedule for the Community Streets Call is provided below. Timeline subject to change.

Open Call for Applications	January 2024
Call for Applications Submission Deadline	February 2024
Proposal Review and Scoring	February 2024
Notice of Conditional Award	March 2023
Scope Refinement	March/April 2023
Project Implementation Period	April/May 2023 – August 30, 2023

The Community Streets Program seeks to award approximately twelve (12) projects, to be completed within a constrained implementation period, given the OTS grant cycle. To provide awarded projects the maximum time within the grant period to successfully complete their projects, this report seeks authorization to enter into MOUs with awardees and provide a list of awarded projects to the Regional Council as a Receive & File item for informational purposes.

FISCAL IMPACT:
All costs associated with this item are included in the FY 2023-24 Overall Work Program (OWP) under project number 225.3564J9.19 and funded by a Pedestrian and Bicycle Safety Program Grant from the California Office of Traffic Safety.

ATTACHMENT(S):
1. 2024 Go Human Community Streets Grant Program Guidelines
2. PowerPoint Presentation - 2024 Go Human Community Streets Grant Program Guidelines

2024 GO HUMAN COMMUNITY STREETS GRANTS GUIDELINES

Overview: What is the Community Streets Program?

The Southern California Association of Governments (SCAG) announces the Call for Projects for the 2024 *Go Human* Community Streets Grant Program (Community Streets Program). With support from the California Office of Traffic Safety (OTS), the Community Streets Program provides grant funding to eligible applicants to implement traffic safety strategies through community engagement projects

In alignment with and furtherance of SCAG's Racial Equity Early Action Plan, the Community Streets Program supports projects that facilitate community resiliency and resource delivery, prioritizing outcomes for low-income families and communities of color, especially those most harmed by traffic injuries and fatalities.

Program Goal: What does the Community Streets Program aim to do?

The Community Streets Program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and elders, particularly those walking and biking. The Community Streets Program aims to improve traffic safety locally and across the Southern California region, leveraging and building community leadership committed to traffic safety and prioritizing projects that center historically excluded or disinvested communities, mobility justice, disability justice and rural community investment, among others.

The Community Streets Program provides approximately 12 eligible applicants with up to $30,000 in grant funding to support projects that implement traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment or resource distribution.

Rather than focusing on the behavior of people walking and biking, the Community Streets Program targets structural issues that affect the safety of people walking and biking, such as dangerous driving behavior, high vehicle speeds, street design and structural racism.

Applicants are encouraged to propose creative, strategic projects that center justice and respond to program goals and communities' current needs.

Potential Project Types

Funded strategies through the Community Streets Program may include, but are not limited to, the following examples:

- Community bicycle rides, walk audits or open streets events
- Design and development of placekeeping/placebuilding features, such as public art or signage
- Community capacity building projects, such as a virtual traffic safety ambassador leadership development programs or traffic safety cohorts
- Virtual information or media hubs, inclusive of traffic safety information, content or resource distribution

- Storytelling efforts that center mobility justice efforts and/or challenging the dominant narratives of traffic safety

This program does not fund permanent or quick-build infrastructure improvements.

Eligible Applicants: Who can apply?

Community-based organizations, nonprofits and social enterprises are eligible to submit a Community Streets Program proposal. If awarded, applicants must be able to submit supporting documentation for eligibility (i.e., a copy of the business license, 501(c)(3) status). Entities with 501(c)(4) status are not eligible for this program.

Funding is available to recipients across the SCAG region, which encompasses the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

Funding will be distributed to prioritize equity, particularly within communities that have been historically disinvested or in disadvantaged communities.

Grant Amount & Term

SCAG will award up to $30,000 to selected projects. Applicants may propose any amount, up to $30,000, and the proposed project must be deemed feasible to implement within the project period and budget. Applicants may be required to refine their scope of work as a condition of their award and may not be awarded the full amount requested.

All projects shall be implemented between approximately May 2024 and August 31, 2024. The awardees will be responsible for securing any necessary permits or permissions in a timely manner.

Timeline

- Call for Projects Opens: January 2024
- Application Deadline: February 2024
- Notice of Conditional Award: March 2024
- Scope Refinement: March/April 2024
- Project Implementation: approx. May 2024 to August 31, 2024

Integrating *Go Human* Resources

Go Human has a variety of resources available to partners, at no cost, including:

- *Go Human* Kit of Parts lending library: The Kit of Parts includes materials that can be borrowed to temporarily showcase, and collect community feedback on, safety treatments and designs, such as artistic crosswalks, parklets, protected bike lanes, pedestrian refuge islands and bulb-outs.
- Co-Branded Safety Advertisements: Safety advertisements include message-tested artwork in multiple languages with driver-focused messaging, that can be revised to resonate with

community needs. Advertisements may include digital ads, banners, lawn signs, bus wraps and more.

- Available resources can be found on the *Go Human* website.

Applicants are encouraged to incorporate *Go Human* resources into their project proposals (if desired and applicable).

Please note, *Go Human* resources are available at no cost to partners regardless of Community Streets Program award.

Application & Selection Criteria

All applicants must complete a *Go Human* Community Streets Program application, available at scag.ca.gov/apply-funding. Project proposals will be evaluated based on the following selection criteria:

- Impact (20%)
- Engagement (20%)
- Equity & Justice (20%)
- Feasibility (20%)
- Cost-effectiveness (20%)

SCAG is the sole arbiter of any proposal. Staff will also consider geographic representation when selecting awards.

Requirements

SUBMISSION REQUIREMENTS

Electronic Application: Submit an electronic application by February 2, 2024 at 11:59 p.m. PDT at scag.ca.gov/apply-funding.

Budget: Utilizing a template provided by SCAG, applicants will be required to submit a budget that identifies staff, labor rates, hours and direct costs associated with the project.

Letter of Support: Applicants will be required to submit a Letter of Support from the local jurisdiction in which the project is being implemented.

Insurance: Projects must meet SCAG insurance requirements (see pages 4-5). SCAG's insurance requirements manage the risk of performing work on behalf of SCAG, helping to mitigate any potential financial impact to awardees and to SCAG should an accident occur. Applicants that do not meet these requirements may be considered on a case-by-case basis. The applicant should indicate or affirm its ability to comply with SCAG insurance requirements or specifically identify which requirements it is unable to comply with. Applicants may be required to provide additional documentation if proposing activities that utilize the facilities of another agency or organization.

REPORTING AND INVOICING REQUIREMENTS

Community Streets awardees shall provide two reports:

- Mid-Project Update: To be provided in June 2024, in the form of an email or phone call.
- Final Report: To include complete activities, project outcomes and documentation of final deliverables, due on Friday, September 6, 2024. Awardees will be provided with a final report template to complete.

Awards are made on a cost reimbursement basis, based on actual allowable incurred costs. Grant costs will be reimbursed if incurred on or after the grant implementation start date, as determined by the date of MOU signature, and if proper documentation supporting the expenditure is provided (i.e., payroll reports, timesheets, invoices with accompanying proof of payment). Invoices shall be submitted on a monthly or bimonthly basis, and SCAG shall remit payments of incurred costs up to 60 days after submission of invoice packages. Final invoice required by Friday, September 6, 2024.

SOCIAL MEDIA & GRAPHICS REQUIREMENTS

Selected applicants shall work with SCAG staff to highlight projects on social media (either through the selected organization's channels or *Go Human* channels) during or immediately following project implementation.

All public-facing communications materials relating to the project shall acknowledge SCAG. Communications materials include, but are not limited to, site signage, printed information materials, print and online publications, websites, advertisements, video, public service announcements, social media postings, events, media advisories, news releases and all other related materials.

Use of *Go Human*, SCAG, and OTS logos is not required for any graphics produced for Community Streets Program projects (such as flyers, posters, social media or digital graphics). If an awardee wishes to use the *Go Human*, SCAG, and OTS logos, all three logos must be used and in that order. Graphic material that uses these logos must be submitted to Alina Borja (borja@scag.ca.gov) for approval from OTS and SCAG. Please allow two (2) weeks for approval.

If producing any professional video components (not including "live" social media videos), SCAG may request the opportunity to review an outline or story board. Content shall be submitted to Alina Borja (borja@scag.ca.gov) for prior approval from OTS and SCAG. Please allow two (2) weeks for approval.

All work products and related work materials of the Community Streets Program awards shall become property of SCAG, and all publication rights are reserved to SCAG. Awardees shall not copyright work products and related work materials. Work products and related work materials refer to any material produced using Community Streets Program funding, such as deliverables.

To ensure consistency of public information about SCAG programs and funded work products, funding recipient is required to notify SCAG of any media inquiries or plans for proactively providing information to media outlets.

All communication materials must be provided to SCAG prior to completion so that inclusion of this element can be confirmed. SCAG will reply within three business days; if no reply is received, the funding recipient can proceed without comments.

SCAG Communication Contact:

Alina Borja

(213) 630-1449

ALLOWED EXPENSES

The Community Streets Program funds reimburse actual expenses directly related to the proposed project. Eligible expenses include, but are not exclusive to:

- Employee labor costs for hours spent in direct support of the project;
- Indirect Costs through a federally negotiated indirect cost rate or the de minimus rate;
- Other Direct Costs, including but not limited to:
  - Contracted Labor costs, such as coordination, design, facilitation, set-up, training, etc.;
  - Printing;
  - Permits or fees related to the project;
  - Bicycle helmets, if purchased to support bicycle education;
  - Supply or equipment rental fees; and
  - Virtual platform subscription fees, on a pro-rata basis (subject to review).

Awardees may include their valid federally negotiated indirect cost rate in the project budget. Otherwise, project budgets may include a 10 percent de minimis indirect cost. The 10 percent de minimis indirect cost rate may be used by any non-federal entity that does not have a valid negotiated indirect cost rate. This rate is meant to cover indirect project costs, such as fiscal sponsor fees, and would be charged against modified total direct costs (MTDC). See 2 CFR 200.414 (f).

Applicants may procure services to design projects and increase the impact of the proposed activities. The third-party services may be compensated through the budget, included as an other direct cost (ODC). Each ODC line item shall be limited to no more than $10,000. In accordance with SCAG's procurement standards, all costs included in the project budget must be fair and reasonable.

Notwithstanding the list above, allowed expenses are subject to the discretion of SCAG and OTS.

UNALLOWED EXPENSES

Funding for *Go Human* is provided by a grant from OTS, through the National Highway Traffic Safety Administration. As a result, certain expenses are ineligible for funding. Ineligible expenses include, but are not limited to:

- Products or giveaways not tied to a safety educational component (only allowed if they are given away in direct correlation with a safety education component);
- T-shirts;
- Stickers (i.e., bumper stickers, stickers for mass distribution at events);
- Knee pads;
- First aid materials;
- Fringe benefits;
- Raffle prizes;

- Food or beverages;
- Plants;
- Office furniture, equipment and capital assets;
- Paint;
- Chalk;
- Event entertainment or music;
- Advertising not directly related to proposed project;
- Implementation of a study, plan, or program;
- Construction costs, including permanent or quick-build infrastructure improvements;
- Habitat conservation plans;
- General liabilities insurance cost;
- Lobbying efforts and/or political contributions; and
- Items that are not indicated in the original project budget.

INSURANCE REQUIREMENTS

All proposers should be aware of the Insurance Requirements for a grant award. The Certificate of Insurance must be provided by the successful proposer prior to grant award. A grant may not be awarded if insurance requirements are not met.

Endorsements for the following are necessary as a part of meeting the insurance requirements:

- Commercial General Liability
- Business Auto Liability
- Workers' Compensation/Employer's Liability

Endorsements shall include:

- Additional Insured
- Primary, Non-Contributory
- Waiver of Subrogation
- Notice of Cancellation

The endorsement to all of the policies must be attached to the certificate of insurance.

1. Insurance

Awardees shall procure and maintain the minimum required insurance, as set forth below, against claims for injuries to persons, or damages to property, which may arise from or in connection with the performance of the work hereunder by awardee, its subcontracts, agents, representatives or employees.

A. **Minimum Scope of Insurance – Coverage shall be at least as broad as:**
   (1) Insurance Services Office Commercial General Liability coverage (Occurrence form CG0001), or its equivalent.
   (2) Insurance Services Office form number CA0001 (Ed. 1/87) covering Automobile Liability, code 1 (any auto) or its equivalent.
   (3) Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

B. **Minimum Limits of Insurance – Awardee shall maintain limits no less than:**
   (1) General Liability: $1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
   (2) Automobile Liability: Including contractual liability insuring owned, non-owned, hired and all vehicles by awardee with a combined single limit of not less than $1,000,000 applicable to bodily injury, or death, and loss of or damage to property in any one occurrence.

