MEETING OF THE

TRANSPORTATION COMMITTEE

Members of the Public are Welcome to Attend In-Person & Remotely
Thursday, September 5, 2024
10:00 a.m. – 11:45 a.m.

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

To Watch or View Only:
https://scag.ca.gov/scag-tv-livestream

To Attend and Participate on Your Computer:
https://scag.zoom.us/j/86936998235

To Attend and Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 869 3699 8235

PUBLIC ADVISORY

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1410. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

Instructions for Attending the Meeting

To Attend In-Peron and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17th floor starting at 10:00 a.m.

To Attend by Computer: Click the following link: https://scag.zoom.us/j/86936998235. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select "Join Audio via Computer." The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 869 3699 8235**, followed by **#**. Indicate that you are a participant by pressing **#** to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

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

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, September 4, 2024**, will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, September 4, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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

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

General Information for Public Comments

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

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

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

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TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Adele Andrade-Stadler 2956 West Shorb Street Alhambra, CA 91803	**Elizabeth Becerra** City of Victorville - City Hall Conference Room A 14343 Civic Drive Victorville, CA 92392	**Brian S. Berkson** City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509
Daniel Brotman City of Glendale - City Hall 613 East Broadway, Suite 200 Glendale, CA 91206	**Ross Chun** City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637	**Denise Delgado** City of Coachella - City Hall 1515 6th Street Coachella, CA 92236
Jonathan Dumitru City of Orange - City Hall 300 East Chapman Avenue Orange, CA 92866	**J. John Dutrey** City of Montclair - City Hall Mayor's Office 5111 Benito Street Montclair, CA 91763	**James Gazeley** City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717
Jason Gibbs City of Santa Clarita Orchard Conference Room, 1st Floor 23920 Valencia Blvd. Santa Clarita, CA 91355	**Lauren Hughes-Leslie** City of Lancaster - City Hall The Landing 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, 2nd Floor Mission Viejo, CA 92691	**Bridgett Lewis** City of Torrance - City Hall 3031 Torrance Boulevard Torrance, CA 90503	**Richard Loa** Law Offices of Richard Loa 536 East Palmdale Boulevard Palmdale, CA 93550
Marsha McLean City of Santa Clarita Orchard Conference Room, 1st Floor 23920 Valencia Blvd. Santa Clarita, CA 91355	**Carol Moore** City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637	**Ara Najarian** 500 N. Brand Boulevard, Suite 830 Conference Room Glendale, CA 91203
Sharona Nazarian City of Beverly Hills - City Hall 455 N. Rexford Drive, 4th Floor Beverly Hills, CA 90210	**Ed Reece** City of Claremont - City Hall 207 Harvard Avenue City Council Office Claremont, CA 91711	**Crystal Ruiz** 674 Sunnyside Boulevard San Jacinto, CA 92582
Ali Saleh Catalina Canyon Inn Catalina Conference, Room 888 Country Club Drive Avalon, CA 90704	**Zak Schwank** City of Temecula - City Hall 41000 Main Street Councilmember Office Temecula CA, 92590	**Ward Smith** City of Placentia Civic Center City Council Chambers 401 E. Chapman Avenue Placentia, CA 92870

Wes Speake	Cynthia Sternquist	Michael M. Vargas
City of Corona - City Hall	6131 Camellia Avenue	City of Perris - City Hall
400 S. Vicentia Avenue 3rd Floor	Temple City, CA 91780	101 N. D Street
Corona, CA 92882		Office of the Mayor
		Perris, CA 92570

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

TRANSPORTATION COMMITTEE AGENDA

TC - Transportation Committee
Members – September 2024

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

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

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

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

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

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

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

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

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

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

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. Andrew Lara
Pico Rivera, RC District 31

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

29. Malcolm Lilienthal
Hemet, WRCOG

30. Hon. Richard Loa
Palmdale, NCTC

31. Hon. Clint Lorimore
Eastvale, RC District 4

32. Hon. Ken Mann
Lancaster, RC District 43

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

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

35. Hon. Larry McCallon
Air District Representative

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

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

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

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

40. Hon. Carol Moore
Laguna Woods, OCCOG

41. Hon. Juan Muñoz-Guevara
Lynwood, GCCOG

42. Hon. Ara Najarian
Glendale, SFVCOG

43. Hon. Frank Navarro
Colton, RC District 6

44. Hon. Sharona Nazarian
Beverly Hills, WSCCOG

45. Hon. Nikki Perez
Burbank, RC District 42

46. Hon. Gil Rebollar
Brawley, RC District 1

47. Hon. Ed Reece
Claremont, SGVCOG

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

49. Hon. Celeste Rodriguez
San Fernando, RC District 67

50. Hon. Crystal Ruiz
San Jacinto, WRCOG

51. Hon. Ali Saleh
Bell, RC District 27

52. Hon. Steve Sanchez
La Quinta, RC District 66

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

54. Hon. Zak Schwank
Temecula, RC District 5

55. Hon. Marty Simonoff
Brea, RC District 22

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

57. Hon. Ward Smith
Placentia, OCCOG

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

59. Sup. Hilda Solis
Los Angeles County

60. Hon. Wes Speake
Corona, WRCOG

61. Sup. Karen Spiegel
Riverside County

62. Hon. Cynthia Sternquist
Temple City, SGVCOG

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

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64. Hon. Michael Vargas
Riverside County CoC

65. Hon. Scott Voigts
Lake Forest, OCCOG

66. Sup. Donald Wagner
Orange County

67. Hon. Colleen Wallace
Banning, WRCOG

68. Hon. Alan Wapner
SBCTA

69. Hon. Thomas Wong
Monterey Park, SGVCOG

TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, September 5, 2024
10:00 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
(The Honorable Mike Judge, Vice Chair)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

Receive and File

ACTION ITEM

8. Approval of 2025 Federal Transportation Improvement Program (FTIP) and Amendment 1 to Connect SoCal 2024   10 Mins.   PPG. 103
(Warren Whiteaker, Manager of Integrated Planning & Programming, SCAG)

RECOMMENDED ACTION:
Recommend that the Regional Council (RC) approve the 2025 Federal Transportation Improvement Program (FTIP) and Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy Amendment 1.

INFORMATION ITEMS

9. Transportation Committee Agenda Outlook and Future Agenda Items   10 Mins.   PPG. 160
(Annie Nam, Deputy Director, SCAG)

10. Broadband Permit Streamlining Report and Ordinance   10 Mins.   PPG. 164
(Roland Ok, Planning Supervisor, SCAG)

11. Goods Movement Update: Southern California Zero Emissions Truck Infrastructure Study & Comprehensive Sustainable Freight Plan   20 Mins.   PPG. 181
(Jonathan Raspa, Senior Regional Planner, SCAG)

12. Transportation Trends Update   10 Mins.   PPG. 197
(Jeremy Marks, Assistant Regional Planner, SCAG and Krista Yost, Assistant Regional Planner, SCAG)

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

METROLINK REPORT
(The Honorable Art Brown, SCAG Representative)

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

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments
September 5, 2024

MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, JUNE 6, 2024

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

The Transportation Committee (TC) of the Southern California Association of Governments (SCAG) held its regular meeting in person and virtually (telephonically and electronically). A quorum was present.

Members Present:

Hon.	**Tim Sandoval (Chair)**	*Pomona*	**District 38**
Hon.	**Mike T. Judge (Vice Chair)**		**VCTC**
Hon.	Brian Berkson	*Jurupa Valley, Pres. Appt.*	Member at Large
Hon.	Russel Betts	*Desert Hot Springs*	CVAG
Hon.	Daniel Brotman	*Glendale*	AVCJPA
Hon.	Art Brown	*Buena Park*	District 21
Hon.	Ross Chun	*Aliso Viejo*	OCCOG
Hon.	Andrew Do	*Orange County*	CoC
Hon.	Jonathan Dumitru	*Orange*	District 17
Hon.	John Dutrey	*Montclair*	SBCTA
Hon.	James Gazeley	*Lomita*	District 39
Hon.	Jason Gibbs	*Santa Clarita*	NCTC
Hon.	Curt Hagman		San Bernardino County
Hon.	Jan Harnik		RCTC
Hon.	Laura Hernandez	*Port Hueneme*	District 45
Hon.	Lauren Hughes-Leslie	*Lancaster*	NCTC JPA
Hon.	Fred Jung	*Fullerton*	OCCOG
Hon.	Trish Kelley		TCA
Hon.	Linda Krupa	*Hemet*	District 3
Hon.	Bridgett Lewis	*Torrance, Pres. Appt.*	Member at Large
Hon.	Malcolm Lilienthal	*Hemet*	WRCOG
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	*Santa Clarita, Pres. Appt.*	Member at Large
Hon.	Tim McOsker	*Los Angeles*	District 62
Hon.	Linda Molina	*Calimesa, Pres. Appt.*	Member at Large
Hon.	Carol Moore	*Laguna Woods*	OCCOG
Hon.	Juan Munoz-Guevara	*Lynwood*	GCCOG
Hon.	Ara Najarian	*Glendale*	SFVCOG
Hon.	Maria Nava-Froelich		ICTC
Hon.	Frank Navarro	*Colton*	District 6
Hon.	Sharona Nazarian	*Beverly Hills*	WSCCOG
Hon.	Ed Reece	*Claremont*	SGVCOG
Hon.	Celeste Rodriguez	*San Fernando*	District 67
Hon.	Crystal Ruiz	*San Jacinto*	WRCOG
Hon.	Ali Saleh	*Bell*	District 27
Hon.	Steve Sanchez	*La Quinta*	District 66
Hon.	Suely Saro	*Long Beach*	District 29
Hon.	Marty Simonoff	*Brea*	District 22
Hon.	Jose Luis Solache	*Lynwood*	District 26
Hon.	Wes Speake	*Corona*	WRCOG
Hon.	Karen Spiegel		Riverside County
Hon.	Cynthia Sternquist	*Temple City*	SGVCOG
Hon.	Michael Vargas	*Riverside County*	CoC
Hon.	Don Wagner		Orange County
Hon.	Colleen Wallace	*Banning*	WRCOG
Hon.	Alan Wapner		SBCTA
Hon.	Thomas Wong	*Monterey Park*	SGVCOG
Mr.	Marlon Regisford	*Caltrans District 7*	Ex-Officio Member

Members Not Present:

Hon.	Ashleigh Aitken		OCTA
Hon.	Kathryn Barger		Los Angeles County
Hon.	Liz Becerra	*Victorville*	District 65
Hon.	Jeanette Burns		Morongo Band of Mission Indians
Hon.	Denise Delgado	*Coachella, Pres. Appt.*	Member at Large
Hon.	Heather Hutt	*Los Angeles*	District 57
Hon.	Paul Krekorian	*Los Angeles*	District 49
Hon.	Richard Loa	*Palmdale*	NCTC
Hon.	L. Dennis Michael	*Rancho Cucamonga*	District 9
Hon.	Nikki Perez	*Burbank*	District 42

Hon.	Gil Rebollar	*Brawley*	District 1
Hon.	Zak Schwank	*Temecula*	District 5
Hon.	Ward Smith	*Placentia*	OCCOG
Hon.	Jeremy Smith	*Canyon Lake, Pres. Appt.*	Member at Large
Hon.	Hilda Solis		Los Angeles County
Hon.	Steve Tye	*Diamond Bar*	District 37
Hon.	Scott Voigts	*Lake Forest*	OCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Vice Chair, Mike Judge, Simi Valley, VCTC, called the meeting to order at 9:30 a.m. Hon. Larry McCallon, SBCTA, District 7, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

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

Ruben Duran, Committee Counsel, acknowledged there were two public comments received prior to the meeting. The first was provided to the members as part of their agenda packet. He noted the second comment was received after Wednesday's deadline and would be made available to members following the meeting.

Chair Hon. Tim Sandoval, Pomona, District 38, joined the meeting. Seeing no public comment speakers, Chair Sandoval closed the Public Comment Period.

Committee Counsel Duran reported that agenda item 1 had a typographical error, and the committee would be asked to approve the minutes of April 4, 2024. Additionally, he noted that agenda item 3 had the incorrect public release start date as July 11, 2024 and the correct start date was July 12, 2024.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize the agenda item.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – April 4, 2024

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items

3. Release of Draft Transportation Conformity Analyses of Draft 2025 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 1

4. List of Awarded Projects for the 2024 Go Human Community Streets Grant Program

5. Southern California Zero Emissions Truck Infrastructure Study: Technical Analysis Update

6. LOSSAN Rail Corridor Resiliency Subcommittee Update

7. CalSTA Transit Transformation Task Force

A MOTION was made (McCallon) to approve Consent Calendar Item 1; and Receive and File items 2 through 7. The motion was SECONDED (Navarro) and passed by the following roll call votes.

AYES: Berkson, Betts, Brotman, Brown, Chun, Do, Dumitru, Dutrey, Gazeley, Gibbs, Hagman, Hernandez, Hughes-Leslie, Judge, Jung, Kelley, Krupa, Lewis, Lilienthal, Lorimore, Mann, Manos, Marquez, McCallon, McLean, Molina, Moore, Nava-Froelich, Navarro, Nazarian, Reece, Rodriguez, Saleh, Sanchez, Sandoval, Saro, Simonoff, Solache, Sternquist, Vargas, Wagner, Wallace, Wapner (43)

NOES: None (0)

ABSTAIN: None (0)

ACTION ITEMS

8. Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1 – Release for Public Review and Comment

There were no public comments on Item No. 8.

Agustin Barajas, SCAG staff, reported on the Draft 2025 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 1 – release for public review and comment. Mr. Barajas stated Connect SoCal 2024 was being amended as a result of project list changes in the 2025 FTIP. He noted the FTIP was a list of transportation projects which have received funding and are advancing toward implementation within six years. The FTIP is a bottom-up process where transportation projects emerge through the county transportation commissions before being provided to SCAG. He noted there were approximately 1,128 FTIP projects regionally representing an investment totaling $38.8 billion over a six-year period.

Mr. Barajas stated equity considerations were part of the FTIP process and projects were examined to understand their impacts to specific communities. These metrics serve to inform county transportations commissions on equity impacts.

Nancy Lo, SCAG staff, reported on Connect SoCal 2024 Amendment 1. She noted 348 project modifications were received prompting the development of Amendment 1.

A MOTION was made (Marquez) to recommend that the Regional Council authorize the Executive Director to release the draft 2025 FTIP and draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 1 for Public Review and Comment. The motion was SECONDED (Hagman) and passed by the following roll call votes.

AYES:	Berkson, Betts, Brotman, Brown, Chun, Dumitru, Dutrey, Gazeley, Gibbs, Hagman, Hernandez, Hughes-Leslie, Judge, Jung, Kelley, Krupa, Lewis, Lilienthal, Lorimore, Mann, Manos, Marquez, McCallon, McLean, Molina, Moore, Munoz-Guevara, Najarian, Nava-Froelich, Navarro, Nazarian, Reece, Rodriguez, Saleh, Sanchez, Sandoval, Saro, Simonoff, Solache, Speake, Spiegel, Sternquist, Vargas, Wagner, Wallace, Wapner, Wong (47)
NOES:	None (0)
ABSTAIN:	None (0)

Hon. Jan Harnik, Palm Desert, RCTC, expressed support for Item 8. Her vote is not reflected in the count as she was not at a noticed location and there was not a quorum of the membership present in the room for her to use the "just cause" provision.

9. 2024 SCP Active Transportation & Safety Guidelines and Call for Projects

There were no public comments on Item No. 9.

Rachel Om, SCAG staff, reported on the SCP Active Transportation and Safety Guidelines and Call for Projects. Ms. Om noted the goal of the Sustainable Communities Program (SCP) was to support Connect SoCal and meet the needs of local communities. She reported the SCP strengthens partnerships with local agencies responsible for land use and transportation decisions, offering resources to meet the diverse planning needs of local communities while supporting Connect SoCal policies. Ms. Om stated the SCP was hosting a call for applications focused on Active Transportation and Safety. The total funding anticipated was $10.4 million which would be funded by Active Transportation Cycle 7 Regional Funds and Safe Streets and Roads for All Federal Grant. Project plans include those focused on Active Transportation, bicycle and/or Pedestrian Master Plans, First/Last Mile and Safe Routes. The plans must benefit disadvantaged communities per state active transportation guidelines. For active transportation plans, up to $500,000 is available per award.

Ms. Om noted Quick-Build projects were also sought and up to $900,000 was available for each project. She reviewed a recently completed artistic curb extension Quick-Build project in Long Beach in the Washington neighborhood and a pedestrian plaza project in Calexico. Ms. Om reported that once the call for projects was released, staff would continue engagement with virtual workshops and regular office hours to support those applying for funding. She reviewed key dates including final application determinations in June 2025.

Hon. Suely Saro, Long Beach, District 29, commented in support of the artistic curb extensions placed in the Washington neighborhood. She noted the increased visibility serves to enhance placemaking and pedestrian safety in addition to improving aesthetic quality.

Hon. Daniel Brotman, Glendale, AVCJPA, reported on a recent Quick Build effort on N. Brand Boulevard in Glendale. He noted communication efforts around safety and the general purpose of the modification would have benefitted public acceptance.

A MOTION was made (Solache) to recommend that the Regional Council approve the Connect SoCal 2024 Sustainable Communities Program (SCP) Active Transportation & Safety Guidelines and authorize staff to release the SCP Active Transportation & Safety Call for Applications. The motion was SECONDED (Manos) and passed by the following roll call votes.

AYES: Berkson, Betts, Brotman, Brown, Dumitru, Dutrey, Gazeley, Gibbs, Hagman, Hernandez, Hughes-Leslie, Judge, Jung, Kelley, Krupa, Lewis, Lilienthal, Lorimore, Mann, Manos, Marquez, McCallon, McLean, Molina, Munoz-Guevara, Nava-Froelich, Navarro, Nazarian, Reece, Rodriguez, Saleh, Sanchez, Sandoval, Saro, Simonoff, Solache, Speake, Spiegel, Sternquist, Vargas, Wagner, Wallace, Wapner, Wong (44)

NOES: None (0)

ABSTAIN: None (0)

10. 2023-2026 CRP-CMAQ-STBG Project Selection and Award Recommendations

There were no public comments on Item No. 10.

Warren Whiteaker, SCAG staff, reported on the 2023-26 CRP-CMAQ-STBG Project Selection and Award Recommendations. He noted the committee's approval was being requested to recommend the awardee list to the Regional Council. He noted Congestion Mitigation and Air Quality (CMAQ) funding was for transportation projects or programs that reduce congestion and improve air quality in nonattainment areas. Surface Transportation Block Grant (STBG) funding promotes flexible state and local transportation decisions, and Carbon Reduction Program (CPR) funds projects that decrease transportation emissions from on-road highway sources. He noted the call for projects began January 2024 and application review was conducted April – May 2024. SCAG will work with the awardees to include their projects in the FTIP. Mr. Whiteaker reviewed the project scoring criteria and contingency list. He reviewed the recommended projects for each county and award amounts. Next steps for awardees include programming projects in the FTIP and beginning the obligation request with Caltrans. All awarded funds must be obligated by September 30, 2029.

Hon. Russell Betts, Desert Hot Springs, CVAG, noted that the awarded projects in his city and region provide useful public benefits including generating transit use.

Hon. Steve Sanchez, La Quinta, District 66, asked about the Monroe Street project which was highly recommended but did not receive funding. Mr. Whiteaker responded that due to the competitiveness of some programs, funding was not sufficient to fund all worthy projects.

A MOTION was made (Hagman) to recommend that the Regional Council: (1) approve the 2023-2026 CRP-CMAQ-STBG Project Award List and Contingency List; and (2) authorize the SCAG Executive Director or his designee to make programming adjustments as necessary. The motion was SECONDED (Betts) and passed by the following roll call votes.

AYES:	Berkson, Betts, Brown, Dumitru, Dutrey, Hagman, Hernandez, Hughes-Leslie, Judge, Jung, Kelley, Krupa, Lewis, Lilienthal, Lorimore, Mann, Manos, Marquez, McCallon, McOsker, Molina, Munoz-Guevara, Nava-Froelich, Navarro, Nazarian, Reece, Rodriguez, Ruiz, Sanchez, Sandoval, Saro, Simonoff, Solache, Spiegel, Wagner, Wallace, Wapner, Wong (38)
NOES:	Brotman (1)
ABSTAIN:	None (0)

INFORMATION ITEMS

11. Update on U.S. Environmental Protection Agency's Proposed Action on South Coast Air Quality Management District's Plan to Meet the 1997 Ozone Standard

There were no public comments on Item No. 11.

Sarah Rees, Deputy Executive Officer, South Coast Air Quality Management District (SCAQMD), provided an update on proposed EPA action on SCAQMD's Ozone Standard plan. She reported that federal and state law requires SCAQMD and California Air Resources Board (CARB) to develop plans to meet federal air quality standards. EPA recently proposed disapproving a portion of the plan to meet the 1997 ozone standard. If the proposed disapproval is finalized without changes, 18 months later the region will begin facing significant economic sanctions. Disapproval is based around SCAQMD/CARB's proposal for the federal government to take responsibility for specific emission sources. Those sources are currently under federal authority. She noted in 2017 SCAQMD and CARB submitted a plan to meet the federal 1997 ozone standard by the attainment date in 2023.

Ms. Rees reviewed the public health effects of ozone noting it is particularly detrimental to sensitive groups such as children and results in billions in healthcare costs. She reviewed the ozone levels looking back several decades noting aircraft, oceangoing vessels and trains had increased slightly. Those emissions are under federal authority. Under the Contingency Measure Plan, SCAQMD and CARB propose that all three agencies work together to reduce emissions within each agency's authority. Since EPA did not respond to the proposed agreement, SCAQMD took legal action to prompt shared responsibility. SCAQMD continues to encourage the federal government to take responsibility for the emission sources under its purview and seeks to work with them in a cooperative way to manage regional emissions.

Hon. Tim Sandoval, Pomona, District 38, asked how committee members can be of assistance. Ms. Rees responded that raising profile of the situation and consequences is beneficial.

12. Highways to Boulevards Regional Study

There were no public comments on Item No. 12.

Hina Chanchlani, SCAG staff, provided an update on the Highways to Boulevards Regional Study. She reported the study began in November 2023 with the goal to identify opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity. The study funding was $480,000 from federal programs seeking to explore options for communities. She examined the equity elements

and study goals including identifying locations for conversion and mitigation, developing a methodology to identify potential conversions and position the region for federal funding and implementation. Best practices and outreach activities were outlined including community briefings and engagement with Community Based Organizations. Project prioritization and study timeline were reviewed.

CHAIR'S REPORT

Chair Sandoval introduced new committee members Juan Munoz-Guevara, Lynwood, GCCOG, Hon. Nikki Perez, Burbank, District 42, and Steve Sanchez, La Quinta, District 66. He also thanked members for their attendance at SCAG's General Assembly at the JW Marriott in Palm Desert, May 2nd and 3rd.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported that Metrolink recently announced a $1.3 million award from the Strengthening Mobility and Revolutionizing Transportation (SMART) Stage 1 grant from the U.S. Department of Transportation for the development and demonstration of a pioneering track intrusion detection system. In addition to this grant funding, Congressman Brad Sherman (CA-32) recently secured an additional $1 million in congressionally directed spending in fiscal year 2024 appropriations to support the innovative rail safety project. During the project's initial phase, the new intruder detection system will be concentrated within a 1.5-mile stretch of Metrolink's Ventura County Line between Haskell Avenue and Van Nuys Boulevard in the City of Los Angeles. The prototype will explore the use of artificial intelligence (AI)-equipped cameras and radar or light detection and ranging sensors in connection with Metrolink's existing Positive Train Control (PTC) system to identify and validate track intrusions. On June 3, Metrolink announced the implementation of a cutting-edge 'smart crossing' technology known as a Wireless Crossing Nearside Station Stop (WCNSS) system at the Del Obispo Street crossing near the San Juan Capistrano Station in Orange County. The technology was made possible by funding from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program to create a better experience for drivers and pedestrians while increasing safety for Metrolink passengers and the San Juan Capistrano community.

He noted that in May Metrolink announced plans to make summer travel more convenient and affordable with the return of the $15 Summer Day Pass. The promotion offers unlimited rides on Metrolink's system on the day of purchase. The Summer Day Pass is available weekdays through Labor Day, with the exception of July 4, when the Metrolink $10 Holiday Pass will be available. Metrolink will continue to offer a $10 weekend day pass on Saturdays and Sundays throughout the summer.

STAFF REPORT

Annie Nam, SCAG staff, reported that SCAG was engaged in recent advocacy toward the Joint Legislative Budget Plan asking that funding for REAP 2.0 be retained and the Active Transportation Program is continued. Once the budget is finalized SCAG will continue suballocation efforts.

ADJOURNMENT

There being no further business, Chair Sandoval adjourned the meeting of the Transportation Committee at 11:42 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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

Packet Pg. 20

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

Southern California Association of Governments
September 5, 2024

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC) Regional Council (RC)	
From:	Rachel Om, Senior Regional Planner 213-630-1550, om@scag.ca.gov	*Kome Ajise*
Subject:	Amended ATP Cycle 7 Regional Guidelines and 2024 SCP Active Transportation and Safety Guidelines	

RECOMMENDED ACTIONS FOR TC:
Recommend Regional Council: 1) adopt Resolution No. 24-667-4 approving the Amended 2025 Active Transportation Program Regional Guidelines; and 2) approve the Amended Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Guidelines.

RECOMMENDED ACTIONS FOR RC:
Adopt Resolution No. 24-667-4 approving the Amended 2025 Active Transportation Program Regional Guidelines; and approve the Amended Connect SoCal 2024 Sustainable Communities Program Active Transportation and Safety Guidelines.

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

EXECUTIVE SUMMARY:
In June 2024, the governor signed the Budget Act of 2024, which reduced the $1.049 billion augmentation to the Active Transportation Program (ATP) in the Budget Act of 2021 by $400 million, with the $400 million subject to appropriation in future years. To maintain the programming commitments already made for the 2023 ATP (Cycle 6), the $400 million reduction comes from the funding available for the 2025 ATP (Cycle 7). In response to the enacted budget, the California Transportation Commission (Commission) adopted the Amended 2025 ATP Statewide Guidelines (Statewide Guidelines) and a revised fund estimate of $168.7 million at the August 2024 Commission meeting. Per the Statewide Guidelines, SCAG is responsible for adopting the 2025 ATP Regional Guidelines (Regional Guidelines) to direct the selection of projects receiving awards through the regional portion of the 2025 ATP. Approximately $35 million is anticipated to be available in the SCAG region for programming through the 2025 ATP. The Statewide Guidelines permit metropolitan planning organizations, like SCAG, to hold a supplemental call for projects. SCAG's supplemental call for projects is integrated into SCAG's Sustainable Communities Program (SCP), under the Active Transportation and Safety component,

which aims to align planning and capacity building resources with regional planning priorities and opportunities outlined in Connect SoCal 2024, SCAG's Regional Transportation Plan/Sustainable Communities Strategy. The call opened on July 8, 2024, and will close on September 27, 2024. The 2024 SCP Active Transportation and Safety call comprises ATP Cycle 7 regional funds and a federal Safe Streets and Roads for All grant. Given the reduction of ATP Cycle 7 funds, SCAG is identifying potential additional funding to supplement the existing funding sources. Therefore, the SCP Active Transportation and Safety call is estimated to include between $6.3 million and $8.2 million, depending on the amount of additional funding identified prior to developing a recommended project list. SCAG is required to ensure its ATP and SCP guidelines are consistent with the amended Statewide Guidelines and revised fund estimate and that is why staff are seeking Regional Council approval of amended ATP and SCP guidelines at the September 5 meeting.

BACKGROUND:

In March 2024, the California Transportation Commission (Commission) adopted the 2025 Active Transportation Program (ATP) Statewide Guidelines (Statewide Guidelines) and the 2025 ATP Fund Estimate of $568.7 million to cover fiscal years 2025/26 through 2028/29. In June 2024, the governor signed the Budget Act of 2024, which reduced the $1.049 billion augmentation to the ATP in the Budget Act of 2021 by $400 million, with the $400 million subject to appropriation in future years. To maintain the programming commitments already made for the 2023 ATP (Cycle 6), the $400 million reduction comes from the funding available for the 2025 ATP (Cycle 7).

In response to the enacted budget, the Commission amended the Statewide Guidelines and adopted a revised fund estimate of $168.7 million at the August 2024 Commission meeting. Sixty percent (60%) of the total funding will be recommended by the Commission through the statewide and small urban/rural components. Forty percent (40%) of the total funding will be recommended by metropolitan planning organizations (MPOs) and included in regional programs. SCAG's share of the MPO component is approximately $35 million.

Amended 2025 ATP Regional Guidelines

SCAG's 2025 ATP Regional Guidelines (Regional Guidelines), adopted by the SCAG Regional Council in April 2024, outlined the process by which SCAG, in collaboration with the Commission and the six county transportation commissions within the SCAG region, will recommend funding awards for the 2025 ATP Regional Program. The Regional Guidelines award funding to two categories of projects: Implementation Projects (95% of the funding) and Planning & Capacity Building Projects (5% of the funding). The population-based funding targets for each county were updated to reflect the decrease in available funding. The following two tables represent these revised funding targets. The amended Regional Guidelines are included as Attachment 1.

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

County	Pop %*	Funding Amount** ($1,000s)
Imperial	1%	$321
Los Angeles	52%	$17,435
Orange	17%	$5,652
Riverside	13%	$4,437
San Bernardino	12%	$3,934
Ventura	5%	$1,493
Total	100%	$33,272

Population estimates based on American Community Survey 2022 1-Year Estimates

**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.*

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

County	Pop %*	Funding Amount** ($1,000s)
Imperial	1%	$17
Los Angeles	52%	$918
Orange	17%	$297
Riverside	13%	$234
San Bernardino	12%	$207
Ventura	5%	$79
Total	100%	$1,751

Population estimates based on American Community Survey 2022 1-Year Estimates

**Population distribution displayed as rounded percentages but funding targets calculated using actual percentages.*

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

Amended 2024 Sustainable Communities Program Active Transportation and Safety Guidelines

The 2024 Sustainable Communities Program (SCP) Active Transportation and Safety Guidelines, approved by the SCAG Regional Council in June 2024, describe the funding availability, project types, eligible applicants, and project selection criteria for the call for projects. The call opened on July 8, 2024, and will close on September 27, 2024. Following the opening of the call, SCAG staff hosted two workshops on July 25 and August 7 and started providing technical assistance through weekly office hours.

As a result of the state budget enacted in June 2024, SCAG no longer has enough ATP regional funds to fully cover the local match for SCAG's SS4A grant, which are the two funding sources for the 2024 SCP Active Transportation and Safety call. SCAG is identifying potential additional funding to supplement the existing funding sources and anticipates finalizing the fund availability following the next update to SCAG's budget in Fall 2024. Therefore, the funding available for the 2024 SCP Active Transportation and Safety call, which is comprised of ATP Cycle 7 funds and a Safe Streets and Roads for All (SS4A) Grant, is between $6.3 million and $8.2 million. The 2024 SCP Active Transportation and Safety guidelines were revised to reflect the decreased funding availability and to add a potential requirement for quick-build project awardees to document project staff time that is already taking place for project management and delivery to be leveraged as an in-kind contribution to help fulfill the local match requirements of SCAG's SS4A grant. The necessity of the in-kind documentation requirement will be determined as part of finalizing the fund availability. The amended 2024 SCP Active Transportation and Safety Revised Guidelines are included as Attachment 3.

Next Steps

Upon Regional Council approval, staff will submit the Amended 2025 ATP Regional Guidelines to the Commission for approval. Staff will continue to work with county transportation commissions and local jurisdiction stakeholders to ensure eligible applicants are aware of the 2024 SCP Active Transportation and Safety funding opportunity. Staff will also continue to hold office hours throughout the application period. The latest anticipated schedule follows.

2024 SCP Active Transportation and Safety and 2025 ATP Milestone	Anticipated Date
2024 SCP Active Transportation and Safety Call for Projects	July 8 – September 27, 2024
Commission adopts 2025 ATP statewide and small urban/rural projects	December 5, 2024
SCAG Regional Council approves the 2024 SCP Active Transportation and Safety Application Rankings*	December 5, 2024
SCAG Regional Council approves the 2025 ATP Regional Program*	April 3, 2025
Commission adopts the 2025 ATP Regional Program, including the	June 26-27, 2025
2024 SCP Active Transportation and Safety projects*	

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

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Amended 2025 Active Transportation Program Regional Guidelines
2. Resolution 24-667-4 - 2025 Active Transportation Program Regional Guidelines
3. Amended 2024 Sustainable Communities Program Active Transportation and Safety Guidelines

2025 Active Transportation Program

Regional Guidelines

Final - Amended

September 2024

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Transportation Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2025 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

Contents

Attachment: Amended 2025 Active Transportation Program Regional Guidelines [Revision 1] (Amended ATP Cycle 7 Regional Guidelines and

Introduction

Purpose

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

Background

- The goals of the ATP are to:
    - o Increase the proportion of trips accomplished by biking and walking.
    - o Increase the safety and mobility of nonmotorized users.
    - o Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375 and SB 391.
    - o Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
    - o Ensure that disadvantaged communities (DACs) fully share in the benefits of the program.
    - o Provide a broad spectrum of projects to benefit many types of active transportation users.
- The [2025 Amended Statewide Guidelines (Statewide Guidelines)](#), adopted by the California Transportation Commission (CTC) on <u>August 16</u>, 2024, describe the policies, standards, criteria and procedures for the development, adoption and management of the ATP.
- Per Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and reflected in the Statewide Guidelines, 40% of the funds for the ATP must be distributed by MPOs in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the Statewide Guidelines.

- An MPO choosing to use the same project selection criteria, weighting, minimum funding request amount, match requirement, and definition of a DAC as used by the CTC for the statewide competition may defer its project selection to the CTC.

- MPOs may also issue a separate, supplemental call for projects. If a call for projects is initiated, it will require development and approval of guidelines and applications. In administering a competitive selection process, an MPO must use a multidisciplinary advisory group to assist in evaluating project applications.

- Twenty-five percent (25%) of the regional funds must benefit DACs.

- The Statewide Guidelines allow for an MPO to make up to 2% of its 2025 ATP funding available for active transportation plans in DACs.

- The Statewide Guidelines establish five eligible project types:

  - <u>Infrastructure Projects</u>: Capital improvements that will further the goals of the ATP. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the State Transportation Improvement Program (STIP) page of the [Commission's website](#) under "Background Information." *Please note that a capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.*

  - <u>Plans</u>: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominantly located in a DAC.

  - <u>Non-infrastructure Projects</u>: Education and encouragement programs that further the goals of the ATP. Non-infrastructure projects are not limited to those benefiting school students. Non-infrastructure projects can be start-up programs or new components of existing programs. The CTC intends to focus non-infrastructure funding on start-up projects. A project is considered to be a start-up when no program currently exists. All non-infrastructure projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund existing or ongoing program operations.

  - <u>Infrastructure Projects with Non-infrastructure components</u>: These are capital projects with education or encouragement components.

  - <u>Quick-Build Projects</u>: Interim capital infrastructure projects that further the goals of the ATP. The Statewide call for projects has up to $7 million set aside for quick-build projects. These projects require minor construction and are built with durable, low to moderate cost materials, and last from one year to five years. These projects have

Attachment: Amended 2025 Active Transportation Program Regional Guidelines [Revision 1] (Amended ATP Cycle 7 Regional Guidelines and

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

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

Fund Estimates for 2025 Regional ATP

The 2025 ATP total statewide fund estimate is $168.7M (August 2024). Per the Statewide Guidelines, the MPO share is 40% of the total budget with funding distributed by population; the SCAG share is 52% of the MPO share.

The SCAG region's share of the 2025 ATP is $35.023M, which includes funding in Fiscal Years 2025/26, 2026/27, 2027/28, and 2028/2029 to be programmed as follows:

Year (Fiscal)	Funds ($1,000s)
FY 25/26	4,378
FY 26/27	4,378
FY 27/28	8,757
FY 28/29	17,510
Total	**35,023**

Eligibility

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

Regional Disadvantaged Communities Definitions

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

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

Project Selection Process

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

Implementation Projects Category

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

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

County	Pop %*	Funding Amount** ($1,000s)
Imperial	1%	$321
Los Angeles	52%	$17,435
Orange	17%	$5,652
Riverside	13%	$4,437
San Bernardino	12%	$3,934
Ventura	5%	$1,493
Total	**100%**	**$33,272**

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

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

The selection process shall occur as follows:

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

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

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

Planning & Capacity Building Projects Category

Planning & Capacity Building projects may include the development of Non-infrastructure projects, Quick-Build projects, and Plans, as defined by the Statewide Guidelines and included in the Background section of the Regional Guidelines (above). The Regional Guidelines call for no more than 5% ($1.751M) of the total regional funds be allocated in this category, and per State Guidelines, a maximum of 2% ($700K) can be dedicated to Planning projects in DACs/PECs.

As in several previous cycles, the pool of projects considered for funding in this category shall include projects that are submitted through the CTC's Statewide ATP call for projects using the state's Planning, Non-infrastructure, and Quick-Build applications and Quick-Build projects and Plans submitted through the supplemental call (Sustainable Communities Program) for Planning & Capacity Building projects issued by SCAG. The supplemental call for projects is integrated with SCAG's Sustainable Communities Program, under the Active Transportation & Safety component (SCP-ATS), which aims to align planning and capacity building resources with regional planning priorities and opportunities outlined in Connect SoCal 2024, SCAG's Regional Transportation Plan/Sustainable Communities Strategy. The SCP-ATS call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP and other funds programmed by SCAG. As with the Implementation category, Planning & Capacity Building ATP regional funds shall aim to be allocated to projects in each county using population-based funding targets (U.S. Census American Community Survey 2022 1-Year Estimates).

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

County	Pop %*	Funding Amount** ($1,000s)
Imperial	1%	$17
Los Angeles	52%	$918
Orange	17%	$297
Riverside	13%	$234
San Bernardino	12%	$207
Ventura	5%	$79
Total	**100%**	**$1,751**

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

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

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

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

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

Supplemental (Sustainable Communities Program) Call for Projects

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

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

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

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

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

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

Recommended Regional Program

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

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

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

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

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

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

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

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

Programming

Fund Assignments

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

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

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

Partial Awards

- County transportation commissions will be responsible for recommending partial awards for Implementation projects.
- SCAG and the county transportation commissions will only consider partial awards if the project sponsor meets one of the following requirements:
  - <u>The applicant has made a full funding request but due to limited funding availability, pre-construction phases may be funded in all circumstances including but not limited to when the county share is not large enough to fully fund the project and/or the county transportation commission has funded the pre-construction phase only.</u>
  - The applicant provides funds through additional sources to fully fund the project or phase of work requested.
  - The applicant demonstrates the means by which it intends to fund the construction of a useable segment, consistent with the Regional Transportation Plan (RTP) <u>and the project application</u>.
  - The applicant downsizes the project scope in a manner such that the "new" project would receive the same scores or ranking as the originally proposed project. The ATP Subcommittee will determine the eligibility of a downsized project scope based on the representative county transportation commission's request. The request shall include:
    - An explanation of the proposed scope change.
    - The reason for the proposed scope change.
    - The impact which the proposed scope change would have on the overall cost of the project.
    - An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit).

- An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit).
- An explanation of the methodology used to develop the aforementioned estimates.

  o For projects that fall into the Large Infrastructure category as defined in Statewide Guidelines, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment or phase of work, consistent with the RTP and project application.

  - Uncommitted funds may only be from ATP, Local Partnership Program (formulaic or competitive), or federal discretionary grant program funds. The applicant must indicate its plan for securing a funding commitment, explain the risk of not securing that commitment, and identify its plan for securing an alternate source of funding should the commitment not be obtained.

- If funding is made available (e.g., due to an ineligible project determination or increase in available funding), the available funding will aim to be prioritized for a project receiving a partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed for fully funding the partial award, the surplus will aim to be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee.

Fund Balance & Contingency List

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

- The initial recommended Regional Program to the CTC will identify projects that program 100% of the region's share of ATP funds. If a balance exists after each county has exhausted to the greatest extent possible its Implementation and Planning & Capacity Building projects funding targets or if additional funds are made available, SCAG, in consultation with the county transportation commissions, will recommend the fund balance be awarded to fully or partially fund the highest scoring and/or shovel ready "contingency" project(s) (see below) across all counties.

- If the final project on a county's list exceeds the county's ATP funding target, the county transportation commission may work with the project sponsor to explore the feasibility of a partial award, as noted above. If a partial award is determined to be insufficient and infeasible, the county transportation commission may recommend fully or partially funding to the subsequent highest scoring projects on the county's list.