      (3) Workers' Compensation Liability: Including Occupational Diseases in accordance with California Law and Employers' Liability Insurance with a limit of not less than $1,000,000 each accident.

C. **Other Insurance Provisions – The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:**

    (1) SCAG, its subsidiaries, officials and employees are to be covered as additional insureds, as respects to liability arising out of the activities performed by or on behalf of Awardee, products and completed operations of Awardee; premises owned, occupied or used by Awardee; or automobiles owned leased, hired or borrowed by Awardee. The coverage shall contain no special limitations on the scope of protection afforded to SCAG, its members, subsidiaries, officials and employees.

    (2) For any claims related to this project, Awardee's insurance coverage shall be primary insurance as respects SCAG, its members, subsidiaries, officials and employees. Any insurance or self-insurance maintained by SCAG shall be excess of Awardee's insurance and shall not contribute with it.

    (3) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to SCAG, its members, subsidiaries, officials and employees.

    (4) Awardee's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

    (5) Awardee's Employer's Liability policies shall contain the inclusion of SCAG, its members, subsidiaries, officials, and employees. Awardee's Workers' Compensation policies shall submit a Waiver of Subrogation endorsement in favor of SCAG, its officers, agents, employees and volunteers.

D. **Deductibles and Self-Insured Retentions – Any deductibles or self-insured retentions in amounts over $10,000 must be declared to and approved by SCAG.**

E. **Acceptability of Insurers – Insurance is to be placed with California admitted or approved insurers with a current A.M. Best's rating of no less than A, unless otherwise approved by SCAG.**

F. **Verification of Coverage – Awardee shall furnish SCAG with original endorsements and certificates of insurance evidencing coverage required by this clause. All documents are to be signed by a person authorized by that insurer to bind coverage on its behalf. All documents are to be received and approved by SCAG before work commences. Upon request of SCAG at any time, Awardee shall provide complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications.**

2024 *Go Human*
Community Streets Grant Program Guidelines

January 4, 2024

SCAG

go human

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Contents

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Go Human Grant Program Background

- *Go Human* launched in 2015 to reduce traffic collisions and encourage people to walk and bike more.
- With support from the California Office of Traffic Safety (OTS), SCAG has implemented five (5) rounds of community grant funding opportunities since 2018, distributing $1.2 million+ to 117 projects.
- SCAG seeks to offer a sixth round of funding to local communities through the 2024 *Go Human* Community Streets Grant Program.

Regional Traffic Safety Data Snapshot

1,600 people
- die every year from collisions

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

140,000 people
- sustain injuries every year from collision

People who walk and bike

5%
Daily Trips

36%
Fatalities

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

3

Program Goals

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

Eligible Applicants	Community-based organizations, non-profits, social enterprises
Max. Funding Amount	$30,000
Approx. number of projects to be awarded	12

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Program Goals

- Build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, particularly those walking and biking.

- Support projects that implement community engagement and traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment or resource distribution.
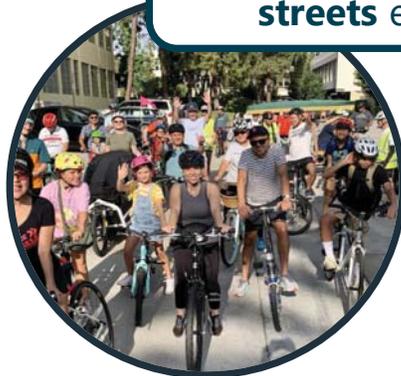

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Potential Project Types

Community bicycle rides, walk audits or open streets events

Design and development of placekeeping or placebuilding features, such as **public art** or **signage**

Virtual information or media hubs, inclusive of traffic safety information, content or resource distribution

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Potential Project Types

Storytelling efforts that center mobility justice efforts and/or challenging the dominant narratives of traffic safety

Community capacity building projects, such as virtual traffic safety ambassador leadership development programs or traffic safety cohorts

Selection Criteria

Project proposals will be evaluated based on the following Selection Criteria:

Impact (20%)

Engagement (20%)

Equity & Justice (20%)

Feasibility (20%)

Cost-effectiveness (20%)

Program Timeline*

Call for Applications Opens
January 2024

Proposal Review & Scoring
February 2024

Scope Refinement
March/April 2024

Feburary 2024
Call for Applications Closes

March 2024
Notice of Conditional Award

April/May – August 30, 2024
Project Implementation

Timeline pending Board approval.

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THANK YOU!

For more information, please visit:

scag.ca.gov/go-human

Alina Borja, Associate Regional Planner, SCAG
borja@scag.ca.gov

Southern California Association of Governments
January 4, 2024

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
From:	Annie Nam, Deputy Director (213) 236-1827, Nam@scag.ca.gov	*Kome Ajise*
Subject:	National Motor Vehicle Per Mile User Fee Pilot Program	

RECOMMENDED ACTION:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
As directed by the Infrastructure Investment and Jobs Act (IIJA), the U.S. Department of Transportation (US DOT) will establish a Federal System Funding Alternative Advisory Board (Board) to establish a national motor vehicle per-mile user fee pilot program. The pilot program is intended to test the design, acceptance, implementation, and financial sustainability of a per-mile user fee; address the need for additional revenue for surface transportation infrastructure; and provide recommendations relating to the adoption and implementation of a per-mile user fee.

The ZEV transition and its implications for transportation finance were among several key issues discussed during the Joint Policy Committee in September 2023 as a part of the discussion on key elements of Connect SoCal 2024. Staff also prepared a report in October 2023 summarizing and building upon previous presentations to the Transportation Committee on the financial plan for Connect SoCal 2024.

For the January TC Meeting, Mr. Jack Opiola, program manager for the Federal Highway Administration (FHWA), will provide an overview of planned efforts to launch a national pilot program.

BACKGROUND:
IIJA directs the US DOT to establish a national per-mile road user fee pilot program while continuing to support state-level pilots. Mileage-based user fees charge drivers a fee based on the number of miles driven as opposed to taxing motor fuel, the primary revenue source for federal and state transportation infrastructure spending.

Although the aggressive adoption of zero emission vehicles (ZEVs) advances the region's air quality and climate goals, ZEV policies and regulations are rapidly accelerating the demise of the traditional gas tax as a viable source for transportation revenue. The Biden administration has set the ambitious goal of a 50% electric vehicle sales share by 2030 nationally, to reach the administration's overall goal of net-zero U.S. greenhouse gas emissions by 2050. As part of the Inflation Reduction Act, Congress approved financial incentives (in the form of tax credits) to encourage consumers and governments to buy ZEVs, and these incentives will last until 2032 under the current bill. Coupled with expanded ZEV options and high gas prices, in California alone ZEV sales grew by 66 percent year over year in the second quarter of 2022, even as overall new vehicle sales declined. As ZEV ownership rises, transportation infrastructure will require an alternative source of dedicated revenue at both the state and federal levels.

A national motor vehicle per-mile user fee pilot program is intended test the design, acceptance, implementation, and financial sustainability of a per-mile user fee; address the need for additional revenue for surface transportation infrastructure; and provide recommendations relating to the adoption and implementation of a per-mile user fee.

The ZEV transition and its implications for transportation finance were among several key issues discussed during the Joint Policy Committee in September 2023 as a part of the discussion on key elements of Connect SoCal 2024. Staff also prepared a report in October 2023 summarizing and building upon previous presentations to the Transportation Committee on the financial plan for Connect SoCal 2024.

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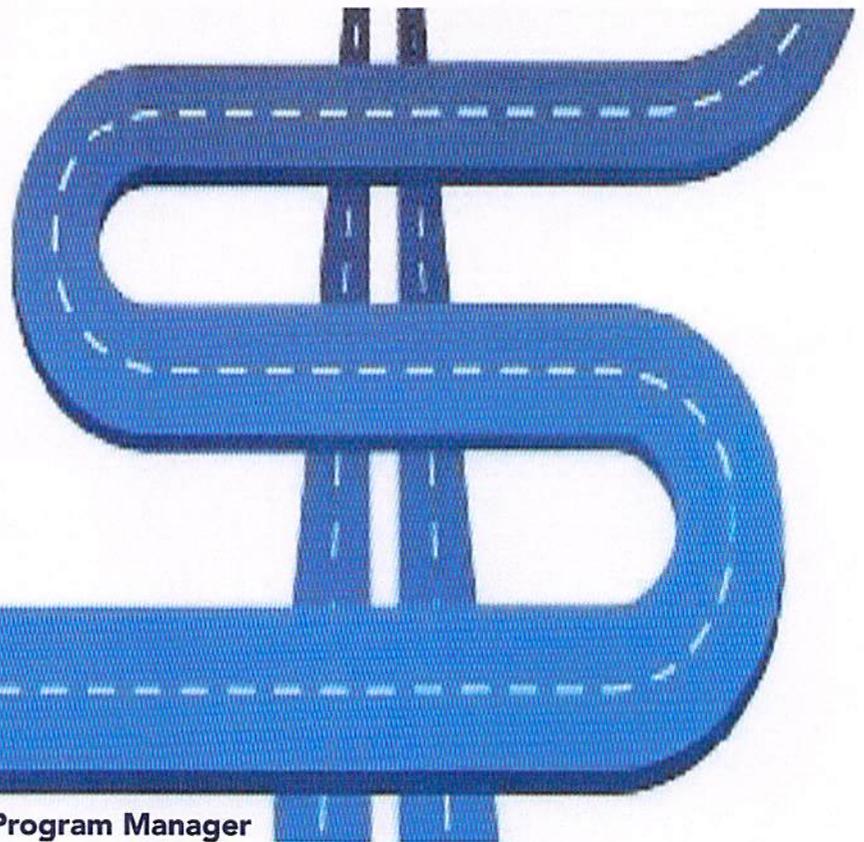
FISCAL IMPACT:
There is no fiscal impact associated with this item.

ATTACHMENT(S):
1. PowerPoint Presentation - National MBUF Program_Jack_Opiola

Mileage Based Usage Fee Program

National Pilot and Related Activities

Jack Opiola – DOT/FHWA National Program Manager

Automotive is undergoing a revolutionary transformation, and automakers are reestablishing business models and supply chain networks as they transform into consumer technology providers, delivering vehicles that are increasingly connected, autonomous, and personalizable.

Wards Auto, Nov 15, 2023

U.S. Department of Transportation

MBUF – USA Historic Overview

What is a Mileage-Based User Fee?

- A **mileage-based user fee** (MBUF) or vehicle miles traveled (VMT) fee **is a user charge based on miles driven in a specific vehicle** as opposed to the current excise tax on fuel consumed.
- **Our current funding system**, based primarily on the federal and state excise tax on gasoline and diesel fuel **is becoming obsolete** due to reduced gasoline consumption from more fuel-efficient vehicles.

US States started to look at in early 2000s

- University of Iowa conducted a GPS-based Test in 2002-2005
- Oregon performed a VMT test in 2003 to 2006
- Minnesota conducted a Smart Phone VMT Test in 2009 to 2012
- Oregon initiated a follow-on program in 2011 – 2014, with Testing in 2013.
- California initiated a RUC Pilot Test in 2016-2018.

US DOT/FHWA

- **FAST Act** – STSFA grant program – State and regional pilots to explore alternative concepts to the gas tax
- **IIJA/BIL** – SIRC (modified version of STSFA Grants), and prescribed a National Pilot Test

U.S. Department of Transportation

IIJA section 13002

The Secretary, in coordination with the Secretary of the Treasury, and consistent with the recommendations of the advisory board, shall establish a pilot program to demonstrate a national motor vehicle per-mile user fee to restore and maintain the long-term solvency of the Highway Trust.

1. Carrying out a public awareness campaign under subsection (h);
2. Recommendations related to the structure, scope, and methodology for developing and implementing the pilot program;
3. Incorporating input from SIRC Grants; and,
4. Developing the report to Congress under subsection (n)

U.S. Department of Transportation

Congressional Questions / Issues Cited in Hearings

Congressional hearings on MBUF and the Highway Trust Fund identify a framework for any new revenue alternatives for the Highway Trust Fund that should satisfy several conditions:

- Raising revenue sufficient to fill the gas tax gap;
- Is secure, resistant to fraud and evasion promoting positive behaviors;
- Is simple to operate, convenient, and easily understood by the Public;
- Ease of administration;
- Can be implemented at scale;
- Stability over time;
- Fairness, with equity being an overarching consideration;
- Is protective of reasonable personal privacy concerns;
- The technology platform is not prohibitively costly; and
- Receives high levels of public and political acceptance.
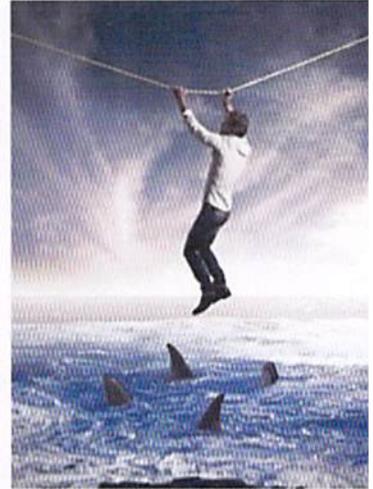
U.S. Department of Transportation

IIJA 13002 Required Advisory Board SOW

- The Advisory Board will assist with providing the Secretary of Transportation with recommendations related to the structure, scope, and methodology for developing and implementing the national motor vehicle per-mile user fee pilot program under BIL section 13002(b);

- Assist with carrying out a public awareness campaign regarding a national motor vehicle per-mile user fee under BIL section 13002(h);

- Assist with developing reports to Congress analyzing the national motor vehicle per-mile user fee pilot program under BIL section 13002(n); and,

- Coordinate in the development of the recommendations and a report to Congress required under the Strategic Innovation for Revenue Collection pilot program in BIL section 13001(d).

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U.S. Department of Transportation

IIJA section 13002 (g) – FACA Advisory Board

Advisory Board Membership shall include as a minimum:

1. State DOTs
2. Leaders of STSFA Grants
3. Representatives of Trucking Industry
4. Independent Owner-Operators Drivers
5. Data Security Expert in personal privacy
6. Academic expert in surface transportation
7. Consumer advocates including privacy experts
8. Advocacy groups focused on equity
9. Owners of motor vehicle fleets
10. Owners/Operators of toll facilities
11. Tribal Group or Representatives
12. Any Other representatives determined by The Secretary

Advisory Board Nominations closed Friday, November 17th. There were 70+ Nominees.

Winnowing the 70+ nominees to fill 15 Advisory Board slots

- **All Advisory Board Members serve at the discretion of the Secretary of Transportation.**

- **FACA requires all members to be dedicated and provide their time and attention to the purpose of the Advisory Board Charter objectives.**

- **Any member can be replaced at any time by the Secretary of Transportation.**

- **An Advisory Board Member may fill the requirements of more than one category, e.g. "Academic" and "Equity Advocate".**

- **Discretionary Board Members may duplicate a specific category or provide a "balance" of necessary subject matter to be addressed by the Advisory Board Charter.**

A FACA Advisory Board must be "Balanced"

- **FACA requires the selection of members to be "Balanced"**

  1. As a non-discretionary, Congressional Advisory Board, the board members must meet the defined 12 categories in IIJA 13002.

  2. Members must also meet geographic representation for a national advisory board perspective.

- **Members must also be able to address the scope of subject material identified in the FACA Charter.**

- **An Advisory Board should be "representational" of the general population, if possible.**

U.S. Department of Transportation

Program Plan Overview

U.S. Department of Transportation

Questions/Discussion

U.S. Department of Transportation

Southern California Association of Governments
January 4, 2024

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

From: Camille Guiriba, Senior Regional Planner
(213) 236-1809, guiriba@scag.ca.gov

Subject: Connect SoCal 2024: Implementation Strategies

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
In November 2023, SCAG released the draft Connect SoCal 2024, SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The draft Connect SoCal 2024 is the first plan to include proposed Implementation Strategies. The Implementation Strategies build upon the draft Regional Planning Policies, which were recommended for inclusion in the plan by the Regional Council in July 2023. SCAG's methods of implementation can include leading, partnering or supporting other responsible parties and can vary from convening, research, or resource roles, depending on the specific strategy. Due to the short-term nature of this plan element, staff anticipates robust feedback on the Implementation Strategies through the public comment period, which will close on January 12, 2024. Input received on this and other elements of the plan will be reviewed and addressed by staff and reported back to the policy committees for action on March 7, 2024.

BACKGROUND:
As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG's next RTP/SCS, Connect SoCal 2024, incorporates important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020.

DRAFT IMPLEMENTATION STRATEGIES

Adopted in June 2022 by the Regional Council, the Policy Development Framework for Connect SoCal 2024 documented the policy direction and development of several emerging issues and policy priorities. It also detailed the establishment of the special Connect SoCal 2024 subcommittees.

In March 2023, staff presented proposed updates to this Policy Development Framework to the Joint Policy Committee by introducing a set of Regional Planning Policies. The Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The Implementation Strategies included in the draft Connect SoCal 2024 articulate priorities for SCAG to implement the RTP/SCS by fulfilling or going beyond the related Regional Planning Policies. Generally, successful implementation of Connect SoCal relies on many actors and decisions makers beyond SCAG. These strategies represent near term efforts where SCAG will lead, partner, or support other responsible parties and will be further specified as part of SCAG's Overall Work Program development process.

Attached is Chapter 3.4 of the draft Connect SoCal 2024 which provides the complete list of Implementation Strategies. The Implementation Strategies are organized by Regional Planning Policy categories within the four Connect SoCal goal areas of Mobility, Communities, Environment and Economy.

STAKEHOLDER ENGAGEMENT

Staff shared the draft Regional Planning Policies and solicited feedback from key stakeholders including but not limited to: County Transportation Council (CTC) Planning Directors, Subregional Executive Directors, SCAG's Regional Planning Working Groups, Technical Working Group (TWG), Regional Transit Technical Advisory Committee (RTTAC), and the Global Land Use & Economic (GLUE) Council. There were comments provided requesting more details on the Regional Planning Policies. Staff used this additional feedback to develop the specific Implementation Strategies.

Following release of the draft of Connect SoCal 2024, SCAG held briefings with elected officials in each County of the region and three public hearings in November and December 2023. SCAG is also accepting public comment on the draft Plan through January 12, 2024.

NEXT STEPS:

Following close of the comment period, SCAG staff will respond to all comments and make relevant adjustments, if needed, and seek approval of the final Connect SoCal 2024 in April 2024.

FISCAL IMPACT:

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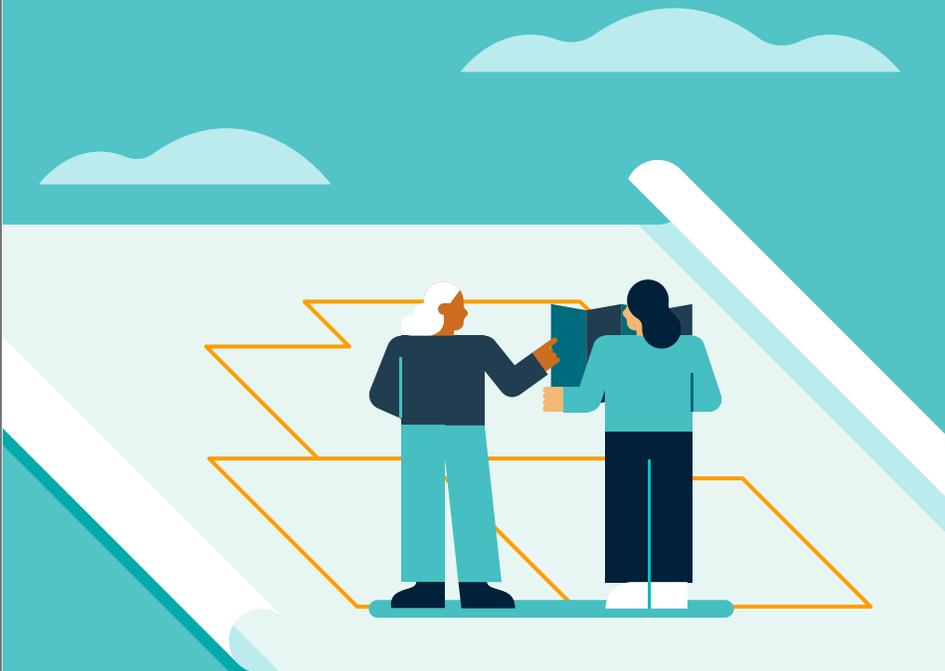
ATTACHMENT(S):

1. Connect_SoCal_Implementation_Strategies
2. PowerPoint Presentation - Connect SoCal Implementation Strategies

3.4 Plan Fulfillment

SCAG is just one of many governments and public agencies that collectively plan, construct, operate and maintain the region's transportation system. However, SCAG has no authority to implement transportation projects.

Likewise, SCAG's work in developing a regional land use pattern helps to facilitate local development projects, but SCAG has no land use or decision-making authority.

This Plan allows public agencies that implement transportation projects to do so in a coordinated manner and charts a course for local governments to sustainably accommodate future development. SCAG can support these direct implementation efforts by providing policy leadership, research or targeted resources.

Attachment: Connect_SoCal_Implementation_Strategies (Connect SoCal 2024: Implementation

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IMPLEMENTATION

Strategies at Work

The following set of Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies. This includes areas where SCAG will Lead, Partner or Support other responsible parties. SCAG's methods of implementation can vary from collaborative policy leadership, research or resource roles like the examples discussed in Chapter 2.

Generally, successful implementation of Connect SoCal relies on many actors, including decision-makers beyond SCAG. These strategies represent near-term efforts to be undertaken by SCAG, in collaboration with other agencies and local jurisdictions, that will be further specified as part of SCAG's Overall Work Program development process.

To implement Connect SoCal 2024, SCAG will collaborate with local jurisdictions, transportation agencies and stakeholders to advance local planning efforts by providing resources, research and data, technical assistance and grant programs.

Mobility

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
System Preservation and Resilience		
Per federal requirements, establish and monitor regional targets for pavement conditions, bridge conditions and transit/rail assets, in coordination with Caltrans	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair	Support	Lead: Caltrans, local jurisdictions, transit/rail agencies, CTCs
Collaborate to work toward a regional asset management approach	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Evaluate projects submitted for inclusion in the FTIP and RTP/SCS according to contributions in achieving system-performance targets	Lead	Support: Caltrans, transit/rail agencies, CTCs
Complete Streets		
Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Encourage data-driven approaches to inform Complete Streets policies	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Develop a Complete Streets network and integrate Complete Streets into regional policies and plans, including consideration of their impacts on equity areas	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Engage regional stakeholders in Complete Streets policy and plan development, implementation and evaluation	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Provide leadership at the state and regional levels to promote Complete Streets, including involvement on the statewide Complete Streets Advisory Committee and the Active Transportation Technical Advisory Committee	Lead	n/a

Mobility

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Transit and Multimodal Integration		
* All Modes. Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region	Support	Lead: Transit/rail agencies, local jurisdictions, CTCs
All Modes. Enable a more seamless mobility experience through the implementation of Mobility as a Service (MaaS). This may include leveraging Cal-ITP's support, initiate open-loop payment demonstrations, and test shared-product systems and post-payment solutions.	Support	Lead: Transit/rail agencies, local jurisdictions Support: Private sector companies
* All Modes. Test, deploy and scale new and shared mobility services, including micromobility (e.g., bike share, e-scooters, etc.) and microtransit pilot projects	Support	Lead: Local jurisdictions, CTCs, transit/rail agencies, private sector companies
Transit/Rail. Expand the region's dedicated lanes network—including new bus rapid transit, dedicated bus lanes, express bus service on managed and express lanes—as well as the region's urban and passenger rail network and transit/rail signal priority treatments. Improve transit/rail frequency, reliability, and fare and scheduling integration across operators	Partner and Support	Lead: Transit/rail agencies, CTCs Partner and Support: Local jurisdictions
Transit/Rail. Improve transit/rail safety and security for riders, including promoting best practices through SCAG advisory committees and working groups	Support	Lead: Transit/rail agencies, CTCs, local jurisdictions
* Transit/Rail. Through land use planning, build residential development along high-frequency transit corridors and around transit/rail facilities and centers	Partner	Lead: Local jurisdictions Support: Transit/rail agencies, CTCs
* Active Transportation. Support community-led active transportation and safety plans, projects and programs (e.g., Safe Routes to Schools) Partner with local jurisdictions on demonstrations and quick-build projects through SCAG's *Go Human* initiative	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
* Active Transportation. Expand the region's networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and open streets	Partner and Support	Lead: Local jurisdictions Partner and Support: CTCs
Streets and Freeways. Reconnect communities by removing, retrofitting or mitigating transportation facilities such as highways or railways that create barriers to community connectivity	Partner	Partner: local jurisdictions, CTCs, Caltrans

* *(Asterisks) denote strategies that support quantified GHG emission strategies that help to reach SCAG's target.*