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

- SCAG and/or the county transportation commissions are encouraged to review the initial project work schedule to determine timeline feasibility and propose revisions where necessary.

Program Amendments

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

- Program amendments may only take place after the adoption of the Regional Program and before the adoption of the subsequent Regional Program, as outlined in the Contingency section above.

- If project design, right-of-way, or construction are programmed before the implementing agency completes the environmental process and following completion of the environmental process, updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, then future funding for the project may be deleted from the program. It is the responsibility of the county transportation commission to recommend to SCAG that the project be deleted from the program if warranted. The county transportation commission that recommends project deletion may, in a reasonable timeframe, recommend replacing the deleted project with a project on the Contingency List.
- If a county transportation commission recommends deletion of a project and has not identified a replacement project for the contingency list in a reasonable timeframe, then SCAG will collaborate with the county transportation commissions to identify a suitable replacement project from the region-wide contingency list and amend the project into the Regional Program.
- In order to ensure the timely use of all program funds, the CTC will consider allocating funds to projects programmed in a future fiscal year on a first-come, first-served basis. SCAG will recommend approval of an advancement request if the project is:
    - A Planning project and SCAG deems the project ready for allocation (see Allocation, below); or
    - An Implementation project, and the county transportation commission recommends advancement of the project.

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

FTIP Amendments

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

- The county transportation commissions will be responsible for programming their respective Implementation and Planning & Capacity Building projects into the FTIP.
    - Projects that are regionally significant and Transportation Control Measures (TCM) must be individually listed in the FTIP by the county transportation commission.
    - Projects that are not regionally significant or TCMs may be entered as a group listing by project function, using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. For further information on Grouped Project Listings, please refer to the 2025 FTIP Guidelines (2025 Federal

Transporation Improvement Program (FTIP) Guidelines, November 2023 (ca.gov), pages 99 – 120).

- SCAG shall be responsible for programming projects administered by SCAG into the FTIP.
- The county transportation commissions and SCAG shall aim to program all 2025 ATP projects, regardless of programming year, in the 2025 FTIP amendment cycle.

Allocation

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

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

Project Delivery

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

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

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

Project Scope Change

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

- An estimate of the impact of the proposed scope change on benefits to disadvantaged communities, if applicable (increase or decrease in benefit).
- Evidence of public support for the new scope.
- Revalidation of the environmental document(s), if needed.
- How the scope change impacts the project schedule.
- For projects in which the original ATP scope has been or will be completed through a different project or funding source, the implementing agency must submit an explanation of the overlapping scopes of the projects and/or change in funding source. If the scope change is approved, the agency must continue to report on any items that were in the original ATP scope but were or will be completed through a different project or funding source.
- Identification of any funding sources used to complete the project that were not included in the project application.
- Identification of any savings expected due to a reduced or modified scope.
- An explanation of how the scope change affects the project budget, and how increases will be funded, or savings will be utilized.

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

Project Reporting

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

Schedule

Action	Date
CTC adopts ATP State Guidelines	March 22, 2024
Statewide call for projects opens	March 22, 2024
SCAG Regional Council (RC) adopts draft ATP Regional Guidelines	April 4, 2024
Draft Regional Guidelines submitted to CTC	May 10, 2024
SCAG RC adopts SCP-ATS guidelines	June 6, 2024
SCP-ATS call for projects opens	<u>July 8</u>, 2024
Statewide call for projects close (postmark date)	June 17, 2024
CTC approves or rejects Regional Guidelines	June 27, 2024
SCP-ATS call for projects closes	September 27, 2024
CTC shares recommendations for statewide and small urban and rural projects	November 1, 2024
CTC adopts statewide and small urban and rural projects	December 5, 2024
County transportation commissions' 20-point scoring methodology submitted to SCAG	February 5, 2025
County transportation commissions submit recommended project lists to SCAG	February 5, 2025
Project PPRs for partially funded projects due to SCAG	February 5, 2025
Draft Regional Program submitted to CTC	February 21, 2025
SCAG RC adopts SCAG Regional Program	April 3, 2025
Final Regional Program submitted to CTC	April 22, 2025
CTC adopts Regional Program	June 2025

Contact Information

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San Bernardino	Ginger Koblasz	GKoblasz@gosbcta.com
Ventura	Heather Miller	HMiller@goventura.org

RESOLUTION NO. 24-667-4

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS AMENDING
THE 2025 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES**

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

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

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

WHEREAS, as part of the Budget Act of 2024 signed by the governor on June 29, 2024, $400 million of ATP funds are subject to appropriation in future years and resulted in a reduction of $400 million to ATP Cycle 7;

WHEREAS, the ATP Guidelines (Resolution G-24-31 and Resolution G-24-66) require the Commission to adopt an MPO's use of project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities when differing from the statewide guidelines adopted by the Commission on March 21, 2024 and amended on August 16, 2024;

WHEREAS, SCAG is amending the ATP Regional Guidelines with input from the six Southern California county transportation commissions to reflect the geographic distribution of the reducing funding availability;

WHEREAS, attached with this Resolution as Exhibit "A" is SCAG's Amended 2025 Active Transportation Program Regional Guidelines;

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

BE IT FURTHER RESOLVED THAT:

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

   PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of September, 2024.

_____

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

_____

Kome Ajise
Executive Director

Approved as to Form:

_____

Jeffery Elder
Chief Counsel

Connect SoCal 2024 Sustainable Communities Program
Active Transportation and Safety
Amended Program Guidelines

These guidelines were adopted June 6, 2024, by SCAG's Regional Council and updated in August 2024 due to reductions in ATP Cycle 7 funding availability. The revised guidelines will be adopted by SCAG's Regional Council on September 5, 2024.

Contents

Sustainable Communities Program Overview

The Sustainable Communities Program (SCP) is a grant program that provides technical assistance to support implementation of Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy for the Southern California Association of Governments (SCAG). The SCP strengthens partnerships with local agencies and strategic partners who are responsible for land use and transportation decisions to help the region achieve its unified goals. The SCP provides local jurisdictions with multiple opportunities to seek funding and resources to meet the needs of their communities. SCAG is committed to working in partnership with others to close the gap of racial injustice and better serve historically disinvested communities. On July 2, 2020, the SCAG Regional Council adopted Resolution 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan in May 2021 to guide SCAG's work in advancing equity. As part of these commitments, the SCP aims to prioritize resources where there is a demonstrated need.

Program Goals

The SCP aims to:

- Provide needed resources for local jurisdictions to advance the goals outlined in Connect SoCal 2024 in the areas of mobility, communities, environment, and economy.
- Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.
- Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened.
- Increase the region's competitiveness for federal and state funds, including, but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

2024 SCP Active Transportation & Safety Call for Applications

I.   Overview

Connect SoCal 2024 is defined by the mobility goal to build and maintain an integrated multimodal transportation network (see page 12 in Connect SoCal 2024 Chapter 1). To achieve this goal, Connect SoCal 2024 identifies mobility policies organized into eight categories: System Preservation and Resilience, Complete Streets, Transit and Multimodal Integration, Transportation System Management, Transportation Demand Management, Technology Integration, Safety, and Funding the System/User Fees (see pages 88-89 and 114-116 in Connect SoCal 2024 Chapter 3).

The Connect SoCal 2024 SCP Active Transportation and Safety (SCP-ATS) Call for Applications represents one of multiple funding Calls through the Connect SoCal 2024 SCP. The SCP-ATS funds projects that primarily help advance the Connect SoCal 2024 mobility policies under Complete Streets, Transit and Multimodal Integration, and Safety. Selected projects will improve mobility across the region, increasing

rates of walking and biking, advancing traffic safety, expanding opportunities for multimodal transportation options, and competitively positioning local jurisdictions for implementation/grant funds. The 2024 SCP-ATS Call solicits the following project types:

- Develop a Community/Areawide Plan
- Develop and implement a Quick-Build Project

Applicants are encouraged to review Connect SoCal 2024 strategies to align project applications with regional planning priorities and concepts (see pages 124-128 in Connect SoCal 2024 Chapter 3 and Appendix 4: Connect SoCal 2024 Mobility Strategies of the Connect SoCal 2024 Mobility Technical Report). Competitive applications will advance multiple mobility goals and strategies, reflect understanding of context-based needs, utilize equity-centered planning practices, and result in planning products or programs that clearly tie community need with implementation. Collaborative public participation and engagement efforts that involve communities historically excluded from land use and transportation discussions and planning is required.

In the next four years, Southern California is expected to host several large-scale events that will impact the region's transportation system: the World Cup in 2026, the Super Bowl in 2027, and the Olympic and Paralympic Games in 2028. These events will impact the entire Southern California region, particularly the region's transportation networks. Thousands of athletes and spectators will visit the region in compressed periods of time, needing to travel to and from a variety of venues. People from across the region may travel to these events, either to watch the events as spectators or as event staff or volunteers. Moreover, goods and other items will be transported and delivered to venues. Everyone else will still need to carry on with their lives while the events are occurring. A great deal of preparation and planning will be needed, to support existing and anticipated needs, in meaningful, equitable and long-lasting ways.

A) 2024 SCP-ATS GOALS

The SCP-ATS aims to:
- Improve mobility across the region, especially for children and older adults, and people walking, biking, riding transit/rail, and using other forms of active transportation;
- Strategically invest in communities most harmed by traffic injuries and fatalities, which include the historically disinvested communities that comprise the majority of the Regional High Injury Network;
- Support a more resilient transportation network, especially in anticipation of the large-scale events hosted by the region; and
- Support local efforts to increase competitiveness for state and federal funding.

B) COMMUNITY ENGAGEMENT INTEGRATION

SCAG's active transportation safety and engagement program provides a suite of community engagement resources, tools, and strategies. Planning and quick-build projects are expected to incorporate one or both of the following elements to facilitate meaningful community engagement. *Go Human* elements are available at no cost; however any project-specific costs, such as local event/traffic permits or publicity/advertisements, must be included in an applicant budget.

GO HUMAN KIT OF PARTS – The *Go Human* Kit of Parts (Kit) is a community engagement resource loaned at no cost to local partners that creates opportunities for community members, jurisdiction staff and consultant teams to experience improved traffic safety designs directly on the street. The Kit includes

a set of durable, lightweight materials that, once assembled, demonstrate complete streets infrastructure components. The Kit also includes signage and evaluation tools that allow the applicant or their consultant to facilitate community feedback as part of an inclusive planning process. The applicant or its consultant will be responsible for coordinating transportation of materials and preparation of a site and installation plan, subject to approval by SCAG. The applicant or its consultant will also be responsible for the set-up, break-down, and oversight of the *Go Human* Kit of Parts as part of the demonstration. SCAG staff will be available to provide feedback and guidance on planning for a successful demonstration or event and direction on appropriate utilization of the Kit of Parts.

TRAFFIC SAFETY AWARENESS CAMPAIGN – Co-branded *Go Human* print and digital advertisements are available at no cost to cities or other local government agencies to implement a traffic safety awareness campaign, alongside project or plan outreach, in an effort to improve traffic safety for people walking and biking. Available materials include, but are not limited to, lawn signs, banners, postcards, billboard ads, bus shelter or bench ads, and social media graphics. SCAG provides select print materials, such as lawn signs and banners, to local partners at no cost, pending available print budget.

II.   Eligible Applicants

The following entities, within the six-county SCAG region, are eligible to apply for SCP-ATS funds:

- **Local or Regional Agency**: Examples include cities, counties, councils of governments, Regional Transportation Planning Agencies and County Public Health Departments.
- **Caltrans:** Caltrans must submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans project. Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources, such as the State Highway Operations and Protection Program (SHOPP).
- **Transit Agencies**: Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- **Natural Resources or Public Land Agencies**: Federal, Tribal, State, or local agency responsible for natural resources or public land administration.
- **Public schools or school districts**
- **Tribal Governments**: Federally recognized Native American Tribes.
- **Private nonprofit, tax-exempt organizations that are responsible for the management of public lands**: These organizations may only apply for projects eligible for Recreational Trails Program funds. Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.

III.   SCP-ATS Eligible Project Types

As described above, the 2024 SCP-ATS solicits two project types: community/area wide plans and quick-build projects. Applicants may apply for more than one project type and may submit multiple applications (and shall indicate priority of applications). SCAG staff is available to assist applicants in determining the most appropriate project type for their needs and goals.

A) PROJECT TYPE: COMMUNITY/AREAWIDE PLANS

The 2024 SCP-ATS will fund community/areawide planning projects that benefit disadvantaged communities. Eligible planning projects must meet one of the following conditions:

- Community plans must encompass, be located in, or overlap with a disadvantaged community.
- Areawide plans must encompass at least one disadvantaged community.

Connect SoCal 2024 defines a disadvantaged community as a Priority Equity Community (PEC): census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on a combination of the socioeconomic factors listed below. See the Connect SoCal 2024 Equity Analysis Technical Report and a map of PECs in the SCAG region for additional details and to identify PECs. Factors include:

- People of color
- Low-income households
- Limited vehicle and transit access
- Vulnerable ages
- Single parent households
- People without a high school diploma
- People with disabilities
- Housing cost burdened households
- People with limited English proficiency

In addition to the PEC definition, the following criteria are eligible definitions for disadvantaged communities. See Attachment A, the ATP Cycle 7 Guidelines (Section 17.A, pages 11-12), for details about each of the disadvantaged community definitions.

- Median Household Income
- CalEnviroScreen
- National School Lunch Program
- Healthy Places Index
- Climate and Environmental Justice Screening Tool
- USDOT Equitable Transportation Community Explorer
- Native American Tribal Lands

The maximum award for Community/Areawide Plan projects is $500,000. There is no required minimum funding request, and applicants may submit multiple applications. Awards for Community/Areawide Plans shall take the form of technical assistance, with a SCAG-procured consultant leading the project development and seeking reimbursement directly from SCAG. See Section IV.B (Funding Allocation for Award Recipients) for more information. Applicants are encouraged to include a letter of support from their county transportation commission in their application.

PROJECT EXAMPLES

Examples of eligible community/areawide plans include, but are not limited to:
- Active Transportation Plan
- Bicycle and/or Pedestrian Master Plan
- First/Last Mile Plan (focused on active transportation)
- Safe Routes Plan (e.g., to school, for seniors, etc.)
- Transportation Safety-Focused Plan (e.g., Local Road Safety Plan or Safe System Plan with a focus on active transportation)

Attachment: Amended 2024 Sustainable Communities Program Active Transportation and Safety Guidelines [Revision 2] (Amended ATP Cycle

REQUIRED AND RECOMMENDED PLAN COMPONENTS

The final deliverable for all plans must include, but not be limited to, the required components identified in Appendix A of the ATP Cycle 7 State Guidelines (see Attachment A) or explain why the component is not applicable. Examples of required components include mode share, existing bicyclist and pedestrian facilities, collision analysis, funding considerations, and an implementation plan. The following components are strongly encouraged:

- Framework to systematically analyze, identify, and prioritize traffic safety issues and corresponding recommendations, including proven roadway safety countermeasures. The framework should also identify roadway safety risks to support a jurisdiction's ability to proactively address crash risks.
- Multi-faceted community engagement, such as:
  - Walk or bike audits
  - Media/Advertisement campaigns (e.g., Go Human Co-Branded Awareness Campaign)
  - Temporary demonstration projects (e.g., Kit of Parts)

B) PROJECT TYPE: QUICK-BUILD PROJECTS

A quick-build is an interim capital improvement project that requires minor construction activity (e.g., does not require excavation) and uses durable, low- to medium-cost materials to pilot and iterate through project designs with community feedback. Quick-Build projects are identified through community engagement and/or an existing plan and provide the opportunity to immediately respond to a community safety need. Quick-Build projects are typically installed for one to five years, depending on how quickly a design is modified or how long materials last, with evaluation occurring one to three years post-implementation.

Quick-Build projects are not required to be located in a disadvantaged community. The 2024 SCP-ATS will evaluate and fund quick-build projects using an equity-centered prioritization framework to prioritize the repair of historic and current inequities. The framework will consider project readiness (e.g. informed by community engagement and preliminarily assessed for feasibility), alignment with communities most harmed by traffic injuries and fatalities, and opportunities for mutually beneficial partnerships with local community organizations. These quick-build projects will provide an opportunity to pilot projects that not only enhance or expand the active transportation network but also contribute to a more resilient transportation network given the increased demand expected with large-scale events to be hosted by the region.

The maximum award for quick-build projects is $900,000, which includes planning, design, and implementation. There is no required minimum funding request, and applicants may submit multiple applications. Awards for quick-build projects shall take the form of technical assistance, with a SCAG-procured consultant leading project development and seeking reimbursement directly from SCAG, and pass-through funds to applicants for implementation. An applicant may use pass-through funds to procure a contractor or assign agency staff to implement the quick-build project. See Section IV.B (Funding Allocation for Award Recipients) for more information.

PROJECT EXAMPLES

Examples of quick-build elements and materials include, but are not limited to:

- Curb extensions: paint and plastic posts, plastic bollards, or planters
- Pedestrian safety enhancements: rectangular rapid flashing beacons, leading pedestrian intervals at signalized intersections, raised crosswalks, and/or high-visibility crosswalks

- Modular transit stops: temporary transit platform to safely transition bike lanes through transit areas
- Pedestrian plaza/corridors: concrete barriers, barricades, planters, and/or signage
- Protected bike lanes: striping and plastic posts, plastic bollards, planters, or parking
- Traffic calming treatments: temporary speed cushions, curb extensions (described above), and/or chicanes (i.e. curb extensions in a parking lane)
- Traffic circles: striping, rubber curbs, plastic posts, and signage

REQUIRED QUICK-BUILD COMPONENTS

Quick-Build projects must include the following components:

- Ongoing community engagement to inform final project design and evaluation.
- Data collection to establish existing conditions and to complete before/after evaluation of project implementation.
- Final (100%) project design reviewed, approved, and stamped by a licensed Professional Engineer and project cost estimates.
- Quick-Build installed for a minimum of six (6) months before conducting evaluation.
- Final report summarizing work completed and recommendation of next steps.

See Appendix D of the ATP Cycle 7 Guidelines (Attachment A) and ATP Quick-Build Supplemental Guidance (Attachment B) for additional guidance on quick-build materials, designs, and project requirements.

IV.   Funding

A) FUNDING SOURCES

Funding for the 2024 SCP-ATS is provided through a combination of state and federal sources, including the state Cycle 7 Active Transportation Program (ATP), which programs funds from FY25/26 to FY28/29 and a federal Safe Streets and Roads for All (SS4A) grant, which is anticipated to allocate funding in 2025 and expend funding within five years from allocation.

- Community/Areawide Plan projects shall be funded by ATP funds.
- Quick-Build projects shall be funded with ATP funds, SS4A funds, local funds or a combination of ATP, SS4A, and/or local funds.

Recipients of 2024 SCP-ATS awards are required to comply with all applicable federal laws and state regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); California Environmental Quality Act (CEQA); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).

Hosting a Call for Applications to award funds from multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration. The enacted state budget in June 2024 significantly reduced ATP Cycle 7 funding, one of the funding sources for the SCP-ATS as mentioned above. Therefore, the program anticipates awarding between $6.3 million to $8.2 million, with up to $700,000 available for planning projects benefiting disadvantaged communities and a minimum of $5.6

million set aside for quick-build projects. SCAG will allocate funding for selected projects based on the eligibility of each funding source and the applicant's readiness.

B) FUNDING ALLOCATION FOR AWARD RECIPIENTS

Awards and projects shall be primarily managed by SCAG and implemented through its consultants, except the quick-build project implementation that will be managed by grantees in coordination with SCAG. SCAG shall manage the administrative activities associated with requesting funding allocation from the California Transportation Commission (CTC) for ATP funding and from the Federal Highway Administration (FHWA) for SS4A funding, procuring a consultant team, passing through funding for quick-build implementation, and providing all necessary reporting and documentation required by CTC, Caltrans, and FHWA.

Recipients of 2024 SCP-ATS awards are expected to enter into a Memorandum of Understanding (MOU) with SCAG for technical assistance, which shall identify funding sources for the award and memorialize roles and responsibilities for each party, including but not limited to identifying a project manager for each party, providing guidance, cooperation and approvals as necessary, and assuming responsibility for a timely use of funds. MOUs for quick-build projects will also serve to pass through funds for quick-build implementation.

Recipients shall be the implementing agency for environmental approval(s) and responsible for documentation of environmental clearance or categorical exemption under the California Environmental Quality Act (CEQA) and under the National Environmental Policy Act (NEPA) for federally funded projects. Funding shall be contingent on recipients securing environmental clearance.