Mobility

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Transportation System Management		
Develop a regional Transportation System Management and Operations (TSMO) plan that integrates Intelligent Transportation System (ITS) strategies to maximize the efficiency of the existing and future transportation system	Lead	Support: Caltrans, CTCs, transit/rail agencies
Evaluate projects submitted for inclusion in RTP/SCS and FTIP for progress in achieving travel-time reliability in the SCAG region	Lead	Support: Caltrans, CTCs, transit/rail agencies
Transportation Demand Management		
Incentivize and promote the development of more Transportation Management Agencies/Organizations (TMAs/TMOs)	Support	Lead: CTCs
Facilitate partnerships and provide a forum between public and private sector TDM practitioners and stakeholders to develop and implement policies, plans and programs that encourage the use of transportation alternatives	Lead	Support: Local jurisdictions, CTCs, air district, TMAs/TMOs
Develop and promote the use of a regional TDM data clearinghouse. Leverage data and TDM Toolbox best practices to identify cost-effective strategies	Partner	Lead: Local jurisdictions, CTCs, TMAs/TMOs
Collaborate to develop regional and localized marketing campaigns that promote TDM modes such as transit, carpool, walking and biking to school	Support	Lead: Local jurisdictions, transit/rail agencies
Technology Integration		
Develop a Smart Cities Vision Plan, and periodically revise the Technology Guiding Principles to inventory existing policies, evaluate emerging technologies, recommend best practices, implement ITS priorities, assess current trends and research, identify pilot opportunities and improve transportation system safety and efficiency	Lead	Support: SCAG Policy committees, Caltrans, CTCs, local jurisdictions
Provide local technical assistance grants in support of innovative technology solutions that reduce VMT and GHG emissions. Pursue funding and partners to continue the testing and deployment of emerging technologies	Lead	Support: Local jurisdictions, CBOs, CTCs, SCAG policy committees

Attachment: Connect_SoCal_Implementation_Strategies (Connect SoCal 2024: Implementation

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Mobility

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Technology Integration (continued)		
Implement ITS priorities to improve the safety and efficiency of the current transportation system	Partner	Lead: CTCs Support: FHWA, Caltrans, local jurisdictions.
Further develop a Regional Configuration Management process among CTCs, Caltrans districts, ports and local governments to ensure consistent and compatible integration of ITS technologies and interoperable operations	Support	Lead: Caltrans, local jurisdictions, CTCs
Conduct regional assessment of current and planned Connected and Automated Vehicle (CAV) implementation in the SCAG region to determine opportunity zones for future deployments and develop toolkits and best practices for local jurisdictions	Lead	Support: CTCs, Caltrans, local jurisdictions
Safety		
Integrate equity into regional safety and security planning processes through analysis of the disproportionate impacts on disadvantaged communities and vulnerable roadway users, like pedestrians, bicyclists, older adults and young people	Partner	Partner: CTCs, Caltrans, local jurisdictions, CBOs, regional bike/ped organizations
Promote implementation of data-driven approaches to guide transportation safety and security investment decision-making, including development of High Injury Networks and innovative safety modeling tools	Lead	Partner: Local jurisdictions Support: Caltrans, FHWA
Provide leadership at the state and regional levels to promote transportation safety and security planning, including involvement on the statewide Strategic Highway Safety Plan (SHSP) Steering Committee and Executive Leadership Committee	Lead	Partner: Caltrans, regional safety stakeholder groups
Evaluate projects submitted for inclusion in RTP/SCS and FTIP for their progress in achieving safety targets in the SCAG region	Lead	Partner: Caltrans, CTCs Support: Transit/rail agencies
Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHGs	Partner	Partner: Local jurisdictions, Caltrans, FHWA

Mobility

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Funding the System/User Pricing		
*Coordinate with local, regional, state and national partners to support transition to a mileage-based user fee	Support	Lead: Caltrans, FHWA Support: CTCs
*Support local and regional partners on implementation of dynamic and congestion-based pricing programs, including facilitation of regional coordination	Support	Lead: Caltrans, CTCs Support: Local jurisdictions, FHWA
*Continue development and support for job-center parking pricing, including through Smart Cities and the Mobility Innovations Sustainable Communities Program (SCP) grant program	Support	Lead: Local jurisdictions Support: CTCs
*Continue to coordinate with regional partners to support build-out of regional express lanes network	Support	Lead: Caltrans, CTCs, toll authorities Support: Local jurisdictions, transit/rail agencies
Study and pilot transportation user-fee programs and mitigation measures that increase equitable mobility	Lead	Support: Caltrans, CTCs, local jurisdictions, mobility service providers, CBOs, regional partners
Conduct education and outreach work to support the public acceptance of user fees	Lead	Support: Caltrans, CTCs, transit/rail agencies

(Asterisks) denote strategies that support quantified GHG emission strategies that help to reach SCAG's target.

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Communities

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Priority Development Areas		
Support local jurisdictions and implementing agencies' strategies to promote plans and projects within PDAs by providing awards, grants and technical assistance	Support	Partner: Local jurisdictions, private developers, SGC, partner agencies
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	Partner	Partner: Local jurisdictions
Housing the Region		
Provide technical assistance for jurisdictions to complete and implement their housing elements and support local governments and Tribal Entities to advance housing production	Partner	Partner: Local jurisdictions
Identify and pursue partnerships at the local, regional, state and federal levels to align utility, transit and infrastructure investments with housing development and equitable outcomes across the region	Partner	Partner: Local jurisdictions, partner agencies and infrastructure providers, such as utilities
Research and explore innovative homeownership models that can reduce costs and increase housing production in the region. Explore strategies to engage households of color and communities that are underrepresented as homeowners	Support	Partner: Local jurisdictions, partner agencies
Research community stabilization (anti-displacement) resources that can be utilized to address displacement pressures, such as preservation and tenant protections for communities across the region and Affirmatively Further Fair Housing	Support	Partner: Local jurisdictions, partner agencies
15-Minute Communities		
*Develop technical-assistance resources and research that support 15-minute communities across the SCAG region by deploying strategies that include, but are not limited to, redeveloping underutilized properties and increasing access to neighborhood amenities, open space and urban greening, job centers and multimodal mobility options	Lead	Partner: Local jurisdictions, private developers
*Identify and pursue funding programs and partnerships for local jurisdictions across the region to realize 15-minute communities	Partner	Partner: COGs, SGC, local jurisdictions

(Asterisks) denote strategies that support quantified GHG emission strategies that help to reach SCAG's target.

Communities

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Equitable Engagement and Decision-Making		
Develop an Equity Assessment Tool that can be utilized by SCAG in program development and delivery, and develop a complementary tool that can be incorporated into local assistance/subrecipient programming and delivery	Lead	Support: Local jurisdictions, CTCs
Develop an agency-wide Community Based Organization (CBO) Partnering Strategy that outlines tools and resources for partnering with CBOs to increase inclusive and equitable engagement opportunities	Lead	Support: Local jurisdictions, CTCs
Develop a pilot program that prioritizes comprehensive solutions, capacity building, engagement, planning and investment in the most underserved communities in the region (one in each county during the pilot phase)	Partner	Support: Local jurisdictions, CTCs
Develop a resource guide and training for equitable and culturally relevant stakeholder engagement for public agencies, including SCAG, that recognizes community contexts and histories, existing community resources and engagement opportunities	Lead	Support: Local jurisdictions, CTCs
Align with appropriate state and federal partners to identify and utilize equity-centered measures to track outcomes, progress and lessons learned from Connect SoCal implementation	Partner	Partner: State and federal agencies

Environment

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Sustainable Development		
Monitor and pursue funding opportunities that can foster sustainable and equitable land use and development across the SCAG region. Explore the feasibility of creating a pilot grant program to support local planning and/or implementation	Lead	Partner: Local jurisdictions
Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure	Lead	n/a
Air Quality		
Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health	Partner	Partner: Partner: Air districts, CARB, U.S. EPA, CTCs, local jurisdictions
Support local and regional partners by identifying funding opportunities that will help achieve greenhouse gas emission reduction and provide technical assistance and resources, when available	Support	Lead: Local jurisdictions, CBOs, regional partners
Clean Transportation		
Maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy	Lead	Partner: CTCs, private sector companies
Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure	Lead	Partner: Local jurisdictions, transit/rail agencies, CTCs
Investigate how zero-emission vehicles can strengthen resilience through vehicle-to-grid technologies or other opportunities where batteries can be used to enhance capacity of renewable energy sources	Lead	n/a
Investigate opportunities to install charging stations that can be used by multi-unit dwellers that don't have the same opportunities for charging as single-family homeowners	Lead	Lead: Local jurisdictions

Environment

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Clean Transportation (continued)		
Facilitate development of EV charging infrastructure through public-private partnerships	Support	Lead: Local jurisdictions
*Assist local jurisdictions in developing an incentive program to further adoption of zero-emission passenger vehicles	Lead	Partner and Support: Local jurisdictions, CTCs federal and state agencies
Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule	Partner and Support	Lead: Transit/rail agencies, CTCs Partner and Support: Local jurisdictions
Natural and Agricultural Lands Preservation		
Identify and leverage resources for research, policies and programs to conserve and restore natural and agricultural lands	Lead	Partner and Support: Local jurisdictions, CTCs, partner agencies, local universities, research institutions
Explore opportunities to increase and quantify the carbon sequestration potential and resilience benefits of natural and agricultural lands—and pursue funding for implementation and demonstration projects	Lead	Partner and Support: Local jurisdictions, CTCs, partner agencies, local universities, research institutions
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	Partner	Lead: Local jurisdictions, CTCs, partner agencies
Continue efforts to support partners in identifying priority conservation areas—including habitat, wildlife corridors, and natural and agricultural lands—for permanent protection	Partner	Lead: Local jurisdictions, CTCs, partner agencies, regional partners
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	Support	Lead: Local jurisdictions, CTCs, partner agencies

* *(Asterisks) denote strategies that support quantified GHG emission strategies that help to reach SCAG's target.*

Environment

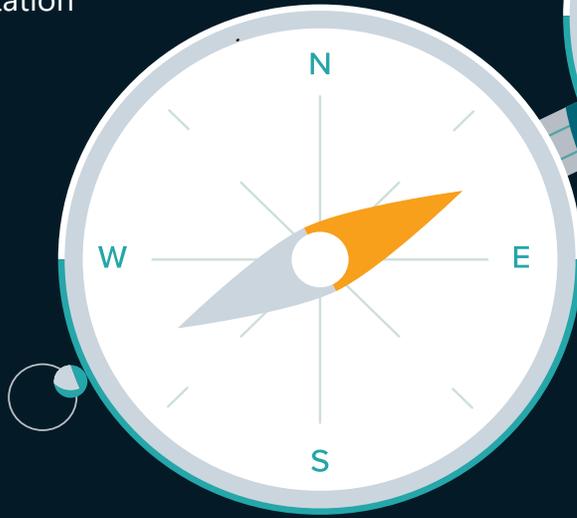| STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Climate Resilience		
Support use of systems-based risk-management methods and tools to help implementation agencies identify and reduce resilience risks for vulnerable communities	Support	Local jurisdictions, CTCs, partner agencies, regional partners
Develop partnerships and programs to support local and regional climate adaptation, mitigation and resilience initiatives	Lead	Partner and Support: Local jurisdictions, CTCs, partner agencies, CBOs, local universities
Provide local and regional partners with resources, education and trainings to identify and protect areas vulnerable to climate effects and other resilience shocks and stressors, particularly for low-income communities and communities of color	Support	Lead: Local jurisdictions, CTCs, partner agencies, CBOs
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	Support	Lead: Local jurisdictions, CTCs, partner agencies, business community, CBOs
Research existing and potential options to fund the climate resilience efforts of implementation agencies	Lead	Support: Local jurisdictions, CTCs, partner agencies, business community, CBOs
Support integration of climate vulnerability assessments into infrastructure planning and delivery for implementing agencies	Support	Lead: CTCs, transit/rail agencies
Collaborate with partners to foster adoption of systems and technologies that can reduce water demand and/or increase water supply, such as alternative groundwater recharge technologies, stormwater capture systems, urban cooling infrastructure and greywater usage systems	Partner	Lead: Local jurisdictions, CTCs, partner agencies, business community, CBOs