Community/Areawide Plan projects shall only be eligible for technical assistance. Quick-Build Projects shall be eligible for technical assistance and pass through funds; pass through funds shall only be used for construction.

C) ELIGIBLE COSTS

SCAG uses cost principles outlined in 2 CFR Part 200 Subpart E and the ATP Cycle 7 Guidelines (Attachment A) to determine reasonable, allocable, and allowable costs. Award recipients are required to adhere to these requirements. Eligible costs include staff salaries, fringe, indirect costs (for ATP funding, the fringe and indirect cost rates require Caltrans approval and for SS4A, approved rates by a federal cognizant agency may be required), consultant/contractual services, and other direct costs. These costs and others not listed here are subject to review and approval by SCAG staff.

Recipients of the 2024 SCP-ATS awards claiming reimbursement for indirect costs and/or fringe benefits cost must have the current rates approved in the Negotiated Indirect Cost Rate Agreement (NICRA) with its federal cognizant agency. In absence of the NICRA, recipients may elect the applicable de minimis indirect cost rate that is applicable at the time of award and must annually complete a certification form provided by the SCAG Project Manager to confirm the eligibility and compliance with Title 2 Code of Federal Regulations Part 200 (2 CFR 200) Uniform Administrative Requirements, Cost Principles, And Audit Requirements For Federal Awards. The eligibility of the indirect cost and/or fringe benefits cost is subject to review and applicable funding guidelines and requirements. For the ATP funding, Caltrans prior approval is required for the fringe benefits and indirect cost rates; see "Local Government Agency Indirect Cost Review" on the Caltrans Internal Audits Office webpage. For SS4A, please see the 2 CFR 200.

D) MATCH REQUIREMENTS

There are no match requirements for projects proposed through the SCP-ATS. Applicants, especially those with projects that exceed the respective project type funding caps, are encouraged to provide matching funds.

V. Application Process

As noted above, applicants may apply for more than one project type and may submit multiple applications, which are available on the SCAG SCP-ATS website. Applicants do not need a board resolution in order to apply, but applicants will be required to submit a supporting resolution from the elected body or a letter of intent in support of the project from the appropriate executive officer prior to receiving funding. Please contact SCAG staff (see section VI) if the project includes multiple components or if any other support is needed in identifying the proper application to use for a project application.

A) APPLICATIONS

Applications will be accepted via an online form. Application workshops will be scheduled for summer 2024, to review project types, the application process, and address any questions. For more information and registration/details for the workshops, please see the SCAG SCP-ATS website. **Applications must be submitted online by September 27, 2024.**

AUTOMATIC CONSIDERATION OF NON-SELECTED STATEWIDE ATP APPLICATIONS

Community/Areawide Plans and Quick-Build projects from the SCAG region submitted to the statewide ATP Call for Applications but not selected for funding will also be considered in the 2024 SCP-ATS selection process. These applications will be automatically considered, and applicants do not need to indicate they want to be considered for the SCP-ATS. These applications will not be re-scored and the initial score given in the statewide ATP competition will be used to rank against projects submitted through the SCP-ATS Call for Applications. Please see the state ATP website for more information about the application process and deadlines. Interested applicants are welcome to contact SCAG staff (see section VI) to discuss statewide ATP applications as well.

B) SCORING RUBRIC & CRITERIA

Each project type is evaluated by six scoring criteria: Mobility, Safety Benefit, Public Health, Disadvantaged Communities, Public Participation, and Cost Effectiveness. Application questions vary by project type. The potential points to be awarded for responses to each question, by project type, are noted in each application.

Scoring Criteria	Points
Mobility	25
Safety Benefit	35
Public Health	10
Disadvantaged Communities	10
Public Participation	15
Cost Effectiveness	5
Total	**100 Points**

C) EVALUATION PROCESS

A minimum of six evaluation teams, one per county, will be established to review, score and rank applications submitted to the 2024 SCP-ATS; counties receiving a large volume of applications may require multiple evaluation teams. Projects will compete and be ranked against other projects within their respective county. Final awards will be based on application score, geographic distribution across the region, and funding eligibility. Following grant award announcements, unsuccessful applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future grant cycles. Quick-build applications not selected for award may be placed on a contingency list in the event that additional funding is made available.

D) RISK ASSESSMENT

Prior to entering into an MOU to receive funding from SCAG, each selected applicant will be subject to a risk assessment as required by 2 CFR 200.206 in accordance with SCAG's Subrecipient Monitoring Policies and Procedures. SCAG may evaluate the risks to the program imposed by each applicant to assess the applicant's ability to manage award funds pursuant to the requirements prescribed in the applicable funding guidelines. In some circumstances, special grant conditions may be imposed to mitigate anticipated risks. Each applicant may be required to provide documentation to SCAG for this evaluation.

E) IN-KIND CONTRIBUTIONS

Prior to entering into an MOU to receive funding from SCAG, each selected applicant may be required to specify the amount of staff time to be spent on the project. The enacted state budget in June 2024 significantly reduced ATP Cycle 7 funding, which resulted in a significant reduction to SCAG's ATP regional funds that were leveraged as local match for SCAG's SS4A grant. To maintain the SS4A funding, quick-build project awardees may be required to document project staff time that is being leveraged, such as attending project check-in meetings, coordinating with agency departments, and other project tasks. This awardee staff time, which is already taking place to support project management and delivery, may be leveraged as an in-kind contribution to help fulfill the local match requirements of SCAG's SS4A grant. Awardees will receive templates from SCAG to comply with SS4A requirements.

VI.   Schedule

The following schedule outlines key dates for the 2024 SCP-ATS. These dates are subject to change; the Sustainable Communities Program webpage will have the latest dates.

2024 SCP-ATS Key Dates

2024 SCP-ATS Milestone	Date
SCP-ATS Call for Applications Opens	July 8, 2024
SCP-ATS Application Workshops	July 25, 2024 August 7, 2024
SCP-ATS Call for Applications Deadline	September 27, 2024
SCAG Regional Council Approval of the 2024 SCP–ATS Application Projects*	December 5, 2024
Final 2024 SCP-ATS Award Announcements*	June 26-27, 2025

Attachment: Amended 2024 Sustainable Communities Program Active Transportation and Safety Guidelines [Revision 2] (Amended ATP Cycle

*Projects selected to receive ATP funding are subject to approval by the SCAG Regional Council and California Transportation Commission (CTC) as part of the adoption of the complete 2025 Regional ATP. In addition, projects receiving ATP funding will be subject to the programming and allocation process, requirements, and schedule of the CTC. SCAG Regional Council consideration for 2024 SCP-ATS projects is anticipated on December 5, 2024 followed by CTC action in June 2025.

A) TIMELY USE OF FUNDS/TIME EXTENSIONS

A project initiation schedule and expectations regarding the period of performance will be determined within three months of project award announcements, and will be based on project complexity, funding source, and SCAG staff capacity. In certain cases, projects may receive a notice to proceed two to three years after the project award announcements, such as if ATP funds are allocated in the latter part of the Cycle 7 ATP funding cycle (FY25/26 to FY28/29). Once the project schedule has been established, extensions will be considered on a case-by-case basis. Extensions and scope changes must be requested in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned to the project when awarded. SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

VII.   Contact Information

Questions regarding the SCP-ATS project types, applications, or application process should be directed to:

Rachel Om
Senior Regional Planner
Telephone: (213) 630-1550
Email: om@scag.ca.gov

Attachment A: ATP Cycle 7 Guidelines

Please see: 2025 Active Transportation Program Cycle 7 Guidelines.

Attachment B: ATP Quick-Build Supplemental Guidance

Please see: Active Transportation Program Quick-Build Supplemental Guidance

Attachment C: Allowable Direct Costs

SCAG uses cost principles outlined in 2 CFR Part 200 Subpart E and the ATP Cycle 7 Guidelines (Attachment A) to determine reasonable, allocable, and allowable costs. The procurement of goods and services are subject to 2 CFR Part 200 and applicable funding guidelines.

- **Advertisement costs.** Including the purchase of advertising media to support program outreach.
- **Compensation—personnel services.** Including wages and salaries.
- **Compensation—fringe benefits.** Including, but not limited to, costs of leave, employee insurance, pensions, and unemployment benefit plans.
- **Professional service costs.** Including costs of professional and consultant services.
- **Publication and printing costs.** Including costs for distribution and general handling of electronic and print media.
- **Transportation costs.** Including costs for delivery of items and/or equipment
- **Contractual Services.** Including professional services necessary to complete the proposed project.
- **Travel.** Including transportation, food and lodging that meet the Travel Reimbursement policies established by CalHR.
- **Supplies or services.** Including printed material, translation and interpretation, supplies or services cost, excluding equipment

Please note: allowable indirect costs include an approved negotiated rate by a federal cognizant agency or a de minimis rate in accordance with 2 CFR Part 200.

These costs and others not listed here are subject to review and approval by SCAG staff.

Attachment: Amended 2024 Sustainable Communities Program Active Transportation and Safety Guidelines [Revision 2] (Amended ATP Cycle

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

From: Lijin Sun, Principal Planner
213-236-1804, sunl@scag.ca.gov

Subject: Transportation Conformity Determinations of Proposed Final 2025
Federal Transportation Improvement Program (FTIP) and Proposed Final
Connect SoCal 2024 Amendment 1

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR EEC:
Recommend that the Regional Council approve the transportation conformity determinations of the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 (2024 RTP/SCS) Amendment 1; and direct staff to carry out administrative tasks for submittal to the Federal Highway Administration and Federal Transit Administration for final approval.

RECOMMENDED ACTION FOR CEHD AND TC:
Receive and File

RECOMMENDED ACTION FOR RC:
Approve the transportation conformity determinations of the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 (2024 RTP/SCS) Amendment 1; and direct staff to carry out administrative tasks for submittal to the Federal Highway Administration and Federal Transit Administration for final approval.

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

EXECUTIVE SUMMARY:
As the Metropolitan Planning Organization (MPO) for the region, the Southern California Association of Governments (SCAG) is responsible for developing and maintaining the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including the associated transportation conformity analyses, in cooperation with the State Department of Transportation (Caltrans), the county transportation commissions, and public transit operators.

Pursuant to federal and state law, SCAG, in cooperation with the county transportation commissions and stakeholders, has developed the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 (2024 RTP/SCS) Amendment 1, including the associated transportation conformity analyses. On June 6, 2024, the Regional Council (RC) authorized the release of the draft transportation conformity analyses of the draft 2025 FTIP and the draft Connect SoCal 2024 Amendment 1 for a 30-day public review and comment period spanning July 12, 2024 through August 12, 2024. SCAG received a total of 21 comments on the draft 2025 FTIP: five general and 16 project specific comments. SCAG staff has worked closely with the county transportation commissions to address all comments. Based on a review and analysis of the comments, the comments were for the most part technical in nature and did not raise issues that affect the associated transportation conformity analyses. SCAG staff does not anticipate significant changes to the proposed final 2025 FTIP as a result of the comments. SCAG also received eight comments on the draft Connect SoCal 2024 Amendment 1: one on demographics and growth forecast, six project specific comments, and one general comment. The comments on the draft Amendment 1 were also technical in nature and did not affect transportation conformity analyses. Staff does not anticipate significant changes to the proposed final Amendment 1 as a result of the comments. Furthermore, SCAG staff has determined that the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 Amendment 1 meet all federal transportation conformity requirements.

At the Transportation Committee (TC) meeting today, SCAG staff is presenting a final summary of public comments and responses and seeking the TC's recommendation that the RC approve the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 Amendment 1. Because there will be no RC meeting in October 2024, staff is seeking the EEC's recommendation that the RC approve the transportation conformity analyses and then the RC's approval of the transportation conformity analyses on the same day today.

BACKGROUND:
SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and RTP/SCS in cooperation with the State (Caltrans), the county transportation commissions, and public transit operators in the SCAG region. The FTIP is developed through a "bottom-up" approach.

In consultation and continuous communication with the county transportation commissions throughout the region, staff has developed the proposed final 2025 FTIP over the past several months. The proposed final 2025 FTIP is a programming document totaling $38.8 billion in programming and containing over 1,100 projects covering a six (6) year period. The 2025 FTIP includes 25 projects for Imperial County programmed at $39.5 million; 670 projects for Los Angeles County programmed at $22.2 billion; 66 projects for Orange County programmed at $1.6 billion;

135 projects for Riverside County programmed at $8.1 billion; 132 projects for San Bernardino County programmed at $5.4 billion; and 99 projects for Ventura County programmed at $1.3 billion.

Concurrent with the proposed final 2025 FTIP, staff has also developed the proposed final Connect SoCal 2024 Amendment 1, which serves as a consistency amendment to the 2025 FTIP, allowing for changes to long-range RTP/SCS projects in addition to changes to state and local highway and transit projects currently in the FTIP that will be carried forward as part of the 2025 FTIP. The proposed final Connect SoCal 2024 Amendment 1 consists of 351 project modifications. Of these, 15 projects have been deleted and 21 new projects have been added.

Under the U.S. Department of Transportation's (US DOT) metropolitan planning regulations and the U.S. Environmental Protection Agency's (US EPA) transportation conformity regulations, the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 Amendment 1 must pass five required transportation conformity tests: (1) consistency with the adopted Connect SoCal 2024, (2) regional emissions analysis, (3) timely implementation of transportation control measures, (4) financial constraint, and (5) interagency consultation and public involvement.

Pursuant to applicable federal transportation conformity regulations, staff developed the federally required transportation conformity analyses for the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1. The draft analyses relied on and updated the transportation conformity analysis for Connect SoCal 2024, which received final federal approval on May 10, 2024. As recommended by the TC and the EEC at their respective meetings on June 6, 2024, the RC authorized the release of the draft 2025 FTIP and the draft Connect SoCal 2024 Amendment 1, including the associated draft transportation conformity analyses for a 30-day public review and comment period from July 12, 2024 to August 12, 2024. Staff held two public hearings, each providing the same information, on July 23, 2024 and July 30, 2024 during the public review and comment period. These public hearing were publicly noticed in numerous newspapers throughout the region. The public notices were published in English, Spanish, Korean, Chinese, and Vietnamese languages.

SCAG received a total of 21 comments on the draft 2025 FTIP: five general comments and 16 project specific comments. The comments were for the most part technical in nature and did not raise issues that affect conformity. Multiple comments were submitted by SCAG's Caltrans Headquarters Liaison responsible for reviewing SCAG's FTIP and FTIP Amendments. SCAG staff has worked closely with the county transportation commissions to address the comments and has provided responses to all comments in the proposed final 2025 FTIP. All minor and technical changes to projects will be addressed in Amendment 1 of the 2025 FTIP. SCAG received eight comments on the draft Connect SoCal 2020 Amendment 1: one (1) on demographics and growth forecast, one general comment, and six project specific comments. These comments were also technical in nature, and no comment affected transportation conformity.

Based on a review of the public comments on the draft 2025 FTIP and draft Amendment 1, staff has finalized the federally required transportation conformity analyses and determined that the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 Amendment 1 continue to meet all five required transportation conformity tests. Therefore, they demonstrate positive transportation conformity.

At their respective meetings today, the TC is considering whether to recommend the RC approve the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 Amendment 1. On a separate but parallel track, the EEC is considering whether to recommend the RC approve the associated proposed final transportation conformity determinations portion. Since there will be no RC meeting in October 2024, staff is seeking the RC's consideration to approve the proposed final transportation conformity determinations of the proposed final 2025 FTIP and the proposed final Connect SoCal 2024 Amendment 1 on the same day today, and direct staff to carry out administrative tasks for submittal to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for final approval.

Upon adoption by the RC, the transportation conformity determinations of the 2025 FTIP and Connect SoCal 2024 Amendment 1 will be submitted to the FHWA/FTA for final federal approval. Federal approval of the 2025 FTIP and Connect SoCal 2024 Amendment 1 is expected to occur in December 2024. Once approved by the federal agencies, the 2025 FTIP and Connect SoCal 2024 Amendment 1 will allow projects to receive the necessary federal approval and move forward towards implementation.

The proposed final 2025 FTIP is accessible at:
www.scag.ca.gov/2025-ftip

The proposed final Connect SoCal 2024 Amendment 1 is available at:
https://scag.ca.gov/connect-socal

FISCAL IMPACT:
Work associated with this item is included in the current FY 2024-25 Overall Work Program (25-025.0164.01: Air Quality Planning and Conformity).

To:	Transportation Committee (TC)	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Prithvi Deore, Associate Regional Planner (213) 236-1950, deore@scag.ca.gov	*Kome Ajise*
Subject:	2024 Trade Corridor Enhancement Program	

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:
Senate Bill 1 (SB 1) – the Road Repair and Accountability Act of 2017 invests $5.4 billion annually to fix California's roads, bridges, freeways and puts more dollars toward transit and safety. SCAG plays a critical role in serving the region as a liaison through collaboration and partnerships across all agency initiatives. SCAG has expanded upon this role supporting the region by working closely with agency members and partners to maximize competitiveness for SB 1 program funds, including the Trade Corridor Enhancement Program (TCEP).

The objective of the TCEP is to fund freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the California Transportation Commission (Commission), including Senate Bill 671 Corridors. Senate Bill 671 corridors are corridors that were identified by the Senate Bill 671 workgroup as freight corridors that are priority candidates for zero-emission freight. The TCEP will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

The 2024 TCEP Program Guidelines were adopted at the Commission's August 16, 2024, meeting. The 2024 TCEP cycle represents the fourth cycle since the program's inception in 2018. SCAG, as the region's Metropolitan Planning Organization (MPO), is tasked with compiling project nominations from its respective agencies to submit to the Commission. This includes a cover letter with a list of all nominations, and confirmation of consistency or the lack of consistency with an

adopted Regional Transportation Plan and if applicable, Sustainable Communities Strategy and adopted regional freight plan.

SCAG has been in regular dialogue with the region's key freight stakeholders including county transportation commissions, cities, the ports (Los Angeles, Long Beach, and Hueneme), and private companies throughout the development of the TCEP. SCAG through its own regional TCEP process, has provided a project nomination form to be submitted, a cloud-based location for uploading application information from each project lead sponsor, and overall schedule to ensure SCAG's ability to provide a recommendation for the approval of the project nominations to the Transportation Committee and Regional Council at the November 7, 2024, meetings. This overall process will ensure adherence to all components and steps, to meet the Commission's schedule deadline for all project nomination applications to be submitted by November 22, 2024.

BACKGROUND:

The objective of the Trade Corridor Enhancement Program (TCEP) is to fund freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the California Transportation Commission (Commission), including Senate Bill 671 Corridors. Senate Bill 671 corridors are corridors that were identified in the Commission adopted Senate Bill 671 Assessment as freight corridors that are priority candidates for zero-emission freight. The TCEP will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

The Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) which directs the Commission to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement. The Infrastructure Investments and Jobs Act (IIJA), signed on November 15, 2021, by President Biden, continued the funding for the federal National Highway Freight Program that is used in the TCEP. The following schedule lists the major milestones for the development and adoption of the TCEP:

Milestone	Date
Draft Guidelines presented to the Commission	June 27-28, 2024
Adoption of the Guidelines and Call for Projects	August 15-16, 2024
Project Nominations Due	November 22, 2024
Release staff recommendations	June 06, 2025
Program adoption	June 26-27, 2025

The 2024 Program will provide two years of programming in fiscal years 2025-26 and 2026-27 for an estimated total of $800 million ($800,000,000) of TCEP funds. Any unused balance or savings generated will be added to the available funding in the following cycle. Over the two years in this programming cycle (2025-26 and 2026-27) it is estimated that $200 million ($200,000,000) of National Highway Freight Program Funds will be available and that $600 million ($600,000,000) from the Trade Corridor Enhancement Account Fund will be available.

After consulting the California Freight Mobility Plan and conducting a number of stakeholder workshops, the Commission has determined that the following corridors (a.k.a. freight regions) are eligible for funding under this program:

- Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties)
- Central Valley (El Dorado, Placer, Fresno, Kern, Kings, Madera, Merced, Sacramento, San Joaquin, Stanislaus, Sutter, Tulare, and Yolo counties)
- Central Coast (Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz counties)
- Los Angeles/Inland Empire (Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties)
- San Diego/Border (Imperial and San Diego counties)
- Other (Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Glenn, Humboldt, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tahoe Basin Counties, Tehama, Trinity, Tuolumne, and Yuba counties)

In 2021, Commission staff led a workgroup of approximately 50 experts, including staff from Caltrans, regional agencies, and local governments, with SCAG highly engaged throughout the process. The workgroup held six meetings over the course of seven months to develop and come to consensus on the target methodology to be used for the TCEP. In considering geographic balance for the overall program, the Commission may program below the targets in a region or regions to account for projects programmed from the statewide target. Per the Commission:

"The targets are neither minimums, maximums, nor guarantees. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular corridor."