Economy

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Goods Movement		
Leverage the Last Mile Freight Program to develop and implement operational concepts with a core focus on last-mile delivery strategies across urban and rural communities	Lead	Support: CTCs, local jurisdictions, CBOs, Caltrans
Manage the implementation and transition to near-zero and zero-emission technologies for medium- and heavy-duty vehicles and supporting infrastructure	Partner	Support: Mobile Source Air Pollution Reduction Review Committee (MSRC), private sector companies, local jurisdictions
Facilitate the development of integrated rail partnerships between passenger/commuter rail, private rail operators and public agencies to advance investment opportunities	Lead	Support: Ports, Class I Railroads, CTCs
Engage communities throughout the SCAG region on environmental justice concerns, economic needs and workforce development priorities	Lead	Support: Local jurisdictions, CBOs
Perform a complete update to the SCAG Comprehensive Regional Goods Movement Plan and Implementation Strategy, including assessment of innovative strategies and concepts	Lead	Support: Consultant
Continue to coordinate with federal and state partners on goods movement planning efforts, including the Last Mile Freight Program (LMFP), to position the SCAG region for further funding opportunities	Lead	Support: U.S. DOT, Federal Railroad Administration, Maritime Administration
Broadband		
Implement "Dig-Once Dig-Smart" policies to install broadband, EV charging stations and Smart Cities related infrastructure whenever highway/roadway improvements occur	Support	Lead: Local jurisdictions, CTCs/Caltrans
Promote the use of a regional or statewide universal permit, ordinance and fee for expedited broadband, EV charging and Smart Cities infrastructure deployment	Lead	Support: CTCs, Caltrans, local jurisdictions
Secure grant funding for underserved local jurisdictions for broadband infrastructure development	Lead	Support: Local jurisdictions, regional broadband consortiums, state agencies

Economy

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Universal Basic Mobility		
Form partnerships with affordable housing developers in the region to subsidize a range of transportation services that improve livability, lower transportation costs, and expand travel choices and access to opportunity for low-income households	Partner	Lead: Affordable housing developers, local jurisdictions CTCs, transit/rail agencies, mobility providers
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	Lead	Support: Caltrans, CTCs, transit/rail agencies
Pursue and encourage outreach opportunities with low-income populations, particularly drivers	Lead	Support: Caltrans, CTCs, local jurisdictions
Workforce Development		
Provide technical assistance to help local jurisdictions realize their economic and workforce-development goals	Partner	Lead: Local jurisdictions
Encourage the growth of, and equitable access to, family-supporting jobs throughout the region	Partner	Lead: Local jurisdictions, employers, educational institutions
Develop resources for understanding, analyzing and communicating complex regional economic and workforce data	Lead	Partner: Workforce development boards, community colleges, local jurisdictions, employers
Tourism		
Initiate and organize regular meetings between agencies that manage travel and tourism in the region and state to better inform planning efforts and align with travel and tourism needs—particularly with upcoming, large-scale events that include the 2026 FIFA World Cup and 2028 Summer Olympics	Support	Lead: Travel and tourism agencies, FHWA, FTA, FLMAs, Caltrans, CTCs, transit/rail agencies, local jurisdictions

Connect SoCal 2024

Draft Plan:
Implementation
Strategies

SCAG™

The Southern California Association
of Governments' 2024–2050
Regional Transportation Plan/
Sustainable Communities Strategy

Plan Elements

SCAG™

Regional Planning Policies
Provide guidance for integrating land use and transportation

Project List
Details plan investments

Forecasted Regional Development Pattern
Demonstrates where the region can sustainably accommodate jobs and needed housing

Regional Strategic Investments
Address the gap between local plans and regional performance targets and goals

Implementation Strategies
Guide where SCAG will lead, partner or support plan implementation

2

Plan Implementation

SCAG

SCAG leads the region

Establishes the vision, defining regional goals and strategies	Ensures collaboration between jurisdictions and agency partners
Performs research throughout the region	Assists membership partners in the implementation of Connect SoCal projects

Identifies and administers funding for the region's projects

Provides resources to its regional membership

3

3

Policy Categories by Goal

SCAG

MOBILITY

- System Preservation and Resilience
- Complete Streets
- Transit and Multimodal Integration
- Transportation Demand Management
- Transportation System Management
- Technology Integration*
- Safety
- Funding the System/User Fees

COMMUNITIES

- Priority Development Areas
- Housing the Region*
- 15 Minute Communities*
- Equitable Engagement and Decision-Making*

ENVIRONMENT

- Sustainable Development
- Air Quality
- Clean Transportation
- Natural & Agricultural Lands Preservation
- Climate Resilience*

ECONOMY

- Goods Movement
- Broadband*
- Universal Basic Mobility*
- Workforce Development*
- Tourism

*New policy area for Connect SoCal 2024

4

Mobility Examples

Complete Streets: Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries

Transit and Multimodal Integration: Improve transit/rail safety and security for riders, including promoting best practices through SCAG advisory committees and working groups

Funding the System/User Pricing: Coordinate with local, regional, state and national partners to support transition to a mileage-based user fee

5

Communities Examples

Housing the Region: Provide technical assistance for jurisdictions to complete and implement their housing elements and support local governments and Tribal Entities to advance housing production

15-Minute Communities: Identify and pursue funding programs and partnerships for local jurisdictions across the region to realize 15-minute communities

Equitable Engagement and Decision-Making: Develop an agency-wide Community Based Organization (CBO) Partnering Strategy that outlines tools and resources for partnering with CBOs to increase inclusive and equitable engagement opportunities

6

Environment Examples

Sustainable Development: Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure

Clean Transportation: Investigate opportunities to install charging stations that can be used by multiunit dwellers that don't have the same opportunities for charging as single-family homeowners

Natural and Agricultural Lands Preservation: Identify and leverage resources for research, policies and programs to conserve and restore natural and agricultural lands

Economy Examples

Goods Movement: Leverage the Last Mile Freight Program to develop and implement operational concepts with a core focus on last-mile delivery strategies across urban and rural communities

Universal Basic Mobility: Form partnerships with affordable housing developers in the region to subsidize a range of transportation services that improve livability, lower transportation costs, and expand travel choices and access to opportunity for low-income households

Workforce Development: Encourage the growth of, and equitable access to, family-supporting jobs throughout the region

Give Your Comments on the Plan

Visit

ConnectSoCal.org to read the draft Connect SoCal 2024

Submit

Comments online or by mail by January 12, 2024

Contact

ConnectSoCal@scag.ca.gov

THANK YOU!

For more information, please visit:

www.scag.ca.gov

The Southern California Association of Governments' 2024–2050 Regional Transportation Plan/ Sustainable Communities Strategy

Attachment: PowerPoint Presentation - Connect SoCal Implementation Strategies (Connect SoCal 2024: Implementation Strategies)

Southern California Association of Governments
January 4, 2024

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

RECOMMENDED ACTION:
Information Only – No Action Required

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

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

The ZETI has two primary outreach components: 1) Direct outreach to the trucking industry through surveys, focus groups and interviews and 2) a technical advisory committee (TAC) that will guide the development of the ZETI and the final set of recommendations. ZETI outreach kicked off in February 2023.

Industry outreach has identified several issues that are critical to ensuring a timely fleet transition to zero-emission (ZE) vehicles. The current investment required for new ZE heavy duty trucks and supporting infrastructure is cost-prohibitive to many fleet operators, and complex grant programs or unclear funding pathways have slowed the transition. These issues and impacts are particularly disproportionate to smaller operators who lack the funds to purchase their own ZE vehicles. Most participants, including utility companies, are concerned about both current available grid capacity required, and pace of upgrades to increase electric capacity across the region. Many in the

industry also feel that while hydrogen fueling can address many of the operational hurdles posed by an electric vehicle fleet, they also note that hydrogen fueling is still developing as a technology and currently has even higher costs than electric vehicles.

Participants were also concerned that the regulatory timelines and the pace of high-wattage charger installations are not aligned, compounded by uncertainty in permitting timelines and a lack of clear leadership on the issue from the state. Community-based organizations voiced concerns that new truck charging sites could have negative impacts on their communities, and want assurances that safety, congestion, and transparency will be at the forefront of this effort. While many concerns and questions were posed, most participants supported a transition to a ZE vehicle trucking fleet, provided it was adequately funded, had a realistic blueprint for the transition, and was supported by widespread infrastructure development at the same time.

The ZETI project team has also established a Charter for the TAC, which has met three times since the project started. The TAC has provided feedback and constructive input on the study's approach and brought multiple perspectives from across the California freight logistics and transportation sector. There are three remaining TAC meetings, which will discuss the technical approaches to the transport-electrical demand modeling, charging/fueling station siting criteria and typologies, and review of the final ZETI report. The project is expected to be completed in June 2024.

BACKGROUND:

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

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

SCAG kicked off the Southern California Zero Emissions Truck Infrastructure Study (ZETI) in January 2023, with Cambridge Systematics Inc. as the consultant selected to lead the work. One of the first tasks was to initiate engagement with the trucking and logistics industry, electrical utilities, ZE fueling site developers, and related agencies. This was carried out through a variety of methods, including:

1. A survey that reached over 100 trucking operators of various fleet sizes that operate in the SCAG region across different segments of the trucking market.
2. A series of three focus groups that included participants from research institutions, community-based organizations, regulatory agencies, transportation agencies and utilities.
3. Eleven one-on-one interviews, which allowed individual representatives from trucking associations, vehicle OEMs, service providers and regional/national developers.

The engagement effort identified several important barriers and challenges to achieving a full ZE trucking environment and the charging infrastructure that is needed to support a fleet that is in transition. Five key themes emerged in the discussions: Funding, Electric Grid Capacity and Availability of Hydrogen, Public vs Private Depots, Timelines, and Equity of Locations. Some of these themes emerged in the industry survey responses but were spoken about in more detail with examples and additional context during the focus groups and interviews. The main takeaways from each of the key themes are summarized below:

Funding
While medium and heavy-duty battery electric and hydrogen fuel cell vehicles are becoming increasingly commercially available, they still represent a small fraction of all the trucks operating in the SCAG region. Original equipment manufacturers (OEMs) continue to roll out new options, but there are still concerns around the high purchase cost and range limitations that could inhibit widespread adoption by operators.

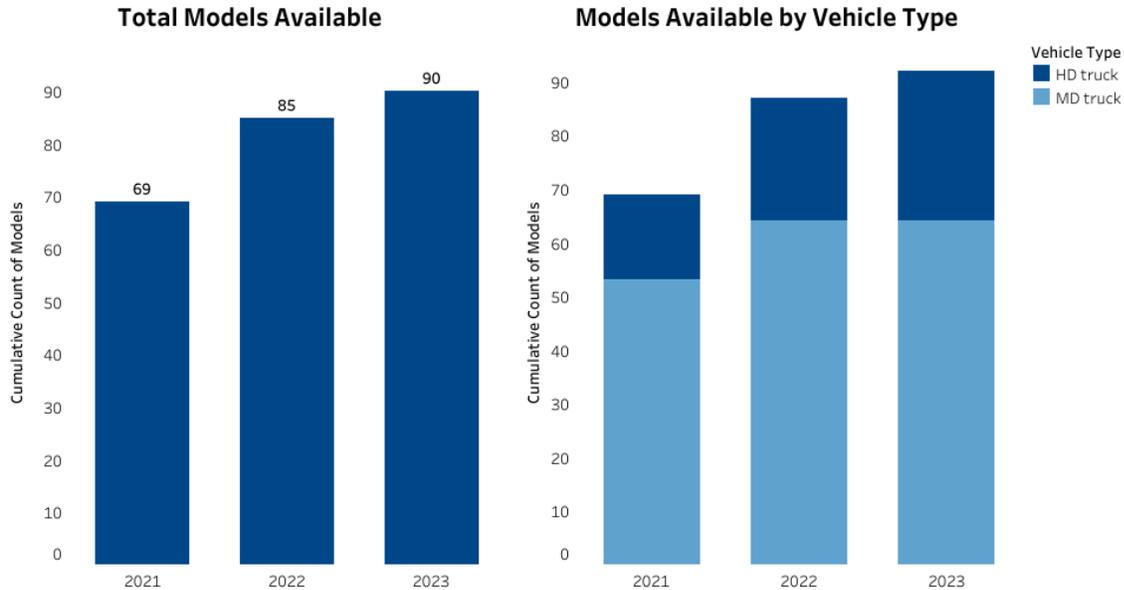Exhibit 1 Commercially Available MD-HD ZE Trucks (CalSTART ZETI Data Explorer)

Models Available	Growth by Region	OEMs by Vehicle Types	Top 10 OEMs by Range	Truck Range	Bus Range	Truck Bubble Chart	Bus Bubble Chart

Select Regions
U.S. & Canada

Select Vehicle Types
Multiple values

Select Vehicle Technologies
All

Available Through ⑦
To 2023

ZETI Data Explorer is a product of CALSTART's Global Drive to Zero Program. Version: v1.1 Last Update: Dec 2022

- The cost related to the transition is high. The cost of ZE trucks can be double or more than the price of existing diesel trucks. Similarly, the installation and maintenance of the fueling/charging infrastructure is expensive. The industry is seeking grants and assistance from the public sector to turbocharge this effort.
- There are several funding programs and opportunities from federal, state, and regional entities that are currently in place. Additional education on funds and programs available to the trucking industry is needed, especially for smaller fleets, and assurances that these programs will continue to fund the transition well into the timeline set out by the Advanced Clean Fleets (ACF) rule.
- Industry members want to know who will pay for the infrastructure transition that utility companies will have to make separately from individual truck purchases or charger installations.