Programming Targets *(This table will be completed once the fund estimate is finalized.)*		
Statewide Target (40 percent of total funds)		
Caltrans		$320,789,000*
Regional Corridor Targets (60 percent of total funds)		$579,600,000**
	Percentage	Target

Bay Area/Central Valley	29 percent	$123,354,000
Central Coast	2.5 percent	$16,065,000
Los Angeles/Inland Empire	56 percent	$359,856,000
San Deigo/Border	10 percent	$64,260,000
Other	2.5 percent	$16,065,000

40 percent of total funds is $428,400,000. This amount is reduced by $107,611,000 to account for approved cost increases and approved advance 2024 Trade Corridor Enhancement Programming for one project.

**60 percent of total funds is $642,600,000. This amount is reduced by $63,000,000 to account for the approved advance 2024 Trade Corridor Enhancement Programming for one project out of the Bay Area/Central Valley Regional Corridor Target. The $63,000,000 reduction comes solely from that one region's target; all other targets were calculated using the original amount of $642,600,000.*

Nominations will be evaluated on multiple factors: Freight System, Transportation System, Community Impact, and Other. Zero emission specific sub-criteria are detailed further as part of the Transportation System factor. It includes number of electric chargers, zero emission truck throughout, proximity to zero-emission freight corridors, major routes, key freight locations, residential neighborhoods, size of station land, zoning, grid readiness, etc.

SCAG is focused on serving and acting as a liaison among city and county elected officials, urban planners and community organizations and local businesses as the designated MPO for the six-county Southern California region. SCAG plays a critical role in partnering and working with various agencies towards building consensus and preparing for numerous funding opportunities and initiatives. This relates to direct programs managed by SCAG such as the Sustainable Communities Program (SCP), Last Mile Freight Program (LMFP), other passthrough projects and programs, as well as external grants and other project and program funding opportunities.

SCAG has continued to play a central role in the TCEP through working directly with key member and partner agencies, and their project teams including county transportation commissions, cities, the ports (Los Angeles, Long Beach, and Hueneme), and private companies. This has included convening and representing the region through the development of program guidelines, as well as direct program processes throughout application steps.

As part of the application process and through all program cycles, SCAG regularly provides collaboration, coordination and support for the TCEP; including reviewing documents, eligibility, coordination, and final compilation. SCAG tracks the nominated projects for FTIP purposes to ensure the eligibility and consistency of information for a successful application. SCAG also supports member and partner agency project nominations by coordinating with the Commission on multiple items to ensure transparency across the region, with current and past efforts for the TCEP cycles including substantial coordination with the Senate Bill 671 development process.

Next Steps

To align with the key deadlines from the Commission's TCEP schedule, SCAG has developed the following process and schedule:

- September 30, 2024: Project applicants submit TCEP Project Summary and support letter request to SCAG
- October 7, 2024: SCAG creates project-specific cloud-based folders and shares links with project sponsors
- November 7, 2024: SCAG staff provides policy recommendation for the Transportation Committee and Regional Council to approve
- November 11, 2024: Project applicants upload near-final application to project-specific cloud-based folders
- November 22, 2024: Project applicants submit project applications directly to the Commission while SCAG submits a letter to the Commission including the list of project nominations with consistency verification

As the region's MPO, SCAG is responsible as part of the TCEP to compile project nominations and confirm consistency of the project nominations with SCAG's Regional Transportation Plan/Sustainable Communities Strategy and regional freight plan. The identified steps and schedule will be relied upon to allow for the Transportation Committee and Regional Council to approve and recommend the list of nominated TCEP project applications, while fulfilling the direct requirements of the TCEP, namely, to provide the cover letter, listing of project nominations, confirmation of consistency with the Regional Transportation Plan/Sustainable Communities Strategy, and individual support letters to applicants.

FISCAL IMPACT:
Work associated with this item is included in the FY 2024-25 Overall Work Program (OWP) budget under task number 130.0162.02, Regional Partner Agency Collaboration.

Southern California Association of Governments
September 5, 2024

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

RECOMMENDED ACTION:
Receive and File

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

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

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

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

Transit/rail in the region continues to grapple with the significant impacts from the COVID-19 pandemic. Per the recent ridership updates to the Transportation Committee (please see the Transportation Trends Update staff report), as of June 2024, bus ridership is still approximately 13 percent below pre-pandemic levels overall. Notably, however, many transit agencies continue to see ridership recovery on their systems. The Los Angeles County Metropolitan Authority's (Metro's), bus ridership has recovered more than rail ridership (down 12 percent vs. 21 percent, respectively, in June 2019 vs. 2024). Specifically, while Metro bus ridership increased by nearly five percent in June 2024 compared to June 2023, marking the nineteenth consecutive month of year-over-year bus ridership growth, Metro rail ridership also rose by four percent over the same time period. Many other lingering challenges threaten ridership growth beyond the purview of transit agencies. These pandemic impacts, along with increasing demand for sustainable transportation options, advancements in technology, and changes in urban environments, will shape the future for transit/rail recovery.

In addition to assembling the Regional Transit Technical Advisory Committee to discuss relevant issues relevant for improving transit in the region, SCAG continues to explore ways to advance transit and as part of implementing Connect SoCal 2024. At the September 5, 2024, Regional Council meeting, SCAG will feature two speakers to discuss transit recovery and technology, including Metrolink's Chief Executive Officer, Darren Kettle, who will share efforts to implement operations changes to help optimize service (Metrolink Reimagined) and Riverside Transit Agency's Chief Executive Officer, Kristin Warsinski, who will highlight efforts to adapt transit in technologically innovative ways to address changing customer needs.

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

The Task Force held its fourth bimonthly meeting on June 17, 2024. At this meeting, the Task Force reviewed case studies of successful service improvement types that are referenced in SB 125. The Task Force focused on relevant issues, best practices, and key recommendations from each of the case studies to advance transit/rail in the state. The Task Force discussed how California could take inspiration from these case studies to have similar impacts on customer experience, ridership, and service efficiency. The Task Force discussed how the final TTTF report could include recommendations to advance similar service improvements. Case studies along with their associated feedback are detailed below.

- Transit prioritization and increasing frequency and reliability
  - Case study: Van Ness Improvement Project
  - In discussing what would need to change to implement transit prioritization at the scale and speed sufficient to achieve the transformational ridership goals in SB 125, the Task Force emphasized prioritizing the conversion of traffic lanes to transit priority lanes to speed up transit, addressing permitting policies, and providing ongoing flexible funding for transit improvements with the goal of getting people on transit.
- Service and fare coordination between agencies
  - Case Study: Ontario, Canada (One Fare Program)
  - The Task Force discussed the importance of fare integration for attracting transit ridership and the potential of open-loop payment to lead to better customer experiences. The discussion on fare policy and better integration included feedback for the state to assist with initial funding for fare coordination, and the need for the adoption of statewide fare policy and measures to subsidize and provide transit passes to youth.
- Coordinated scheduling, mapping, and wayfinding
  - Case Study: Switzerland
  - The Task Force discussed the road to achieve coordinated scheduling that would lead to better service frequency and consequently reliability, emphasizing opportunities for state level coordination and research on how this could be achieved.
- Safety and security
  - Example: LA Metro Transit Ambassadors Program
  - Final discussions at the meeting highlighted safety, security, and cleanliness concerns and measures to address these issues, such as addressing homelessness, proactively protecting operators, and working together with responsible agencies on providing needed resources and training for operators on issues related to the unhoused.

Meeting materials and updates on the work of the Task Force can be found at the CalSTA webpage. The next Task Force meeting is scheduled to be held on August 29, 2024, at SCAG's office in Downtown Los Angeles, where members will discuss findings and policy recommendations, workforce opportunities for public transportation, and Transportation Development Act reform.

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

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

Southern California Association of Governments
September 5, 2024

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
From:	Roland Ok, Planning Supervisor (213) 236-1819, ok@scag.ca.gov	*Kome Ajise*
Subject:	National V2X Deployment Plan	

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:
The Final National V2X Deployment Plan provides a comprehensive roadmap for transforming the U.S. transportation system through the deployment of vehicle-to-everything (V2X) technology. By leveraging secure, interoperable communication systems, the U.S. Department of Transportation (DOT) aims to enhance roadway safety, reduce fatalities, and improve transportation efficiency. Achieving the Plan's goals will require close collaboration across all levels of government, private industry, and technology providers. The final version of the National V2X Deployment Plan is available at: Accelerate_V2X_Deployment_FINAL.pdf (dot.gov) and is included as an attachment to this staff report.

BACKGROUND:
Vehicle-to-Everything (V2X) technology is a transformative innovation that facilitates real-time communication between vehicles, infrastructure, pedestrians, cyclists, and network services. V2X consists of several communication types: Vehicle-to-Vehicle (V2V), Vehicle-to-Infrastructure (V2I), Vehicle-to-Pedestrian (V2P), and Vehicle-to-Network (V2N). By enabling vehicles and road users to communicate instantly, V2X can provide early warnings of potential hazards, optimize traffic flow, and enhance safety for all road users, particularly vulnerable populations such as pedestrians and cyclists.

The technology operates through both direct and network-based communication. Direct communication is critical for safety applications that require low latency or minimal delay, such as collision avoidance. Network-based communication allows vehicles to access broader information such as real-time traffic updates and road conditions. Together, these capabilities form the

backbone of a connected transportation ecosystem that is key to achieving the U.S. DOT's overarching goal of zero roadway fatalities.

As of 2024, the transportation network continues to face significant challenges, including a persistent rise in pedestrian fatalities. While overall traffic fatalities have seen a modest decrease, vulnerable road users—pedestrians and cyclists—remain at heightened risk. The U.S. DOT projects that by leveraging V2X technology, which provides situational awareness and real-time communication between vehicles and pedestrians, many of these fatalities can be prevented.

Current V2X deployment is limited to pilot programs and research projects, primarily in urban areas. Nationwide deployment has not yet been achieved, but the potential benefits of widespread V2X adoption are significant. Research from the National Highway Traffic Safety Administration (NHTSA) suggests that V2X technology could prevent hundreds of thousands of crashes and save approximately 1,000 lives annually once fully implemented.[1]

The Final National V2X Deployment Plan outlines the U.S. DOT's vision for a safer, more efficient, and equitable transportation system driven by the widespread deployment of V2X technology. The Plan emphasizes the need for secure, interoperable V2X systems that can operate seamlessly across diverse environments and platforms. This effort is integral to the U.S. DOT's National Roadway Safety Strategy (NRSS) and its Vision Zero goal, which seeks to eliminate all traffic-related deaths and serious injuries.

KEY GOALS:

The Plan sets short, medium, and long-term goals to guide the deployment of V2X technology nationwide. By 2028, the U.S. DOT aims to have V2X technology deployed on 20% of the National Highway System and in 25% of signalized intersections in the top 75 metropolitan areas. The Plan also calls for Original Equipment Manufacturers (OEMs) to commit to producing V2X-capable vehicles by the 2028 model year. These early steps are designed to build momentum for more extensive deployment in the following decade, with a goal of achieving full V2X coverage on the National Highway System by 2036.

- Short-Term (2024-2028):
  - Deploy V2X on 20% of the National Highway System.
  - Equip 25% of signalized intersections in the top 75 metro areas with V2X technology.
  - Secure commitments from at least two OEMs to produce V2X-capable vehicles by the 2028 model year.
- Medium-Term (2029-2031):
  - Expand V2X deployment to 50% of the National Highway System.

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[1] Traffic Safety and the 5.9 Ghz Spectrum. Available at: https://www.nhtsa.gov/speeches-presentations/traffic-safety-and-59-ghz-spectrum

- o Equip 50% of signalized intersections in top metro areas.
- o Increase the number of V2X-capable vehicle models to five.
- Long-Term (2032-2036):
  - o Achieve full deployment of V2X on the National Highway System.
  - o Equip 75% of intersections nationwide with V2X technology.
  - o Introduce at least 20 V2X-capable vehicle models, including both passenger and commercial vehicles.

BENEFITS:

The benefits of V2X technology have been widely documented in various studies and pilot programs. One of the most significant benefits is improved safety. By enabling real-time communication between vehicles and other road users, V2X can help prevent collisions, particularly in situations where visibility is limited or where traditional safety systems may not be sufficient. For example, intersection movement assist, and left turn assist applications can significantly reduce the risk of collisions at busy intersections.

Environmental benefits are also a key advantage of V2X deployment. By optimizing traffic flow and reducing congestion, V2X can lower fuel consumption and reduce greenhouse gas emissions. Studies have shown that V2X-enabled vehicles can reduce CO_2 emissions by up to 16%, with additional reductions possible through applications like vehicle platooning and eco-driving.

Beyond safety and environmental benefits, V2X technology also has the potential to improve transportation equity. By providing real-time information about road conditions, transit schedules, and potential hazards, V2X can help ensure that all road users, including vulnerable populations such as pedestrians, cyclists, and individuals with disabilities, have access to a safer and more efficient transportation system.

CHALLENGES:

Although V2X technology holds promise, its deployment faces challenges. One key issue is securing enough spectrum in the 5.9 GHz band, as other industries also need this bandwidth. Coordination between the U.S. DOT, FCC, and NTIA is necessary to ensure V2X applications have sufficient spectrum to operate properly.

Interoperability is another significant challenge. For V2X to be effective on a national scale, all systems must be able to communicate seamlessly, regardless of the technology platform or manufacturer. Establishing and enforcing interoperability standards will require close collaboration between public agencies, OEMs, and technology providers.

Additionally, public agency capacity remains a barrier to widespread V2X adoption. Many state and local transportation agencies lack the expertise, resources, and funding necessary to deploy V2X technology at scale. To address this issue, the U.S. DOT will provide technical assistance, training, and financial support to help agencies build the capacity needed to implement and maintain V2X systems.

IMPLEMENTATION STRATEGY:
The U.S. DOT's implementation of the Final National V2X Deployment Plan focuses on three key areas: federal coordination, technical assistance, and stakeholder engagement.

- *Federal Leadership:* The U.S. DOT will work with the FCC and other federal agencies to finalize spectrum regulations for the 5.9 GHz band, ensuring V2X applications have reliable and secure access to the necessary spectrum.

- *Technical Assistance:* State and local agencies will receive support through equipment loan services, training workshops, and resources from the Smart Community Resource Center. The Accelerating V2X Cohort will continue to facilitate the sharing of best practices and lessons learned among active V2X deployers.

- *Stakeholder Collaboration:* The U.S. DOT will promote cooperation between federal, state, and local governments, OEMs, and technology providers through summits, workshops, and webinars. Public-private partnerships will be encouraged to accelerate V2X deployment across urban and rural areas.

NEXT STEPS
To advance the deployment of V2X technology, the U.S. DOT has outlined several next steps. First, the FCC will finalize the rules governing the 5.9 GHz spectrum band to ensure that V2X applications have the necessary bandwidth to function effectively. The U.S. DOT will support this effort by providing technical data and advocating for the long-term preservation of the spectrum for transportation safety purposes.

SCAG will coordinate with the U.S. DOT on V2X matters and assess available technical resources. As public agencies and OEMs are encouraged to apply for federal grants to support V2X deployment, SCAG will actively seek funding opportunities to assist county transportation commissions, local jurisdictions, and other partners on an as needed and feasible basis. SCAG will also ensure its Regional Intelligent Transportation Systems (ITS) Architecture, a federal requirement, is maintained on a regular basis, incorporating V2X and other related updates from the National ITS Architecture when they become available.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2024-25 Overall Work Program (25-100.1630.02: Intelligent Transportation Systems (ITS) Planning.

ATTACHMENT(S):

1. 1 Final National V2X Deployment Plan

Saving Lives with Connectivity:

A Plan to Accelerate V2X Deployment

August 2024

U.S. Department of Transportation

Non-Binding Contents

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

U.S. Department of Transportation
Office of the Assistant Secretary for Research and Technology
Intelligent Transportation Systems Joint Program Office

Saving Lives with Connectivity: A Plan to Accelerate V2X

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Introduction

The U.S. Department of Transportation (DOT) is committed to reducing deaths and serious injuries on our nation's roadways. As it implements the National Roadway Safety Strategy, the DOT is actively pursuing a comprehensive approach to reduce the number of roadway fatalities to the only acceptable number: zero. This National V2X Deployment Plan provides a vision of how deploying improved wireless connectivity enables a safer, secure, and more efficient transportation system while maintaining privacy and consumer protection.

> **The only acceptable number of roadway deaths is zero.**

A powerful tool for achieving this ambitious, long-term goal is vehicle-to-everything (V2X) technology, which enables vehicles to communicate with each other, with other road users such as pedestrians, cyclists, individuals with disabilities, and other vulnerable road users, and with roadside infrastructure, through wirelessly exchanged messages. The "X" in V2X stands collectively for other road users and the roadside infrastructure. When equipped, the messages may contain key information about the location and actions of vehicles and other road users, traffic conditions – including the state of equipped traffic signals and prevailing roadway conditions – such as weather, pavement conditions, work zones, and other disruptions.

V2X provides connectivity through both direct and network communication. Under direct V2X, vehicles exchange frequent, structured messages through in-vehicle or aftermarket devices that continuously exchange relative speed, position, and other relevant data. This form of communications ensures 360-degree awareness, even in situations with poor or obstructed visibility, such as around corners or in dense fog. Alternatively, network V2X leverages conventional mobile networks to allow vehicles to send and receive messages. Direct V2X communication is suited for safety applications requiring low latency, while network V2X communication is more suited to carry information over longer distances, such as real-time information about traffic and road conditions.

V2X communications can give road users vastly improved information about potential risks in traffic situations. V2X has the potential to improve safety of vulnerable road users as infrastructure capabilities increase. Sharing key information between the various parties in the transportation network allows responses that may improve safety, prevent crashes, optimize system performance, enhance traveler mobility and accessibility, improve the efficiency of goods movement, mitigate negative environmental impacts, and address disparities in transportation equity.

> **V2X can save lives by enabling wireless communications among vehicles, roadside infrastructure, and mobile devices.**

Deployments utilizing V2X technologies have already demonstrated safety benefits on a smaller scale throughout the nation. However, to realize the full potential of V2X technology, it is important to expand deployment consistently so that vehicles and infrastructure can communicate safely, securely, and without harmful interference across a variety of devices and platforms. To achieve this type of 'interoperable connectivity,' a diverse range of mobile, in-vehicle, and roadside technologies must be able to communicate everywhere, efficiently, and securely, in a way that protects personal information.

Saving Lives with Connectivity: A Plan to Accelerate V2X

V2X communication supports the Safe System approach adopted by the DOT through the NRSS. The Safe System approach is a comprehensive approach that provides a guiding framework to make roads, streets, sidewalks, and other elements of the holistic system safer for all users.

The NRSS works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and to minimize harm caused to those involved when crashes do occur (Figure 1).

Under the NRSS, the DOT committed to advancing the use and deployment of V2X and other technologies to advance safer roadways. V2X technologies complement other safety countermeasures.

Technology advancements in vehicles and infrastructure have enabled incremental improvements in roadway safety. For example, the National Highway Traffic Safety Administration (NHTSA) estimates that 8,650 people died in the U.S. in traffic crashes in the first three months of 2024, a decrease of about 3.2% from 8,935 estimated fatalities during the same period in 2023. Despite eight consecutive quarters of decreasing fatalities since 2022, the goal continues to be zero deaths. A worrisome trend is a dramatic increase in pedestrian and bicycle fatalities. Pedestrian deaths in urban areas grew by 81 percent from 2013 to 2022. A broader, transformational approach, defined by the Safe System Approach in the NRSS, includes leveraging advanced technologies that can prevent or mitigate crashes. Opportunities exist to ensure connected V2X technologies are integrated into the transportation system. Not only can V2X technology save lives, but it can also enhance mobility, bolster efficiency, improve equity, and reduce negative environmental impacts. Accelerating V2X deployment based on secure by design principles is a crucial step to save lives while also protecting the confidentiality and integrity of V2X data and the availability of V2X communications.

Figure 1. Principles of a Safe System Approach
Source: DOT

Saving Lives with Connectivity: A Plan to Accelerate V2X

Attachment: 1 Final National V2X Deployment Plan (National V2X Deployment Plan)

Plan Overview

This document presents a plan to accelerate the deployment of V2X. The Plan sets the DOT's vision, aspirational goals, and milestones, and issues a call to action for stakeholders, including *government at all levels*, public agencies, and the private sector. The aspirational goals and targets do not imply a legislative/regulatory mandate or dedicated federal funding. Instead, the Plan provides a path that demonstrates Federal leadership and will allow government and industry to work together towards the same goals.

The Plan describes how deployments can start now and defines the specific actions needed across stakeholder groups. It also identifies support available from the DOT and other sources. This Plan provides stakeholders with vital information to accelerate investment, research, and deployment in V2X technologies and helps stakeholders plan near-term and mid-term priorities. This Plan helps agencies develop the required technical expertise and institutional capacity for future deployment needs by providing a list of resources and technical assistance. The Plan seeks to reduce uncertainty among all stakeholders working towards the vision of a nationwide, secure, interoperable V2X ecosystem. Reduction in stakeholder uncertainty includes the DOT advocating for wireless spectrum allocated specifically for V2X safety applications by the Federal Communications Commission (FCC).

> **V2X connectivity is a crucial, lifesaving tool in the safety toolbox ready to deploy now.**

In response to stakeholder inputs, the DOT will provide additional technical materials. The DOT will also provide ongoing technical assistance through peer-to-peer exchanges and online resources such as the Smart Community Resource Center. These (and other) DOT resources provide support and technical assistance to public and private sector V2X community members developing V2X deployment scenarios and associated roadmaps for products and services.

Notable DOT Actions for Accelerating V2X Deployment

The Plan builds from legacy and current DOT activities. Notable DOT actions initiated since August 2022, when the intelligent transportation systems (ITS) community emphasized a desire for federal leadership in interoperable connectivity at the First V2X Summit, are shown in Table 1.

Table 1. Notable DOT Actions Initiated Since August 2022

Demonstrating Federal Leadership
■ Held an inaugural summit in August 2022 to identify a path forward for V2X deployment. At the summit, stakeholders identified key issues and challenges impacting V2X deployment. Feedback from the summit underscored a desire within the ITS community for strong federal leadership toward interoperable connectivity. The DOT convened a second summit in April 2023 to report on progress and gather input for the development of a National V2X Deployment Plan. ■ Released the Draft National V2X Plan in October 2023 and received over 700 comments during the comment period. Finalized this National V2X Deployment Plan in response to stakeholder feedback and the need for strong federal coordination to show its commitment to using V2X to save lives and accelerate technology innovation and deployment to advance Departmental goals.

Resolving Regulatory Uncertainty

- Supported the National Telecommunications and Information Administration (NTIA) and FCC to expedite the granting of waivers of certain FCC rules to permit the immediate deployment of V2X technology, by allowing V2X technology to be used in the upper 30-megahertz portion (5.895-5.925 GHz) of the 5.850-5.925 GHz (5.9 GHz) band, prior to adoption of the final C-V2X-based rules. The FCC granted 14 waiver requests in April 2023, 17 waiver requests in August 2023, 8 waiver requests in November 2023, and 11 waiver requests in April 2024 to organizations, including State departments of transportation. As of April 2024, a total of 50 waivers has been granted.
- Continues to conduct spectrum testing to provide data to the FCC and NTIA to support the release of the FCC's Second Report and Order on cellular V2X (C-V2X) technology.
- Issued in November 2023 a formal withdrawal notice of a previous proposal to mandate Dedicated Short Range Communications (DSRC)-V2V communications technology in all new light vehicles, because DSRC will no longer be allowed in the 5.9 GHz band after a to-be-determined transition period.

Providing Technical Assistance and Resources to V2X Deployers

- Providing professional capacity building through the Connected Vehicle Deployer Resources. Resources include the Connected and Automated Vehicle Education (CAVe)-in-a-box kit.
- Operating the Technical Assistance and Equipment Loan program, which gives deployers the opportunity to borrow V2X equipment for testing to ensure it will work with their existing infrastructure. Deployers can email CAVSupportServices@dot.gov.
- Providing technical assistance to agencies for requesting waivers. In July 2023, the DOT provided support to multiple State and local agencies regarding filing a request for an FCC waiver.
- Creating a page on interoperable connectivity on the Smart Community Resource Center website that provides resources for V2X planners and deployers.
- Developing a fact sheet documenting federal funding opportunities available for V2X planning and deployment under the Bipartisan Infrastructure Law.
- Initiating the development of a V2X Deployer Resources document (expected 2024) to create actionable templates assisting State and local agencies in delivering standards driven V2X deployments.

Convening Stakeholders and Sharing Best Practices

- Established in November 2023 a V2X peer group of 27 States and local agencies to share lessons learned and insights.
- Participating in national coalition meetings focused on V2X deployment with other stakeholders, including the American Association of State Highway and Transportation Officials, ITS America, the Institute of Transportation Engineers, and 5G Automotive Association.
- Hosted summits, workshops, and online webinars in the development of this Plan.

Identifying Tested Day-One V2X Applications

- Gathering information on proven V2X applications for sharing with the V2X community through the Smart Community Resource Center.

Investing Federal Funds in V2X

- Invested $61.5 million in V2X technology research and deployment through the FHWA Turner Fairbank Highway Research Program over the last five years, with $12.5 million in follow-on research projects budgeted for FY24.
- Identified and promoted funding opportunities made available through the Bipartisan Infrastructure Law, including awards to seven Strengthening Mobility and Revolutionizing Transportation (SMART) and four Advanced Transportation Technology and Innovation (ATTAIN) grants that include V2X elements. Approximately $200 million in active, grant funded projects are underway now, including earlier Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grants.
- Initiated the Intersection Safety Challenge in April 2023 that incentivizes the innovative application of new and emerging technologies (such as V2X, artificial intelligence, advanced sensing) to identify and mitigate unsafe conditions involving vehicles and vulnerable road users at intersections.

U.S. Department of Transportation
Office of the Assistant Secretary for Research and Technology
Intelligent Transportation Systems Joint Program Office

Saving Lives with Connectivity: A Plan to Accelerate V2X

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The National V2X Deployment Plan

Vision

Enable a safe, efficient, equitable, and sustainable transportation system through the national, widespread deployment of secure, interoperable V2X technologies.

Mission

Accelerate the deployment of secure, interoperable V2X connectivity using the dedicated 5.895-5.925 GHz spectrum and other available spectrum through collaboration and coordination across federal government, the public sector, and private industry.

Goals and Targets

The DOT has established short-term, medium-term, and long-term roadmap of actions and steps that together are likely to lead to the achievement of the Plan's vision. No single goal or target is considered essential to achieving the vision of the plan. These are meant to illustrate a roadmap to achieve the vision. These aspirational goals and targets were informed by stakeholder inputs and engagements, DOT research and development activities, as well as industry trends and developments.

The DOT has defined three timeframes:

- Short-Term (2024 - 2028): Leading Deployers in Operation.
- Medium-Term (2029 - 2031): V2X Deployer Community Growth.
- Long-Term (2032 - 2036): Nationwide Secure, Interoperable V2X Deployed and Operational.

Figure 2 summarizes key elements of the National V2X Deployment Plan Roadmap.

Tables 2, 3, and 4 present the short-term, medium-term, and long-term goals, and corresponding targets, and responsible lead stakeholder group by strategic areas of Infrastructure Deployments, Vehicles, Spectrum, Interoperability, and Benefits and Technical Assistance.

Establishing goals for various timeframes will assist stakeholders in focusing on actions that can be taken now with the current state of knowledge and technology. Long-term outcomes can be influenced by external factors and continued technological and institutional developments. Due to inherent uncertainties, there is a need to regularly monitor and adjust these goals and targets.

The DOT has established milestones and targets in each of the goal areas as a call-to-action among all V2X stakeholders working towards the vision of this Plan. The DOT recognizes that realizing these milestones and targets will require commitment and investment from across the V2X community, not just from the DOT. In conjunction with the V2X community, the DOT intends to establish a more refined target criteria, baseline conditions, and a tracking capability for these milestones and targets, documented and shared through the Smart Community Resource Center.

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Secure Deployment: Cybersecurity and Privacy Principles

Successful V2X deployment requires cyber resilience so its communication services remain available and all users have confidence in the integrity of V2X data as well as trust in the confidentiality of data exchanged via V2X communications. This requires applying principles of secure by design — considering cyber and privacy risks at the outset and integrating cybersecurity principles when V2X is developed and deployed. Secure and resilient V2X depends on investment in cybersecurity and adopting a comprehensive approach to manage and reduce cyber risk.

Cybersecurity is critical to ensure V2X technologies — and the information they provide — can be used and are trusted through standard procedures to validate that information is correct. Secure V2X deployment includes ensuring Personally Identifiable Information (PII) is protected while also allowing parties to secure the data needed to advance a safe and efficient transportation system. Privacy of individuals must be considered and the collection and use of PII and potential PII must align to the purpose of the program. Participants must be informed of privacy practices and provided with understandable notice and provided options for consent. PII collected should be the minimum necessary for the purpose for which it is collected, maintained for the shortest time practical, and not used for any other reason than for which it was initially collected.

The DOT is cognizant that realizing secure V2X deployment requires implementing cybersecurity and privacy principles in a clear and practical way. The ITS Cybersecurity Research Program website documents DOT and modal agencies' resources. The DOT commits to developing and maintaining cybersecurity resources for the V2X community, as well as a detailed and testable definition of secure V2X deployment in support of this Plan.

Interoperable Deployment

Crucial to the V2X vision is the notion of interoperability – that is, that a diverse range of mobile, in-vehicle, and roadside devices can communicate ubiquitously, efficiently, and securely in a privacy-protected manner using multiple wireless communications technologies, wireless messages, open data formats, and standards. Interoperability allows people and goods to move seamlessly across borders, jurisdictional boundaries, and systems. V2X connectivity is envisioned as a cooperative system where technology operates as a single system despite various stakeholders, owners, operators, and equipment. Achieving interoperability requires close coordination across government and industry.

The DOT's standards and architecture includes the National ITS Reference Architecture, a resource that provides a framework for safe, secure, and effective interoperable systems. The National ITS Reference Architecture continues to be updated over time as technologies evolve and are deployed. The DOT is cognizant that testing and demonstration of interoperability must be concretely and precisely defined. The DOT commits to developing a detailed and testable definition of V2X interoperability in support of this Plan. The DOT also commits to defining and demonstrating successful V2X interoperability testing procedures.

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Benefits and Challenges

The National V2X Deployment Plan was created based on certain assumptions that could impact deployment. V2X is fundamentally cooperative technology where the large-scale benefits are a magnitude greater as a whole than in an individual system, which creates both opportunities and challenges. These high-level assumptions are highlighted below.

Benefits

Evidence of the benefits of V2X technologies has been widely documented. A compilation of benefits can be found in the ITS Deployment Evaluation website. Examples include:

> **V2X technology has the potential to improve safety and accessibility of all road users, including vulnerable road users and those with disabilities.**

- In 2017, NHTSA estimated that the implementation of two V2V safety applications using DSRC technology, Intersection Movement Assist (IMA) and Left Turn Assist (LTA), could prevent 439,000 to 615,000 crashes, 13 to 18 percent of the total reported crashes, and save 987 to 1366 lives annually when fully implemented. The estimated savings from these reduced crashes was $55 to 74 billion annually when fully implemented.

- The Tampa Hillsborough Expressway Authority (THEA) Connected Vehicle Pilot estimated that 21 potential pedestrian crashes were prevented with V2X and Pedestrian Collision Warning application.

- A study in Europe found that with V2X, traffic management and signal control can reduce CO_2 emissions by up to 16 percent. For an individual vehicle, an eco-driving application using V2X can provide an emissions reduction of almost 10 percent.

The Safety Pilot Model Deployment, the Connected Vehicle Pilots, and other precursor V2X deployments have demonstrated the feasibility and some benefits of V2X communication using DSRC. Based on these results, large-scale deployments with C-V2X and other communications technologies have the potential to provide a variety of benefits at a national level.

Spectrum Use Challenges

Wireless spectrum is limited and in great demand. Low-latency, safety-related applications will utilize the 30-megahertz portion (5.895-5.925 GHz) in the 5.9 GHz band reserved by FCC rule, while other applications will need to use other communication approaches, including solutions utilizing other spectrum. Various cellular communication-based approaches have been deployed; however, these may not be fully interoperable across multiple supplier ecosystems.

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Private Industry Participation Challenges

To deploy connectivity to save lives requires coordination both with vehicles and infrastructure. Original equipment manufacturers (OEMs) will decide the extent to which V2X devices — such as onboard units — are installed in new vehicles. OEMs may not all have uniform views on the business case to invest in V2X technologies, but they may collaborate with other members of the private sector, and public agencies deploying V2X infrastructure. Meanwhile, device manufacturers will likely seek to ensure that roadside units and onboard units are developed appropriately with standards to ensure interoperability and have them tested and certified so that deployers (OEMs and IOOs) have certainty about going forward successfully.

Public Agency Capacity and Funding Challenges

Public agencies vary in their readiness to deploy V2X technology. Some agencies lack expertise, institutional capacity, or funding; and/or are using legacy systems. These differences need to be considered to support a collaborative and coordinated approach. Federal funds and assistance are available to support eligible deployments, considering both capital and operational costs, but ultimately it is up to States, tribal governments, and local governments that own and operate roadway systems to plan, design, construct, operate, and maintain V2X deployments.

Documenting Benefits and Near-Term Successes

Secure, interoperable connectivity applications will continue to be developed with new use cases and innovations that build upon foundational technologies as well as deployment experience. In the near term, however, viable secure, interoperable connectivity deployments are needed to realize benefits and guide further development. The longer-term future possibilities are broader but will depend in part on achieving successes in the near term and the development of best practices, industry guidance, test procedures, and other components that support interoperability. The V2X benefits assessment will address impacts to all road users, including travelers with disabilities.

The DOT will focus future efforts on V2X applications with the highest near-term potential, cognizant of the challenges of extrapolating impacts to a broader range of operational and environmental constraints. The DOT will ensure near-term successes are packaged for maximum effectiveness in communication to both the V2X community and the general public.

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VISION

Enable a safe, efficient, equitable, and sustainable transportation system through the national, widespread deployment of secure, interoperable V2X technologies.

MISSION

Accelerate deployment of secure, interoperable V2X connectivity using the dedicated 5.895-5.925 GHz spectrum and other available spectrum through collaboration and coordination across federal government, the public sector, and private industry.

Short-Term Goals (2024–2028)

Infrastructure Deployments

- V2X deployed on 20% of National Highway System
- Top 75 metro areas have 25% of signalized intersections V2X enabled
- 12 interoperable, cybersecure deployments
- 20 grants in at least 10 states utilizing the 5.895-5.925 GHz band

Vehicles

- 2 Original Equipment Manufacturers (OEMs) commit to 5.895-5.925 GHz capable vehicles by 2028 model year

Spectrum and Interoperability

- 2 Security Credential Management System (SCMS) providers demonstrate interoperable security credentials management following secure by design principles
- 3 device suppliers and 2+ OEMs demonstrate interoperability
- FCC completes 2nd Report and Order on 5.9 GHz band

Benefits and Technical Assistance

- 3 benefit/cost case studies, including at least one focused on vulnerable road user safety
- 25 active Accelerating V2X Cohort members
- 10 regional secure, interoperable connectivity hands-on training events

Medium-Term Goals (2029–2031)

Infrastructure Deployments

- V2X deployed on 50% of National Highway System
- Top 75 metro areas have 50% of signalized intersections V2X enabled
- 25 interoperable, cybersecure deployments
- V2X installed in 40% of the nation's intersections

Vehicles

- 5 vehicle models are 5.895-5.925 GHz capable
- 3 active deployments generate Infrastructure Owner-Operator (IOO) data used by 2 OEM production vehicles
- 4 suppliers, 3 OEMs demonstrate secure, interoperable connectivity

Spectrum and Interoperability

- 5 V2X use cases demonstrated in the 5.895-5.925 GHz band
- 5 V2X use cases demonstrated **beyond** the 5.895-5.925 GHz band (i.e., other communications technologies, including network-based communications technologies)
- 20 public agencies demonstrate interoperability
- 2 providers utilize interoperable SCMS credentials
- 10 certified devices on the market

Benefits and Technical Assistance

- 6 use cases (2 involving vulnerable road users) document V2X safety benefits/costs
- 50 active Accelerating V2X Cohort members author progress report

Long-Term Goals (2032–2036)

Infrastructure Deployments

- V2X fully deployed on National Highway System
- Top 75 metro areas have 85% of signalized intersections V2X enabled, a majority of which feature vulnerable road user safety applications
- 50 interoperable, cybersecure deployments
- Secure, interoperable 5.895-5.925 GHz operations across 50 states
- V2X installed in 75% of the nation's intersections

Vehicles

- 6 OEMs have 5.895-5.925 GHz capable production vehicles for safety use cases
- 20 vehicle models are V2X capable

Spectrum and Interoperability

- 5 V2X use cases operational in the 5.895-5.925 GHz band in all 50 states
- 5 V2X use cases operational beyond the 5.895-5.925 GHz band in 5 states
- 20 certified devices dominate deployed V2X technology base

Benefits and Technical Assistance

- 10 deployments in operation for 5 years streaming benefits/cost data
- 75 active Accelerating V2X Cohort members sponsor pooled fund projects

Source: DOT

Figure 2. Key Elements of the National V2X Deployment Plan Roadmap

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Table 2. National V2X Deployment Plan by Strategic Focus Area[1] (Short-Term, 2024-2028)

Strategic Focus Area	Goals	Milestones / Targets	Stakeholders and DOT Roles
Infrastructure Deployments	▪ 20% of the National Highway System has V2X technology deployed for freeway-based applications ▪ Top 75 Metro areas[2] have 25% of their signalized intersections V2X-enabled	▪ 12 corridor/regional deployments[3] with demonstrated secure, interoperable V2X technologies ▪ 20 grants awarded across at least 10 states that include the use of the 5.895-5.925 GHz band	IOOs and their partners, primed by DOT seed funding/grants
Vehicles	▪ 5.895-5.925 GHz equipped vehicles from leading OEMs are either in production or with formalized commitment	▪ 2 OEMs have 5.895-5.925 GHz capable vehicles in production (or commit to do so by 2028 model year) ▪ 10 public fleet operators outfit vehicles with aftermarket safety devices	Private sector (OEMs, aftermarket safety device vendors) in coordination with public sector fleet operators
Spectrum	▪ 5.895-5.925 GHz spectrum finalized by the FCC with all rules/provisions in place, affirming a long-term spectrum commitment	▪ 5.9 GHz band final rules (FCC 2nd R&O) formally completed ▪ 2 V2X use cases demonstrated utilizing the 5.895-5.925 GHz band ▪ 2 V2X use cases demonstrated utilizing spectrum **beyond** the 5.895-5.925 GHz band (i.e., other communications technologies, including network-based communications technologies)	DOT supports the release of the FCC's Second Report and Order on C-V2X technology
Interoperability	▪ All standards required for interoperability in 5.895-5.925 GHz band published ▪ Initial standards and architecture extending interoperability beyond 5.895-5.925 GHz band established	▪ 3 device suppliers and 2 OEMs demonstrate interoperability among products in an operational deployment ▪ 2 SCMS providers demonstrate interoperable security credentials management following secure by design principles ▪ 5 certified devices on the market	Private sector, with DOT and IOO support
Benefits and Technical Assistance	▪ Provide technical assistance programs to help the V2X community design, build, operate, and maintain secure, interoperable V2X systems ▪ Secure by design principles codified in V2X-specific technical assistance ▪ Foundational educational materials, V2X benefit/cost case studies widely available	▪ 3 benefit/cost case studies, including at least one focused on vulnerable road user safety and benefits to travelers with disabilities ▪ 25 active members in Accelerating V2X Cohort spanning 10 states ▪ 10 regional secure, interoperable connectivity hands-on training events	DOT acts as clearinghouse, sponsors community-building activity

[1] *This table represents our reporting of the results of the many stakeholder engagements that occurred leading up to and during the development of this Plan.*

[2] *A Metropolitan Statistical Area (MSA) consists of one or more counties that contain a city of 50,000 or more inhabitants, or contain a Census Bureau-defined urbanized area (UA) and have a total population of at least 100,000 (75,000 in New England) (Ch13GARM.pdf (census.gov)).*