Electric Grid Capacity and Availability of Hydrogen

Besides concerns about overall grid capacity, utilities and fleet operators are concerned about peak period electrical demand, which may overlap across truck market segments, as well as the charging requirements of other vehicle fleets undergoing electrification (buses, refuse haulers, etc.)

Exhibit 2 Energy Consumption of Electric MD-HD Vehicles While Driving (2030)
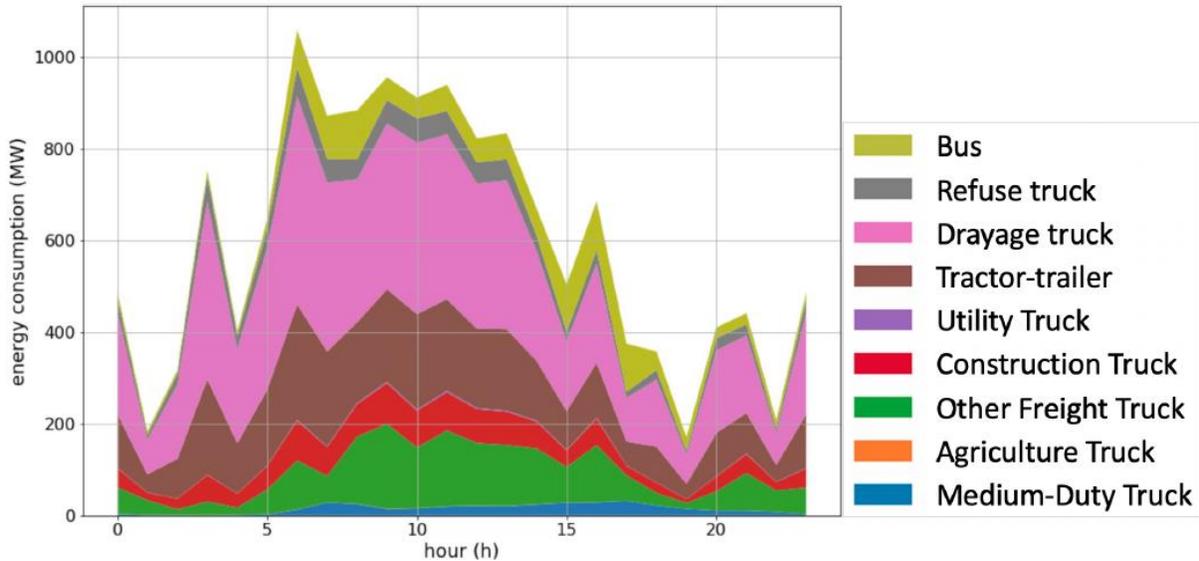
- There are concerns about the grid's capacity to support ZEV infrastructure as well as uncertainties about regulations, a lack of equipment standards for heavy-duty vehicles, and the state's long-term plans for ZEV infrastructure.
- Some participants noted that shifting to hydrogen-powered vehicles seemed lofty given the lack of focus on hydrogen and infrastructure consideration, especially for heavy-duty trucks.
- It is unclear that locations that serve a large number of trucks today will have the space/capacity needed for deploying high-capacity charging infrastructure.

Public vs Private Depots

It is clear that different charging infrastructure solutions are needed for different truck market segments. For instance, operators with return-and-home local operations that also have site ownership can deploy depot charging whereas small or single-owner fleets and independent owner operators require public charging infrastructure to support their operations.

Exhibit 3 Different Charging Operations Models

| Depot/Overnight Charging	On-Route/Opportunity Charging	H₂ Fueling
• Mainly used for vehicles with shorter, regional routes that return to a "home base" to charge.	• Mainly used for vehicles with longer, interregional routes to charge while "on-route"	• Used for hydrogen vehicles

- Charging, especially for public sites, needs to be faster as users will not always be able to charge overnight. Public sites may need megawatt charging or a fast-charging system. The stations should also be frequent, so fleets have the flexibility to choose options that meet their service schedules and operations.
- For public charging, it is important to ensure that the surrounding land uses can support amenities for truck drivers.
- California Department of Transportation (Caltrans) owned land or other existing government land may be a good starting point to design ZETI to reduce the burden of procuring and developing large real estate parcels.

Timelines

There appear to be incongruent timelines in installing infrastructure and purchasing ZEVs. This appears to be an outcome driven by the fact that the transportation industry and utilities have seemingly different timelines on when, where, and how much capacity will be needed.

- There are concerns that existing regulation timelines are not realistic and that infrastructure/capacity assumptions may need closer examination due to existing challenges.
- Trucking companies believe that they may be able to order ZE vehicles but believe they will need to wait longer for charging equipment to be installed, missing out on months and potentially years of use of the purchased ZE vehicle. Some participants pointed out that utilities work on a 12-to-36-month timeline to bring infrastructure on site, as opposed to the six to nine months needed to purchase a new ZE truck.
- Streamlining the local permitting and California Environmental Quality Act (CEQA)/environmental process can help improve the speed of installation of ZETI.

Exhibit 4 Organizational Efforts (by Fleet Size) to Convert Fleets to Zero Emission Truck
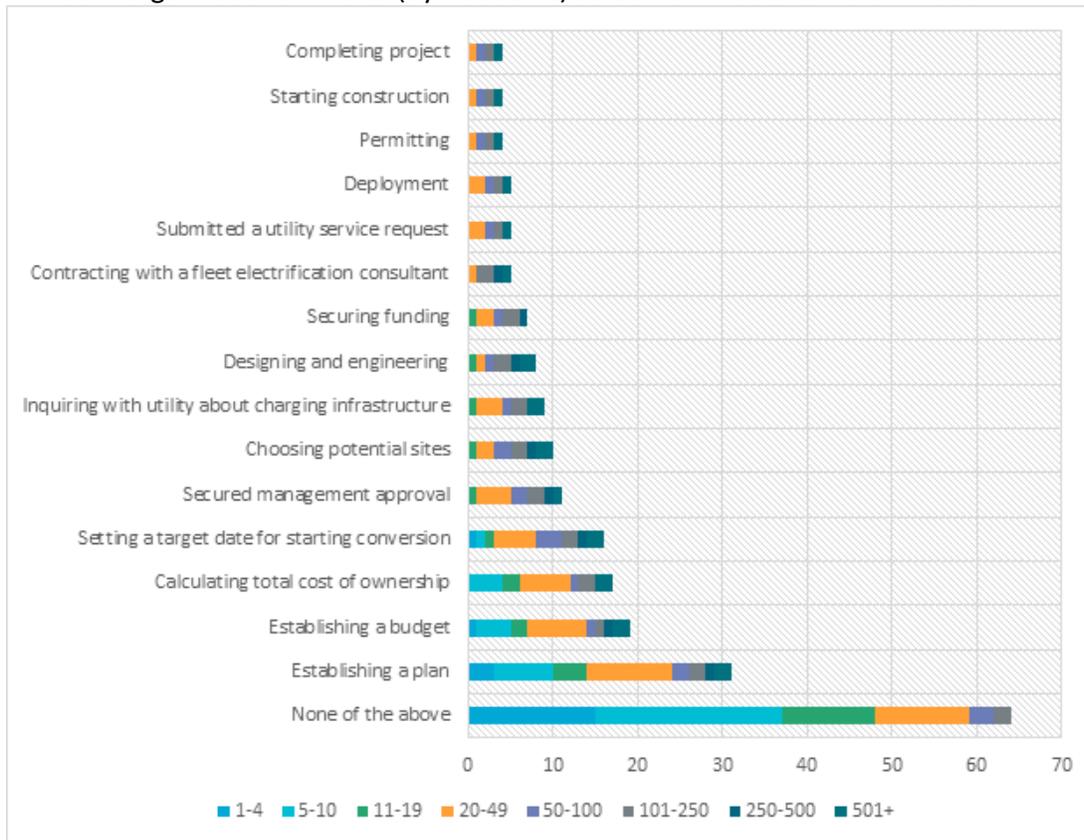
Equity of Locations

There are several planning considerations for installing EV charging stations. These include truck activity and utilization, existing infrastructure and potential for expansion, land use and zoning, environmental impacts, safety, and access to highways. Including truck drivers, operators, and the community in these discussions is important, as their needs and interests are not homogeneous.

- Educating the community and creating clear requirements for siting charging stations and grid and transmission infrastructure is important. A decision tree documenting the criteria for siting these fueling stations would be helpful to practitioners.
- While many of the charging stations need to be located by the Ports, communities adjacent to highways and warehousing districts, especially those already identified as communities of concerns, need to be part of the decision-making process.

Next Steps

While the majority of outreach is completed, next steps include a post-analysis outreach phase, where the TAC's stakeholders will provide feedback on ZETI study's recommendations for siting and

prioritization criteria, charging/fueling station typologies, and a set of final reports, which will include a regional action plan and a local government primer for siting ZEV infrastructure. As a part of this process, there will also be two additional equity-focused discussion groups, and discussion on the projected scenarios for fleet transition and charging/fueling infrastructure phasing over time. SCAG staff will continue to provide periodic updates to the Transportation Committee through this work and once the collective reports have been completed.

FISCAL IMPACT:
Work associated with the ZETI Study is included in the Fiscal Year 2023-2024 Overall Work Plan associated with 115.4912.02 Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study.

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

Southern California Zero Emissions Truck Infrastructure Outreach Update

January 4, 2023

WWW.SCAG.CA.GOV

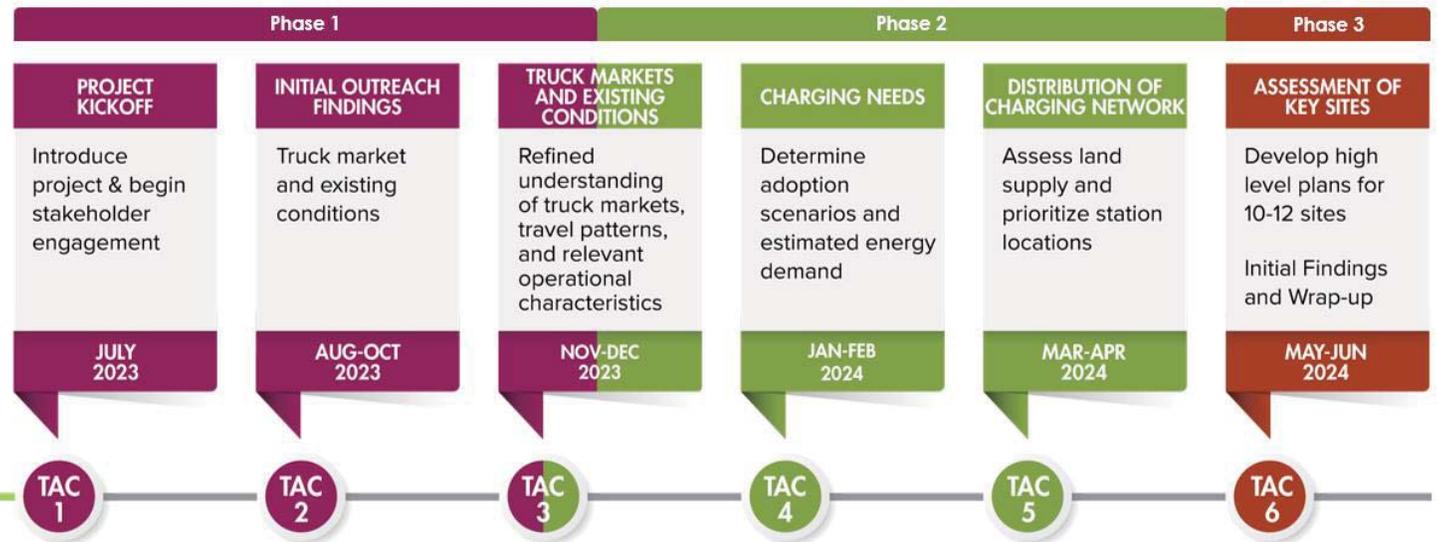# PROJECT OVERVIEW

Study Objectives & Project Phases

ZETI Study Overview

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

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

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

Project Overview

Project Phases and TAC Schedule

Phase 1			Phase 2		Phase 3
PROJECT KICKOFF	**INITIAL OUTREACH FINDINGS**	**TRUCK MARKETS AND EXISTING CONDITIONS**	**CHARGING NEEDS**	**DISTRIBUTION OF CHARGING NETWORK**	**ASSESSMENT OF KEY SITES**
Introduce project & begin stakeholder engagement	Truck market and existing conditions	Refined understanding of truck markets, travel patterns, and relevant operational characteristics	Determine adoption scenarios and estimated energy demand	Assess land supply and prioritize station locations	Develop high level plans for 10-12 sites

Initial Findings and Wrap-up |
| JULY 2023 | AUG-OCT 2023 | NOV-DEC 2023 | JAN-FEB 2024 | MAR-APR 2024 | MAY-JUN 2024 |
| TAC 1 | TAC 2 | TAC 3 | TAC 4 | TAC 5 | TAC 6 |

OUTREACH PROGRESS

Technical Advisory Committee & Industry Engagement

Outreach Progress

Outreach Progress to Date

TAC — 3 meetings of TAC stakeholders

Surveys — 100+ surveys of trucking professionals

Interviews — 11 interviews of public and private stakeholders

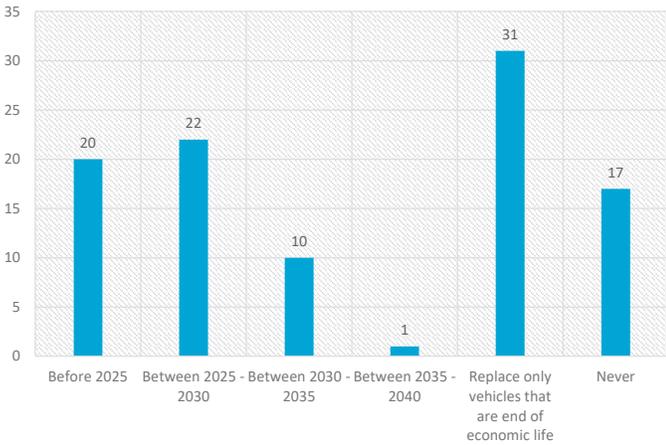**Focus Groups** — 3 focus groups of public and private stakeholders
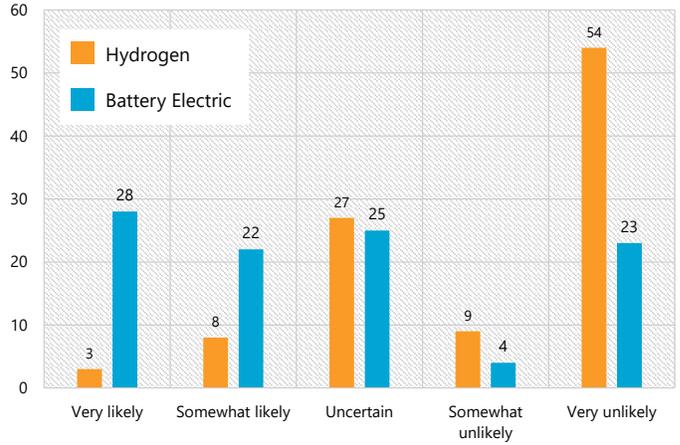
TAC Partners

OUTREACH FINDINGS

Industry Survey, Focus Groups & Interviews

Industry Survey

Timeframe for ZEV fleet transition

Likely to develop fuel infrastructure on-site?

Industry Survey

What have you done to transition your fleet to ZEVs?

Fleet Size
- 1-4
- 5-10
- 11-19
- 20-49
- 50-100
- 101-250
- 250-500
- 501+

Packet Pg. 141
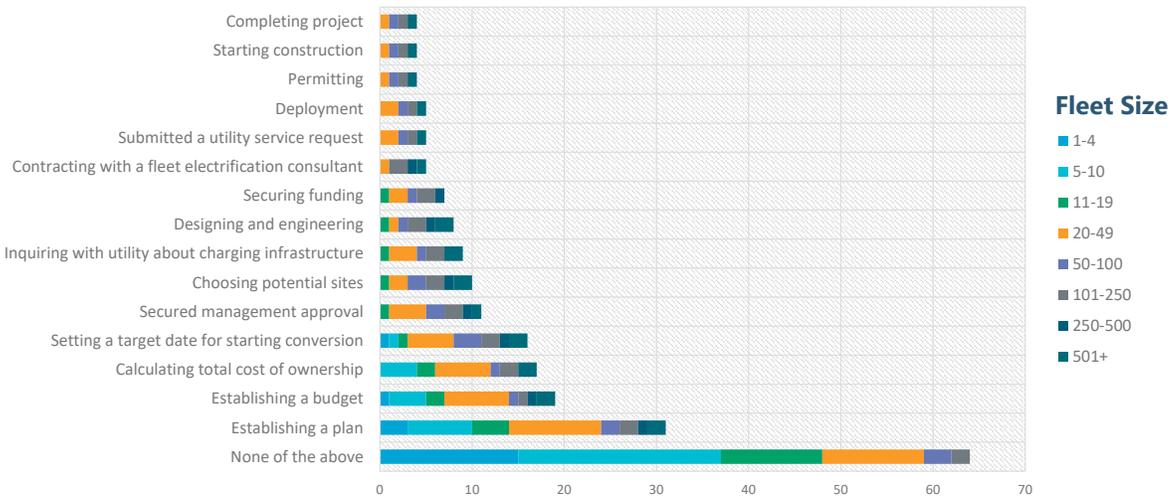
Focus Groups

- Industry is working to support ZEV transition
- Concerns about grid capacity
- Role of government agencies in development guidance
- Availability of public sites and community impacts

Interview Sessions

- Current lack of on-site diesel fueling
- Near-term BEV technology vs. hydrogen fueling
- Lack of clear equipment standards
- Future of trucking uncertain

NEXT STEPS

Upcoming Milestones

- Trip-charging demand modeling

- Develop siting criteria

- Evaluate site typologies in Southern California

- Final Report & Local Agency Primer

THANK YOU!

For more information, please reach out to:

Jonathan Raspa - raspa@scag.ca.gov

Roland Ok – ok@scag.ca.gov

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Southern California Association of Governments
January 4, 2024

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
From:	Javier Silva, Assistant Regional Planner (213) 630-1508, silva@scag.ca.gov	*Kome Ajise*
Subject:	Update on SCAG's ACP Campaign	

RECOMMENDED ACTION:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
In March 2023, SCAG received a $500,000 grant from the Federal Communications Commission (FCC) to launch a campaign promoting the Affordable Connectivity Program (ACP) across the region. Since then, SCAG recently released an ACP toolkit to assist local jurisdictions in conducting their own ACP campaign. Following this, SCAG identified three opportunity zones in Orange County, Riverside County, and Imperial County for collaboration with community-based organizations, local businesses, and community leaders.

BACKGROUND:
Affordable Connectivity Program (ACP) is a federal benefit program managed by the Federal Communications Commission (FCC) which provides a discount of up to $30 per month toward internet service for eligible households and up to $75 per month for households on qualifying Tribal lands. Eligible households can also receive a one-time discount of up to $100 to purchase a laptop, desktop computer, or tablet from participating providers if they contribute more than $10 and less than $50 toward the purchase price. ACP is limited to one monthly service discount and one device discount per household.[1,2] To qualify for ACP, a household must either have an income at or below

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[1] https://www.fcc.gov/acp

[2] In October, The White House proposed additional funding for the ACP to extend it until December 2024, amidst concerns of potential funding depletion by mid-2024. There's no official indication from the FCC about the program ending. SCAG staff assumes ongoing ACP funding and is planning strategies for a regional campaign, including digital ambassador pilot programs.

200% of the Federal Poverty Guidelines or participate in programs like SNAP, Medicaid, WIC, SSI, Veterans benefits, or Federal Housing Assistance.

SCAG'S ACP CAMPAIGN:

On September 1, 2022, the RC adopted Resolution No. 22-646-6, setting forth a digital equity "call for action" and assigning the staff the task of promoting the ACP under SCAG's Go Human Program.[3] In alignment with this resolution, the staff submitted a grant application to the FCC on January 9, 2023, and subsequently received approval on March 15, 2023, for a grant totaling $500,000. The formal acceptance of the grant funding was made in accordance with SCAG's RC Resolution 23-654-1, adopted on April 6, 2023.[4] Since SCAG's receipt of the grant, Staff has completed two key deliverables, the ACP toolkit and determination of ACP opportunity zones.

ACP TOOLKIT:

SCAG developed a toolkit as a resource to communities to plan and implement their own promotion campaigns and programs to increase enrollment in ACP. The Toolkit provides actionable, ready-to-use outreach materials, and best practices regarding engagement. This includes guidance for conducting pop-up sign-ups at civic events, local institutions, and other trusted community sites. Additionally, the Toolkit provides a framework for a Digital Ambassador Program. Digital copies of the toolkit are available at: SCAG ACP Toolkit.

ACP OPPORTUNITY ZONES

SCAG identified three opportunity zones in Imperial County, Orange County, and Riverside County for collaboration with community-based organizations, local businesses, and community leaders. The initial phase of the project involves identifying three ACP Opportunity Zones, followed by the addition of up to six more zones in the second phase. This approach allows for the refinement of engagement strategies, ensuring their effectiveness when expanded.

The first three ACP Opportunity Zones (**See Table 1, Opportunity Zones**) span across Imperial, County, Orange County, and Riverside County. This selection strategically includes one rural, one urban, and one tribal census tract. By covering these different demographic areas, the project aims to direct resources to a diverse set of areas within the SCAG region. Additionally, an important aspect to emphasize with these selections is that outreach activities are not solely limited to these census tracts. Outreach activities will occur beyond these tracts and encompass surrounding areas and neighborhoods.

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[3] Resolution 22-646-6. Available at: https://scag.ca.gov/sites/main/files/file-attachments/rc090122fullpacket.pdf?1661474396 (see page 26).

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

SCAG staff classified areas using the 2020 U.S. Census criteria: Urban areas have dense populations with at least 2,000 housing units or 5,000 people, while Rural areas are those not meeting this definition. Tribal areas were identified using specific tribal census data. [5]

TABLE 2, ACP OPPORTUNITY ZONES

Area	Census Tract	ACP Enrollment %	City	County
1. **Urban**	Census Tract 116.01	58%	City of Fullerton	Orange County
2. **Rural**	Census Tract 101.02	36%	City of Calipatria	Imperial County
3. **Tribal**	Tribal Census Tract T001	30%	Thermal, CA Torres Martinez Desert Cahuilla Indians	Riverside County

The initial three areas were selected based on factors including population, internet access, languages spoken at home, and ACP enrollment, prioritizing Census tracts with 50 to 60 percent or lower ACP enrollment. This aligns with the California Broadband Council's 90% enrollment target by 2024.[6] Additionally, CalEnviroScreen 4.0, developed by the California Office of Environmental Health Hazard Assessment, was used. It identifies communities affected by pollution and designates Disadvantaged Communities, with census tracts in the top 25% of overall scores being prioritized. SCAG focused on the population characteristics score of CalEnviroScreen, considering factors like education, housing, language barriers, poverty, and unemployment, and prioritized tracts with scores 75% or higher in these aspects. [7]

NEXT STEPS:
SCAG will enhance community engagement by promoting the ACP toolkit and launching the "Digital Ambassadors" program for broadband engagement strategies. The California Emerging Technology Fund (CETF) will train these ambassadors in ACP fundamentals to aid resident enrollment at outreach events. Ambassadors, recruited from local organizations, will receive payment through consultant-distributed funds.

Additionally, SCAG staff is developing an Outreach Plan, drawing from the successful Go Human program. This plan will outline tactics to reach eligible households and neighborhoods, focusing on communities of color, historically disinvested areas, and Tribal Governments. After finalizing the

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[5] https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html
[6] https://broadbandcouncil.ca.gov/wp-content/uploads/sites/68/2023/01/cbc-meeting-presentation_1-25-23.pdf
[7] https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

plan, SCAG will collaborate with local organizations and agencies to form a cohort of digital ambassadors in each targeted area.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. PowerPoint Presentation - Update on SCAG's ACP Campaign

Update on SCAG's ACP Campaign

January 4, 2024
Javier Silva, Associate Regional Planner

WWW.SCAG.CA.GOV

Overview – Affordable Connectivity Program (ACP)

What is ACP?

- Benefit program managed by the Federal Communications Commission (FCC).
- Provides a discount of up to $30/month toward internet service for eligible unserved/underserved households and up to $75/month for households on qualifying Tribal lands.