[3] *Each regional/corridor deployment spans a minimum of 300 miles of roadway (combined highway and surface street) and/or 300 intersections/interchanges.*

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Attachment: 1 Final National V2X Deployment Plan (National V2X Deployment Plan)

Table 3. National V2X Deployment Plan by Strategic Focus Area (Medium-Term, 2029-2031)

Strategic Focus Area	Goals	Milestones / Targets	Stakeholders and DOT Roles
Infrastructure Deployments	■ 50% of the National Highway System has V2X technologies deployed for freeway-based applications ■ Top 75 Metro areas have 50% of their signalized intersections V2X-enabled	■ 25 corridor/regional deployments with demonstrated secure interoperable V2X technologies ■ 40% of the nation's intersections have V2X technology installed across large, mid-size and rural communities	IOOs and their partners, leveraging Bipartisan Infrastructure Law (BIL) resources
Vehicles	■ Explore data-driven strategies that could effectively incentivize secure, interoperable systems and accelerated deployment ■ OEM production vehicles utilize IOO data ■ Secure, interoperable connectivity data exchanges support early use cases	■ 5 vehicle models are 5.895-5.925 GHz capable, including 2+ heavy/commercial vehicle models ■ 3 active deployments generate IOO data used by 2 OEM production vehicles ■ 4 suppliers, 3 OEMs demonstrate secure, interoperable connectivity	Private sector, in coordination with DOT
Spectrum	■ Use cases beyond 5.895-5.925 GHz spectrum are well-defined and shared widely ■ Cybersecurity methodologies are interoperable both within and beyond the 5.895-5.925 GHz band	■ 5 V2X use cases demonstrated utilizing the 5.895-5.925 GHz band ■ 5 V2X use cases demonstrated utilizing spectrum **beyond** the 5.895-5.925 GHz band (i.e., other communications technologies, including network-based communications technologies) ■ End-to-end SCMS capability demonstrated within and beyond the 5.895-5.925 GHz band	Private sector, with DOT and IOO support
Interoperability	■ Reference implementation for secure, interoperable connectivity developed and delivered ■ Reliable, scalable device certification processes utilized by multiple vendors.	■ 20 public agencies demonstrate secure, interoperable connectivity ■ SCMS credentials are in secure, active interoperable use from 2 providers ■ 10 certified devices on the market	Private sector, with DOT and IOO support
Benefits and Technical Assistance	■ Report published documenting the cost-benefit of investing in V2X technology, including operational and maintenance costs ■ ITS community delivers a plan update on its progress towards national deployment	■ 6 use cases (2 involving vulnerable road users) document V2X safety benefits/costs ■ 50 active members of DOT Accelerating V2X Cohort author progress report, spanning 25 states	DOT acts as clearinghouse, facilitates community

Attachment: 1 Final National V2X Deployment Plan (National V2X Deployment Plan)

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Table 4. National V2X Deployment Plan by Strategic Focus Area (Long-Term, 2032-2036)

Strategic Focus Area	Goals	Milestones / Targets	Stakeholders and DOT Roles
Infrastructure Deployments	■ V2X secure, interoperable connectivity deployed widely, seen as a fundamental element of system operations, and functions within a mature ecosystem featuring all stakeholders ■ The National Highway System is fully deployed for freeway-based applications ■ Top 75 Metro areas have 85% of signalized intersections V2X-enabled, a majority of which feature vulnerable road user safety applications	■ 50 corridor/regional deployments with demonstrated secure interoperable V2X technologies ■ Secure, interoperable 5.895-5.925 GHz operations demonstrated across 50 states ■ 75% of the nation's intersections have V2X technology installed across large, mid-size and rural communities	IOOs and their partners, leveraging program funding
Vehicles	■ Adoption of secure, interoperable connectivity by infrastructure owners/operators and OEMs is widespread	■ 6 OEMs have 5.895-5.925 GHz capable production vehicles employing safety-related use cases ■ 20 vehicle models are 5.895-5.925 GHz capable, including 12+ heavy/ commercial vehicle models	Private Sector (OEMs) and their partners
Spectrum and Interoperability	■ Interoperability realized for use cases both within and beyond the 5.895-5.925 GHz spectrum ■ Reference implementation for secure, interoperable connectivity enhanced and maintained ■ Certified devices dominate dynamic V2X technology base ■ Cybersecurity is interoperable both within and beyond the 5.895-5.925 GHz band and across applications	■ 5 V2X use cases operational in the 5.895-5.925 GHz band in all 50 states ■ 5 V2X use cases operational in spectrum beyond the 5.895-5.925 GHz band in 5+ states ■ 20 certified devices dominate deployed V2X technology base ■ 10 deployments feature interoperable SCMS capability both within and beyond the 5.895-5.925 GHz band and across applications	Industry acts as champion for the V2X community
Benefits and Technical Assistance	■ National benefits and costs pipeline established drawing on data streaming from operational systems	■ 10 deployments in operations for 5+ years streaming benefits and cost data ■ 75 active members of DOT Accelerating V2X Cohort sponsor ongoing pooled fund projects spanning 45 states	DOT acts as clearinghouse for benefits, costs, and technical assistance, partners with pooled fund partners

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Attachment: 1 Final National V2X Deployment Plan (National V2X Deployment Plan)

Key Focus Areas Enabling Secure, Interoperable V2X Deployment

Figure 3 illustrates key focus areas that enable successful interoperable and cybersecure V2X deployments.

Systems Engineering Processes

Critical for risk management and ensuring the right system is being developed to meet transportation needs.

Wireless Technologies

Need to utilize current licensed (5.895-5.925 GHz, cellular, satellite) and unlicensed (Wi-Fi) spectrum and stay abreast of future advancements.

Standards & Architecture

Protocols for transmitting and processing messages need to be defined clearly and with documented specifications.

Cybersecurity

A cybersecurity profile must be maintained that enables planned interoperable connectivity deployment.

Trust & Credential Management

A Security Credential Management System is needed to authenticate and sign messages to establish trust.

V2X Certification

Devices must be tested to ensure conformity to key industry standards, requirements, and functionality.

Policies

Evolving policies include standards, communications, security, privacy, data governance, and accessibility/equity in deployment.

Spectrum Governance

The licensed ITS band and additional spectrum options may be governed differently.

Outcome / Benefit Framework

The network effect and the technology adoption life cycle are critical factors for advantageous benefit/cost ratios.

Figure 3. Key Focus Areas Enabling Secure, Interoperable V2X Deployments

Source: DOT

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V2X Community Stakeholders and Potential Actions

Stakeholder groups, including automotive OEMs and IOOs, came together to present a vision for V2X deployment, as shown in a call to action prepared by ITS America and released in April 2023. These collaborations are important to facilitate peer exchange and to present cross-industry perspectives to those who may not regularly interact with IOOs or OEMs. The collective voice of deployers plays an important role in conveying their willingness and desire to deploy. It also shows the growing market potential for industry to address and innovate.

Achieving the goals laid out in this Plan depends on collaboration with multiple stakeholders. No one group can achieve these goals on their own. This section identifies major stakeholder groups (see Figure 4) and roles to clarify expectations, encourage dialogue, and coordinate activities. This framework is not an exhaustive list but shows examples of key roles and responsibilities. Stakeholders are encouraged to openly share their perspectives, plans, and commitments. There is a need for collective action to deploy V2X connectivity.

Table 5 shows potential actions for major stakeholder groups.

Non-Federal Public Sector
- Transit operators
- States, local governments, tribes, and public agencies
- Law enforcement

Federal Agencies
- DOT
- FCC
- NTIA

Automotive Industry
- OEMs
- Automotive suppliers
- Auto Information Sharing and Analysis Center

Other Private Sector
- App developers
- Freight and fleet operators
- Service providers
- ITS equipment / software vendors
- Design / integration / deployment consultants
- Security credential providers
- Communications providers, including mobile network operators
- Insurers

Professional Associations and Organizations
- Test certification providers
- Standards development organizations
- Trade and industry associations

Source: DOT

Figure 4. V2X Community Stakeholder Groups

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Attachment: 1 Final National V2X Deployment Plan (National V2X Deployment Plan)

Table 5. Potential Actions for Major Stakeholder Groups

DOT

Provide federal leadership by hosting events and documenting a national vision and action plan for deployment.

Provide seed funding and investment to accelerate V2X deployments.

- Launched a new financial assistance program focused on V2X investment in 2023.
- Promote use of discretionary grant programs like ATTAIN, SMART, and SS4A grants to launch V2X deployments that address cyber risk per DOT discretionary grant Critical Infrastructure Security and Resilience (CISR) requirements.

Convene and facilitate stakeholders to share information / best practices.

- Establish an Accelerating V2X Cohort and document benefits, costs, and lessons learned.
- Fund detailed technical assistance training at conferences, annual meetings, and regional events.
- Operate training and equipment loan programs.
- Fund the Connected and Automated Transportation Coalition program.
- Update websites and the Smart Community Resource Center.
- Foster emerging V2X technology addressing vulnerable road user safety and multi-modal use cases.
- Enable interoperability through coordination with stakeholder groups and standards-related activities.
- Organize and deliver a V2X community event in 2024, specifically providing a venue for states and private industry to register their commitments to actions aligned with the Plan.

Provide support for standards, architecture, and testing to accelerate interoperability.

- Conduct additional spectrum testing to provide data to FCC/NTIA for consideration by FCC in their Second Report and Order on C-V2X.
- Explore data- driven strategies that could effectively incentivize secure interoperable systems and accelerated deployment.
- Assess rules and guidance to ensure alignment with the Plan.

FCC

Work with DOT and industry to determine rules for use of 30 megahertz spectrum allocation to ITS services in 5.895-5.925 GHz band.

NTIA

Coordinate and convey federal (DOT) transportation perspective and interests in spectrum decisions and rules to FCC.

OEMs

Develop, test, and deploy secure interoperable V2X safety applications.

- Initiate deployment of C-V2X technology and safety applications in new vehicles of all types (including fleet vehicles).
- Deploy secure interoperable safety and non-safety applications utilizing 5.895-5.925 GHz and other spectrum approaches.
- Actively partner with IOOs to enable national rollout of secure interoperable applications in production vehicles.
- Support precompetitive Research and Development (R&D) and standardization.
- Collaborate on message sets and standards for interoperability.
- Provide sustained input to FCC regarding impact of V2X technologies.

Automotive Suppliers

Develop secure V2X-enabled vehicle components and applications for OEMs to include in production vehicles.

Support precompetitive R&D and standardization.

Collaborate on message sets and standards for interoperability.

States, Local Governments, Tribes, and Public Agencies

Update investment and transportation plans to include V2X technology.

Deploy and operate secure interoperable, cybersecure infrastructure-based V2X technologies and applications.

- Leverage federal seed funding to inform and test interoperability.
- Collaborate on message sets and standards for interoperability.
- Work with local emergency services, transit, school bus, and other public sector vehicle fleets to enhance vehicle participation.
- Ensure interoperability is a routine element of state long-range and Metropolitan Planning Organization (MPO) plans.
- Participate in national events to remain up-to-date on V2X technology.

Transit Operators

Deploy and operate on-board and center-based V2X applications to enhance transit safety, efficiency, and performance.

Freight Operators

Deploy V2X applications that provide internal return-on-investment, including safety and efficiency applications and driver support.

App Developers

Design and develop applications that utilize connectivity.

Service Providers

Develop and operate supporting services that enable secure interoperable connectivity applications.

ITS Equipment/Software Vendors

Develop infrastructure-based components and software to fulfill public agencies' secure interoperable connectivity needs.

Design/Integration/Deployment Consultants

Provide support for public agencies to design, procure, integrate, and deploy solutions for secure interoperable connectivity.

Security Credential Providers

Provide security credential-related services (i.e., SCMS, certificates) to enable trust among interoperable connectivity entities and applications.

Test Certification Providers

Provide testing and certification services to enable trust in secure interoperable connectivity component functionality, performance, and standards conformance.

Standards Development Organizations

Develop standards to realize interoperability and support cooperative applications.

Trade and Industry Associations

Provide industry stakeholder feedback to inform DOT and provide expertise.

Communications Providers

Build, operate, and maintain private communications networks to provide communications services to customers.

Attachment: 1 Final National V2X Deployment Plan (National V2X Deployment Plan)

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Future DOT Actions and Support

To successfully accelerate this technology deployment to save lives and advance national goals, the U.S. needs to develop the workforce and skills critical to growing these systems. Growing the knowledge and skills of professional staff within public agencies is critical. One way would be to assess internal organizational capacities, gaps, and needs to plan a deployment that is tailored to their community.

The DOT will coordinate resources from across operating agencies and offices *(including the Federal Highway Administration [FHWA], the Intelligent Transportation Systems Joint Program Office [ITS JPO], Federal Transit Administration [FTA], Federal Motor Carrier Safety Administration [FMCSA], and NHTSA)* to support the deployment of V2X technologies by public agencies and tribal governments. Table 6 provides a non-exhaustive list of resources and technical assistance the DOT will offer to ensure the U.S. leverages connectivity to save lives.

Table 6. Examples of DOT-Sponsored Activities from Research to Deployment

Technical	Stakeholder Engagement	Professional Capacity Building
■ Funding ■ Mapping tool and technical support ■ Architecture and standards development support ■ Wireless interference testing ■ Research on cybersecurity needs, connected vehicle analysis, modeling, simulations, and digital infrastructure ■ Project evaluation tools (and decision support resources) ■ V2X technical assistance and supporting documentation	■ Conduct summits and workshops to provide updates on the National V2X Deployment Plan and sharing information and best practices ■ Document best practices ■ Supporting pooled fund studies ■ Coordination with DOT modal administrations and federal agencies ■ Stakeholder engagement with industry associations	■ Training ■ Help desk ■ Equipment loan program ■ Cohorts and peer exchange programs ■ Smart Community Resource Center

The DOT will develop V2X technical assistance and supporting documentation to provide deployers with a convenient and informative resource on the technical aspects of secure, interoperable connectivity. These materials will point to sources of more detailed technical information so that deployers can more easily find what they need to plan, develop, and operate secure, interoperable V2X deployments, as well as engage with the supporting technical working groups to share innovations and experiences. The technical assistance and supporting documentation will be kept up to date over time with regularly updated content on the Smart Community Resource Center.

The Accelerating V2X Cohort was chartered in 2023 and serves as a community of practice of active deployers working together to accelerate the adoption and deployment of secure, interoperable V2X technologies. As part of the cohort, members are encouraged to share their experiences, challenges, best practices and documentation for the purpose of addressing technical implementation questions among cohort members.

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The DOT also encourages the broader deployment community to be aware of other activities that can inform deployment planning and implementation and consider upcoming and longer-term innovations. For example, the DOT sponsors V2X testing events in locations around the country that can be used by state and local transportation agencies to conceptualize, validate, and refine V2X technologies.

Conclusion

This National V2X Deployment Plan outlines a vision and path to deployment of improved connectivity for a safer, more efficient transportation system. Past research and deployments show the promises of V2X technology. The need for action is urgent in order to realize these benefits today. V2X is fundamentally a cooperative technology where the large-scale benefits are a magnitude greater as a whole than in an individual system, and through this Deployment Plan, the Department is leading efforts to accelerate the use of V2X to benefit the nation and the traveling public. Achieving and sustaining interoperability is necessary to fully realize the benefits across a nation where vehicles and travelers span cities, states, counties, federal, and tribal lands. The DOT, public agencies, the private sector, and transportation operators must work together to shape the direction of the future. The DOT remains committed to supporting and advancing the deployment of V2X technologies that enable the vision of a future with zero deaths or serious injuries.

> **V2X technology can improve safety on a national scale, and the time to invest is now.**

V2X connectivity is an important transformational technology that not only advances safety but also enhances mobility, bolsters efficiency, improves equity, and reduces negative environmental impacts. Accelerating V2X deployment now is a crucial step toward saving lives with connectivity (see Figure 5).

With this Plan, the DOT seeks a better transportation future.
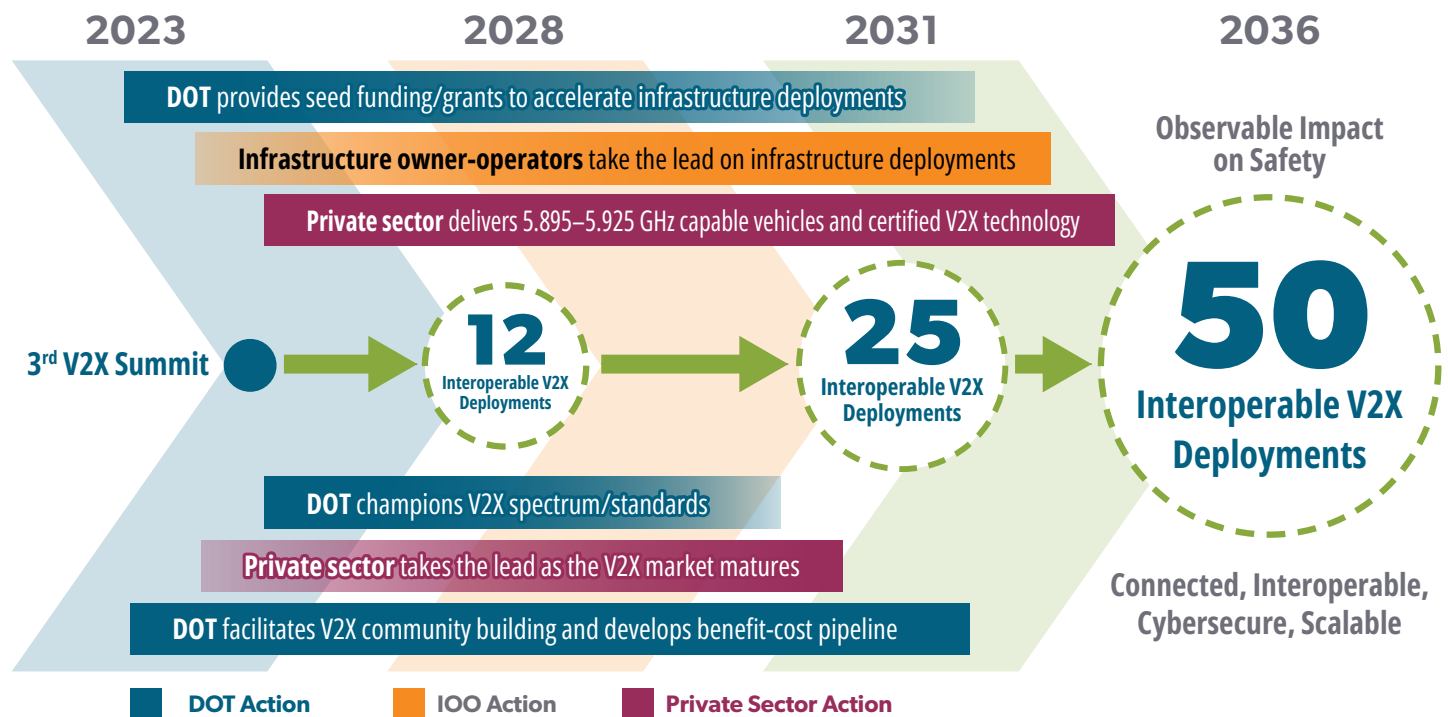
Figure 5. Strategic, Coordinated Actions of Key Stakeholders Create Momentum Towards Secure, Interoperable V2X Deployments

Source: DOT

Saving Lives with Connectivity: A Plan to Accelerate V2X D[...]

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
From:	Roland Ok, Planning Supervisor (213) 236-1819, ok@scag.ca.gov	*Kome Ajise*
Subject:	Broadband Last Mile Project Assessment	

RECOMMENDED ACTION:
Receive and File

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 3: Spur innovation and action through leadership in research, analysis and information sharing. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:
On June 29, 2023, the California Public Utilities Commission (CPUC) approved SCAG's application for Local Agency Technical Assistance (LATA) grant funding to conduct a Last Mile Project Assessment for the SCAG region. The Regional Council authorized acceptance of the grant through adoption of Resolution No. 23-657-1 on July 6, 2023. This staff report provides an update on the progress of work completed to date, including the identification of three opportunity zones for technical research, market analysis, and development of high-level designs for last mile infrastructure. These opportunity zones are within the cities of Avalon, Port Hueneme, and Ontario.