ACP Outreach Grant

- In March 2023, FCC awarded SCAG a $500,000 Outreach Grant to drive awareness and enrollment in ACP
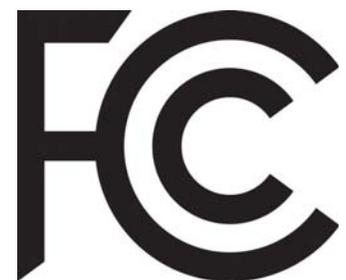
Key Project Tasks

| ACP Toolkit for Local Jurisdictions	
Toolkit	Completed
Regional Coordination	
State Working Group	In Progress
County Taskforce	In Progress
Digital Ambassadors	
Phase 1 Opportunity Zones	Completed
Phase 2 Opportunity Zones	To be initiated Q2 or Q3 of 2024
Outreach Plan	In Progress
Digital Ambassador Recruitment	To be initiated Q4 of 2023 or Q1 of 2024
Countywide Pop-Up Events	To be initiated Q1 of 2024
Media Purchase	
Media Ad-Buys	To be initiated Q1 of 2024

ACP Toolkit
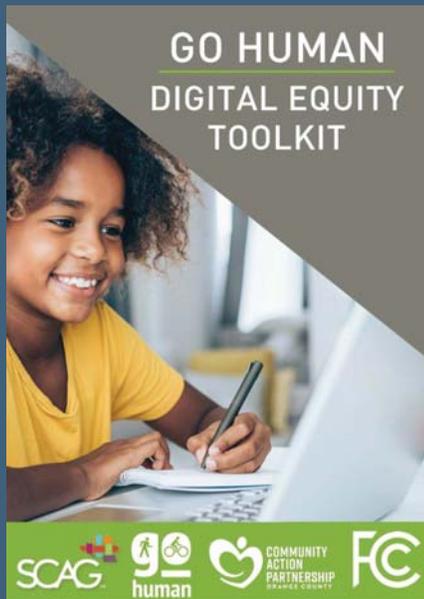
Methodology

- Phase 1 identifies 3 pilot areas to direct initial ACP local engagement efforts.
  - 1 Urban, 1 Tribal, 1 Rural
- Focus on Population Characteristics and ACP Enrollment Percentage
  - CalEnviroScreen 4.0: tool designed to identify CA communities disproportionately affected by pollution
    - Population Characteristics 75% or higher
      - Sensitive Populations and Socioeconomic Factors components of the CalEnviroScreen model. For example:
        - Unemployment
        - Poverty
        - Linguistic Isolation
        - Education
  - ACP Enrollment Percentage: near 50%
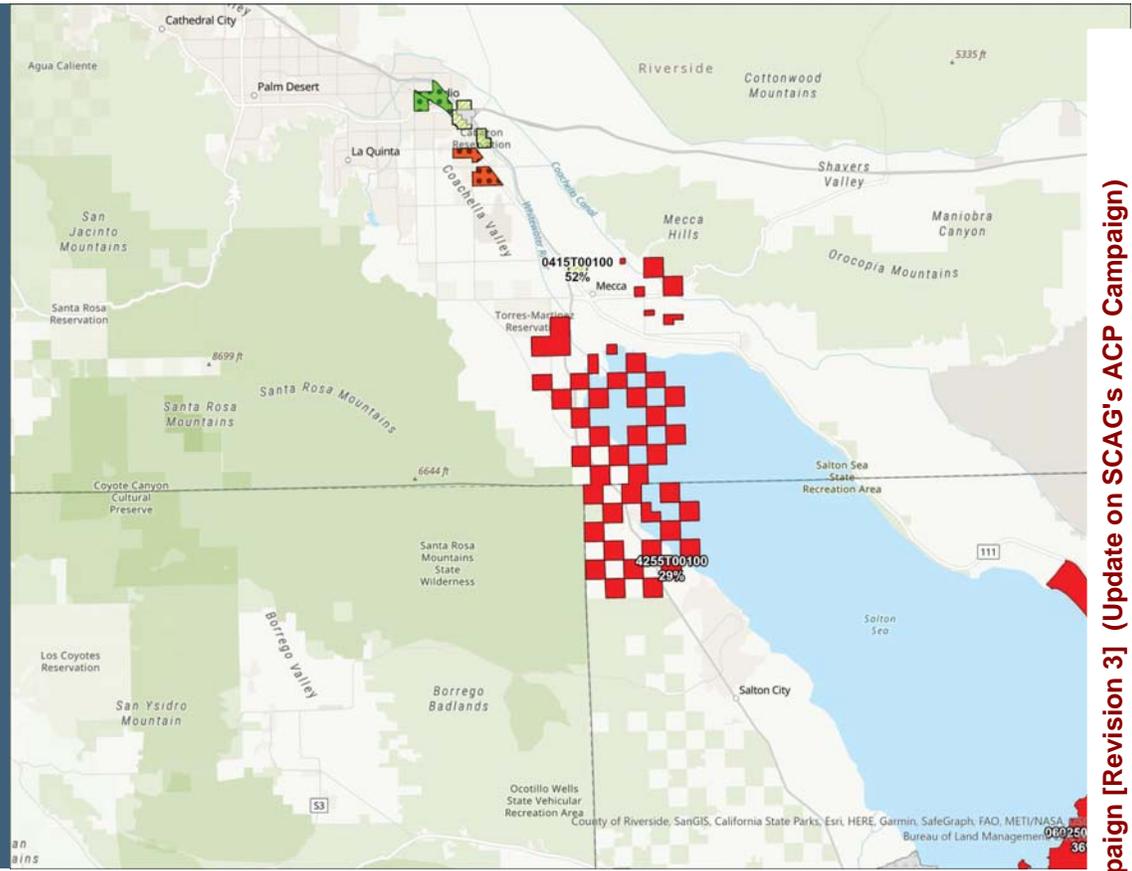   - California Broadband Council: 90% goal

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Urban

- **Fullerton (Orange County)**
- **ACP Enrollment: 59%**
- **Population Characteristics: 80%**

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
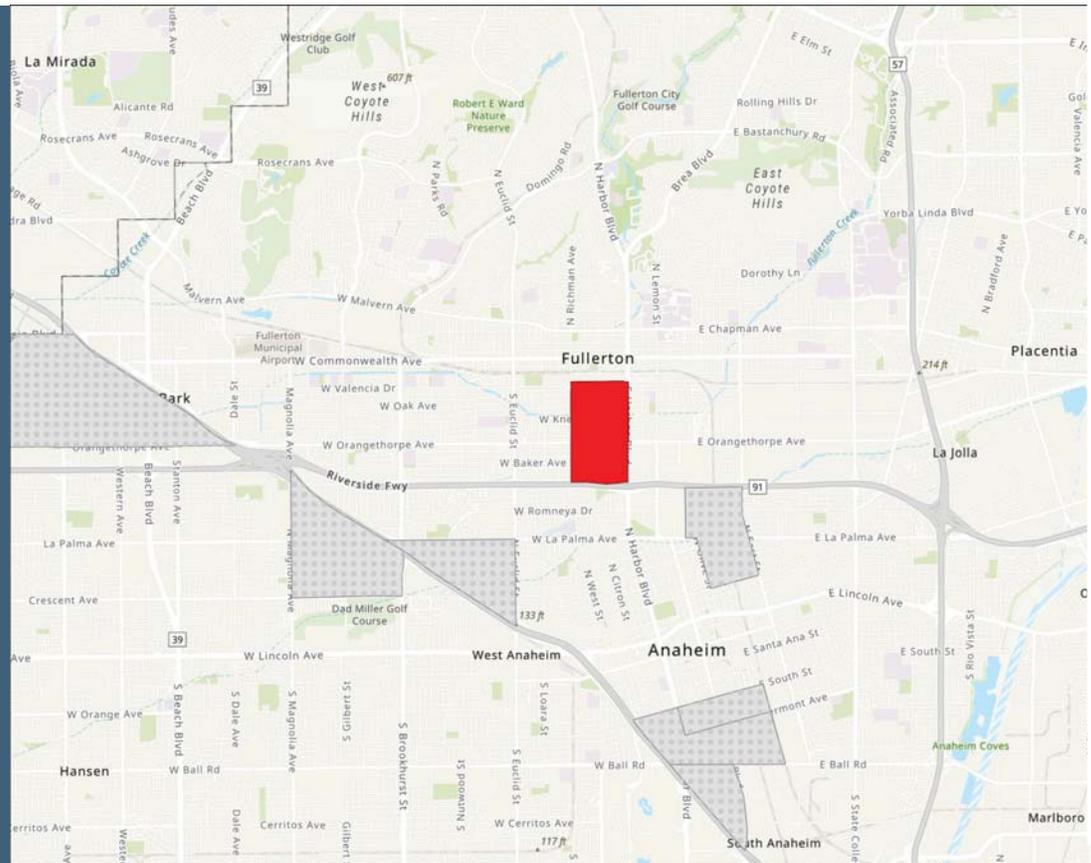
Tribal

- **Torres Martinez Reservation (Riverside)**
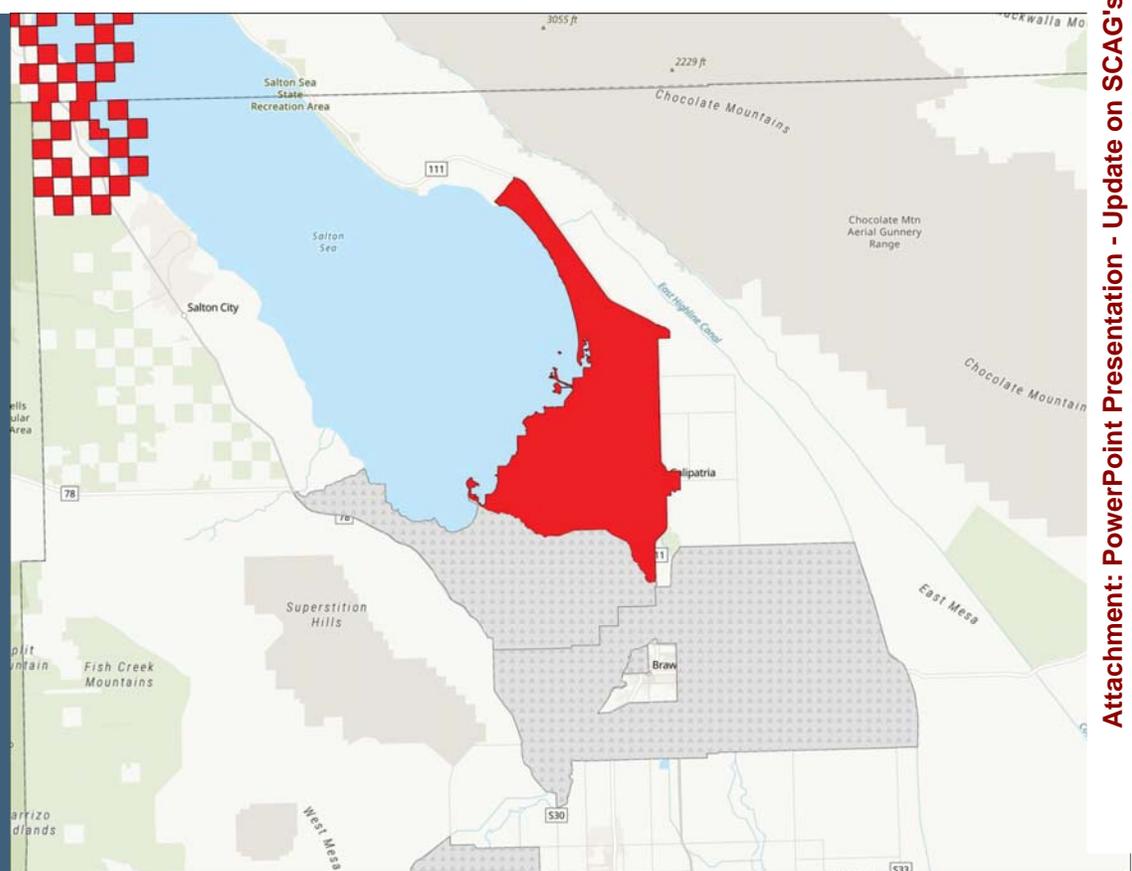- **ACP Enrollment: 29%**
- **Population Characteristics: 81%**

Rural

- **Imperial County**
- **ACP Enrollment: 35%**
- **Population Characteristics: 86%**

Attachment: PowerPoint Presentation - Update on SCAG's ACP Campaign [Revision 3] (Update on SCAG's ACP Campaign)

Next Steps

- **Outreach Plan under development**

- **Educational media campaign to promote enrollment into ACP**

- **Ongoing engagement with local organizations and agencies to refine approach and ensure efforts are impactful.**

SCAG

THANK YOU!

For any questions, please contact Javier Silva at silva@scag.ca.gov