BACKGROUND:
The California Public Utilities Commission (CPUC) Local Agency Technical Assistance (LATA) Program is a grant initiative that supports tribes and local agencies in California in their efforts to expand broadband service to unserved and underserved areas. The program was established by the CPUC in accordance with Senate Bill 156. LATA has a budget of $50 million for grants, including a $5 million set-aside specifically for tribes. The grants provided through this program are intended to fund technical assistance and planning work that will facilitate high-speed broadband infrastructure projects.

On June 29, 2023, the CPUC approved SCAG's application to conduct a Last Mile Project Assessment. The Regional Council authorized acceptance of the grant through adoption of Resolution No. 23-657-1 on July 6, 2023. Since receiving the grant, SCAG has engaged the consulting

firm Burns and McDonnell to help advance the project. The primary objective under the CPUC LATA Program is to support preconstruction expenses to provide high-speed connectivity to unserved and underserved communities. Therefore, through this project, SCAG will identify three opportunity zones across three distinct jurisdictions within the region for comprehensive technical research, market analysis, and the development of high-level designs for last mile infrastructure. In accordance with the grant objectives, SCAG is prioritizing communities with unserved, underserved, or unaffordable internet access, particularly areas with high concentrations of low-income households, students facing connectivity challenges, senior citizens, and those experiencing difficulties accessing public safety services and other essential needs.

Key portions of the scope of work for the Last Mile Project Assessment Project include but are not limited to:
- GIS Analysis
- Interviews with Local Jurisdictions
- Public Outreach
- Broadband Infrastructure Existing Conditions Analysis
- Market Assessment Report
- Route Determination Report
- Last Mile Design for Local Jurisdictions

WORK EFFORTS TO DATE:
To date, SCAG has conducted high-level GIS analysis to determine potential opportunity zones. The assessment uses the following data sets:
- Broadband score developed by CPUC
- Household income data
- Poverty data
- Population Density
- Federal Communications Commission (FCC) Broadband Data
- CalEnviroScreen

Based on the analysis, SCAG has been conducting one-on-one interviews with local jurisdictions. In accordance with CPUC guidelines, SCAG must not engage with local jurisdictions that have been awarded a LATA grant, except for coordination purposes. Additionally, SCAG must refrain from superseding the efforts of local jurisdictions or developing any work products that result in unnecessary or redundant networks.

The objective of the one-on-one interviews is to identify three local jurisdictions to collaborate with, specifically those that meet the following criteria:

- Local jurisdictions that applied for and were rejected from the LATA grant.

- Local jurisdictions that have demonstrated a commitment to bridging the digital divide by undertaking one or more of the following actions:
    - Prior experience or efforts to expand or implement broadband infrastructure.
    - Development of a digital equity plan, broadband master plan, or strategic plan.
    - Applications for other grants beyond LATA, such as:
        - Affordable Connectivity Program (ACP)
        - CPUC's Last Mile Federal Funding Account (FFA) Program
        - California Advanced Services Fund (CASF) Grant Programs
    - Engagement in the California Digital Equity Planning process.
    - Participation in the Federal/California Broadband Equity, Deployment, and Access Program input process.
    - Identified a potential opportunity area that is unserved, underserved, or unaffordable in terms of broadband services, with the potential to serve:
        - Low-income households
        - Children/students affected by the digital divide
        - Areas with inadequate reception/services that may hinder access to public safety (e.g., emergency calls)
    - The area can support a minimum broadband speed of 100/20 Mbps.

From both the technical analysis and the one-on-one interviews, staff have identified three opportunity zones within which to pursue the next phase of the project, which is to conduct detailed analysis and develop high-level designs for last mile infrastructure. The three local jurisdictions and associated findings are summarized below.

- City of Avalon
    - Public safety issues – inability to connect to 9-1-1 and/or contact family members.
    - Affordability issues – cheapest plan is $50+ dollars.
    - Slow speeds.
        - Students had to go to city hall to take exams during COVID.
        - Tourism impacts, as adequate Wi-Fi speed is considered an affected amenity.
        - Support letters from Assemblymember Lowenthal for broadband grants.

- City of Ontario
    - Applied for and was rejected from the LATA grant.
    - Dedicated IT/broadband staff to execute project.
    - Areas with low-income populations/schools.

- City of Port Hueneme
    - Applied for and was rejected from the LATA grant.

- o Opportunity Area (Hueneme Bay), high concentration of senior population.
  - Vocal support from residents.
  - Area of concern identified and considered high-priority area in Port Hueneme Broadband Master Plan.

NEXT STEPS:

With the identification of the three project areas, SCAG staff will initiate public outreach and technical work efforts listed previously. Staff will continue to provide updates to the Transportation Committee at key milestones as the technical work continues.

FISCAL IMPACT:

Work associated with this item is included in the FY 24-25 Overall Work Program (OWP) Task 100-4901.02 CPUC LATA Last Mile Services.

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC) Regional Council (RC)	
From:	Nancy Lo, Associate Regional Planner (213) 236-1899, lo@scag.ca.gov	*Kome Ajise*
Subject:	Approval of 2025 Federal Transportation Improvement Program (FTIP) and Amendment 1 to Connect SoCal 2024	

RECOMMENDED ACTION FOR TC:
Recommend that the Regional Council (RC) approve the 2025 Federal Transportation Improvement Program (FTIP) and Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy Amendment 1.

RECOMMENDED ACTION FOR RC:
Approve the 2025 Federal Transportation Improvement Program (FTIP) and Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy Amendment 1.

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:
As the metropolitan planning organization (MPO) for the region, the Southern California Association of Governments (SCAG) is responsible for developing and maintaining the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP) in cooperation with the State Department of Transportation (Caltrans), the county transportation commissions, and public transit operators. SCAG, working in cooperation with its stakeholders, developed the proposed final 2025 FTIP and proposed final Amendment 1 to the Connect SoCal 2024 (2024 RTP/SCS). The 2025 FTIP is a multimodal list of capital investment projects totaling over $38.8 billion in programming and contains over 1,100 projects covering a six (6) year period. The county transportation commissions are principally responsible for prioritizing and determining the projects that go into their respective county Transportation Improvement Programs (TIPs) to be included in the FTIP.

On July 12, 2024, SCAG released the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1, including the associated transportation conformity analyses, for a 30-day public review and comment period spanning July 12, 2024, through August 12, 2024. The draft 2025 FTIP received 21

comments: five general and 16 project specific. The draft Connect SoCal 2024 Amendment 1 received eight comments: one on demographics and growth forecast, one general and, six project specific. No comment affects transportation conformity analyses.

In order to meet a statewide deadline and given the absence of Transportation Committee (TC) and Regional Council (RC) meetings in October 2024, SCAG staff seeks the TC's recommendation for RC to approve the 2025 FTIP and Connect SoCal 2024 Amendment 1, including the associated transportation conformity determinations (through the Energy and Environment Committee) and then subsequently for RC to approve the 2025 FTIP and Connect SoCal 2024 Amendment 1, including the associated transportation conformity determinations.

BACKGROUND:

SCAG is the federally designated metropolitan planning organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and RTP/SCS in cooperation with Caltrans, the county transportation commissions, and public transit operators. Both the FTIP and RTP/SCS are generally developed through a "bottom-up" approach.

Over the past several months, SCAG staff worked in consultation and continuous communication with the county transportation commissions throughout the region to develop the proposed final 2025 FTIP. The proposed final 2025 FTIP is a programming document totaling $38.8 billion in programming and containing over 1,100 projects covering a six-year period. The proposed final 2025 FTIP includes 25 projects for Imperial County programmed at $39.5 million; 670 projects for Los Angeles County programmed at $22.2 billion; 66 projects for Orange County programmed at $1.6 billion; 135 projects for Riverside County programmed at $8.1 billion; 132 projects for San Bernardino County programmed at $5.4 billion; and 99 projects for Ventura County programmed at $1.3 billion.

The 2012 federal transportation authorization legislation, Moving Ahead for Progress in the 21st Century (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of federal transportation funds. The Fixing America's Surface Transportation (FAST) Act, and the most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), continue to carry forward these performance-based planning requirements. To provide a quantitative basis for evaluating progress toward achieving these seven national goals, MAP-21 also required the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to develop a corresponding set of performance measures and performance targets. To incorporate the new federal performance requirements into the FTIP, SCAG is required to show (1) that the FTIP "makes progress towards achieving [the region's] performance targets" and (2) that the FTIP includes, "to the maximum

extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets."

In July 2020, SCAG's RC adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. As a precursor to addressing equity in FTIP programming, some fund sources—such as Senate Bill 1 (SB 1, Beall, Chapter 5, Statutes of 2017) and SCAG-selected Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Surface Transportation Block Grant (STBG) funded programs—have included equity-related requirements and continue to integrate more substantive equity criteria to award funding. The 2025 FTIP includes more advanced database analytics combined with spatial analysis that evaluate investments across the region and are focused in under resourced or underserved areas. SCAG has initiated an FTIP mapping tool through the updated e-FTIP database to capture the location and extent of all projects including non-modeled (exempt) projects. Any changes SCAG staff make to the FTIP process involving equity will continue to be done in collaboration with the county transportation commissions.

Concurrent with the proposed final 2025 FTIP, staff has also developed the proposed final Amendment 1 to Connect SoCal 2024. Connect SoCal 2024 Amendment 1 serves as a consistency amendment to the 2025 FTIP and allows for changes to long-range RTP/SCS projects in addition to changes to state and local highway, transit, and passenger rail projects currently in the 2023 FTIP that will be carried forward as part of the 2025 FTIP. In summary, Amendment 1 consists of 351 project modifications. Of these, 15 projects have been deleted and 21 new projects have been added. Despite project modification, deletions, additions, Connect SoCal 2024 with Amendment 1 remains financially constrained per federal fiscal constraint requirements (23 U.S.C. § 134(i) (2)(E)).

The projects contained within the proposed final 2025 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of performance measure targets. These targets will be achieved through the implementation of investment priorities, which is achieved through the programming of transportation projects in the 2025 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

Of the over 1,100 projects in the proposed final 2025 FTIP, 27 projects are new projects. All projects in the 2025 FTIP satisfy all five transportation conformity requirements (which are discussed below) including financial constraint. Note that recommending approval of transportation conformity falls within the purview of and thus will come from the Energy and Environment Committee.

Connect SoCal 2024 Amendment 1 and the 2025 FTIP must meet the following five (5) required transportation conformity tests:

1. Consistency with the Adopted 2024 RTP/SCS (For FTIP only) (23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis (40 CFR, Sections 93.109, 93.110, 93.118, and 93,119)
3. Timely Implementation of Transportation Control Measures (TCMs) (40 CFR, Section 93.113)
4. Financial Constraint (40 CFR, Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement (40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

On July 12, 2024, SCAG released the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1, including the associated transportation conformity analyses, for a 30-day public review and comment period spanning July 12, 2024, through August 12, 2024. SCAG held two public hearings on July 23, 2024, and on July 30, 2024. The draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 was posted on SCAG's website and noticed in major county newspapers including in Chinese, Korean, Vietnamese, and Spanish newspapers. In summary, the draft 2025 FTIP received 21 comments: five general and 16 project specific. The draft Connect SoCal 2024 Amendment 1 received eight comments: one on demographics and growth forecast, and one general and, six project specific. No comment affects transportation conformity analyses.

As required by California State Statute Assembly Bill 1246 (Statutes of 1976, Chapter 1333), a formal consultation meeting between SCAG, the county transportation commissions, and Caltrans was held on August 16, 2024.

To meet a statewide deadline and given the absence of Transportation Committee (TC) and Regional Council (RC) meetings in October 2024, SCAG staff seeks the TC's recommendation for RC to approve the 2025 FTIP and Connect SoCal 2024 Amendment 1 and then subsequently for RC to approve the 2025 FTIP and Connect SoCal 2024 Amendment 1. On a separate but parallel track, SCAG staff seeks the Energy and Environment Committee's recommendation that RC approve the associated proposed final transportation conformity determinations and then RC approval at their meeting on September 5, 2024. After RC approvals, federal approval of the 2025 FTIP and Connect SoCal 2024 Amendment 1 is expected to occur by December 2024. Once approved by the federal agencies, the 2025 FTIP and Connect SoCal 2024 Amendment 1 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation.

The proposed final 2025 FTIP is accessible at: 2025 FTIP - Southern California Association of Governments (https://scag.ca.gov/2025-ftip).

The proposed final Connect SoCal 2024 Amendment 1 is accessible at: Connect SoCal - Southern California Association of Governments (https://scag.ca.gov/connect-socal).

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2024-2025 Overall Work Program (010.0170.01: RTP Amendments, Management, and Coordination and 030.0146.02: Federal Transportation Improvement Program).

ATTACHMENT(S):

1. Resolution No. 24-667-2 Connect SoCal 2024 Amendment 1
2. Resolution No. 24-667-3 2025 FTIP
3. 2025 FTIP and Connect SoCal 2024 Amendment 1 Comments and Responses

RESOLUTION NO. 24-667-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 1 TO CONNECT SOCAL 2024 AND ITS CORRESPONDING CONFORMITY DETERMINATIONS

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code (Government Code) section 6502 *et seq.*;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, pursuant to Title 23, United States Code (U.S.C.) section 134(d) *et seq.*;

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves the preparation and update every four years of a Regional Transportation Plan (RTP) pursuant to Title 23, U.S.C. section 134 *et seq.*, Title 49, U.S.C. section 5303 *et seq.*, and Title 23, Code of Federal Regulations (C.F.R.) section 450 *et seq.*;

WHEREAS, SCAG is the multi-county designated transportation planning agency under state law, and as such is responsible for preparing, adopting, and updating every four years the RTP and Sustainable Communities Strategy (SCS) pursuant to Government Code section 65080 *et seq.*;

WHEREAS, pursuant to Senate Bill 375 (Steinberg, 2008) as codified in Government Code section 65080(b) *et seq.*, SCAG prepared an SCS as a component of the RTP document that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as determined by the California Air Resources Board (CARB);

WHEREAS, CARB set the per capita GHG emission reduction targets from automobiles and light trucks for the SCAG region at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035;

WHEREAS, Connect SoCal 2024 must be consistent with all other applicable provisions of federal and state law including but not limited to: (1) The Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94, December 4, 2015) and the Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112-141); (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C; (3) Government Code section 65080 *et seq.*; Public Utilities Code sections 130058 and 130059; and Public Utilities Code section 44243.5; (4) 174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. sections 7504 and 7506(c) and (d)] and the United States Environmental Protection Agency (US

EPA) Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93; (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. section 324; (6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. section 12101 *et seq.*) and accompanying regulations at 49 C.F.R. sections 27, 37, and 38; (8) Senate Bill 375 (Steinberg, 2008) as codified in Government Code section 65080(b) *et seq.*; and

WHEREAS, in nonattainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), must make a conformity determination on the RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the applicable State Implementation Plan (SIP); and

WHEREAS, transportation conformity of the RTP is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures (TCMs), (3) interagency consultation and public involvement, and (4) financial constraint; and

WHEREAS, on April 4, 2024, the SCAG Regional Council adopted the 2024-2050 RTP/SCS (also referred as Connect SoCal 2024), including the associated transportation conformity determination, and on May 10, 2024, FHWA and FTA, in coordination with US EPA Region 9, determined that the 2024-2050 RTP/SCS conforms to the applicable SIPs; and

WHEREAS, SCAG has received requests from the local county transportation commissions (CTCs) for additional project additions or modifications to the Connect SoCal 2024 and 2025 FTIP; and

WHEREAS, 23 U.S.C. section 134(j)(3)(C) requires projects in the 2025 FTIP to be consistent with Connect SoCal 2024; and

WHEREAS, the regional emissions analyses for the 2025 FTIP are identical to the regional emissions analyses for the 2024-2050 RTP/SCS. The regional emissions analyses used the EMFAC2021 model developed by CARB and approved by US EPA for regional transportation conformity analysis in California on November 15, 2022 and applied the interim off-model adjustment factors that were developed by CARB and approved by US EPA on May 26, 2023 for MPOs to use for regional transportation conformity determinations. Furthermore, the regional emissions analyses for all applicable transportation-related criteria pollutants and precursors meet all applicable emission budget tests or interim emission tests (build/no-build test) for all milestone, attainment, and planning horizon years in all nonattainment and maintenance areas; and

WHEREAS, pursuant to 23 C.F.R. section 450.330(e) and 40 C.F.R. Parts 51 and 93, the TCM project categories and strategies identified in the applicable SIPs in the SCAG region were given

funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome; and

WHEREAS, on June 6, 2024, SCAG's Regional Council authorized the release of the draft Amendment 1 to the 2024 Connect SoCal (herein referred to as "Amendment 1" or "Amendment") for a 30-day public review and comment period; and

WHEREAS, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website on July 12, 2024; public notices were emailed to regional stakeholders; the draft Amendment 1 was made available on SCAG's website; and copies were provided for review throughout the region by special request; and

WHEREAS, to the extent that SCAG has received any written comments on the draft Amendment 1, those comments have been responded to, and those comments along with responses are summarized in the final version of the Amendment; and

WHEREAS, SCAG has engaged in the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. section 134(c) (3) and 23 C.F.R. section 450.312; and

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. section 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, discussion of the draft conformity finding before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) throughout the Amendment development process; and

WHEREAS, the Amendment 1 includes a financial plan identifying the financial impact of the changes contained in the Amendment 1; and

WHEREAS, the Amendment 1 contains a positive transportation conformity determination. Using the final motor vehicle emission budgets submitted by ARB and found to be adequate or approved by the US EPA, this conformity determination is based upon staff's analysis of the applicable transportation conformity tests; and

WHEREAS, the conformity analysis of Amendment 1 has been conducted simultaneously with that for the 2025 FTIP in order to address the consistency requirement of federal law; and

WHEREAS, the transportation conformity analyses and determinations of the proposed final 2025 FTIP and the proposed final Amendment 1 were considered by SCAG's Energy and Environment Committee (EEC). At its September 5, 2024, meeting SCAG's EEC approved staff's recommended action that the Regional Council approve the transportation conformity determinations of the proposed final 2025 FTIP and the proposed final Amendment 1 and direct staff to submit to the FHWA and FTA; and

WHEREAS, SCAG's Regional Council has reviewed the Amendment 1 and related staff reports and materials, which are incorporated herein by this reference.

NOW, THEREFORE BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments, as follows:

1. The Regional Council approves Amendment 1 to Connect SoCal 2024 for the purpose of complying with the requirements of the FAST Act, MAP-21, and all other applicable laws and regulations as referenced in the above recitals. In adopting this Amendment, the Regional Council finds as follows:

a. Amendment 1 to Connect SoCal 2024 comply with all applicable federal and state requirements, including the FAST Act and MAP-21 planning provisions; and

b. Amendment 1 to Connect SoCal 2024 comply with the greenhouse gas emission reduction targets established by the California Air Resources Board and meets the requirements of Senate Bill 375 (Steinberg, 2008) as codified in Government Code section 65080(b) *et seq*. by achieving per capita GHG emission reductions at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035; and

c. Amendment 1 to Connect SoCal 2024 is consistent with the policies, programs, and projects in the federally approved Connect SoCal 2024 as amended and meet all federal and state requirements and regulations.

2. The Regional Council hereby makes a positive transportation conformity determination of Amendment 1 to Connect SoCal 2024. In making this determination, the Regional Council finds as follows:

a. Amendment 1 to Connect SoCal 2024 pass the four tests and analyses required for transportation conformity, namely: regional emissions analysis, timely implementation of Transportation Control Measures, interagency consultation and public involvement, and financial constraint analysis.

3. SCAG's Executive Director or his designee is authorized to transmit Amendment 1 to Connect SoCal 2024 and associated conformity findings to the FHWA and the FTA to make the final conformity determination in accordance with the Federal Clean Air Act and US EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED, AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 5th day of September 2024.

_____
Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

_____
Kome Ajise
Executive Director

Approved as to Form:

_____
Jeffery Elder
Chief Counsel

RESOLUTION NO. 24-667-3

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS APPROVING THE
2024-25 THROUGH 2029-30 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM (2025 FTIP)**

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. section 134(d) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. section 134 *et seq.*, 49 U.S.C. section 5303 *et seq.*, and 23 C.F.R. section 450.312; and

WHEREAS, under state law, SCAG is the multicounty designated transportation planning agency and, as such, is responsible for preparation of the RTP/SCS under California Government Code section 65080 *et seq.*, and the FTIP under California Government Code section 65082 and Public Utilities Code section 130301 *et seq.*; and

WHEREAS, under federal metropolitan transportation planning law, 23 U.S.C. section 134 *et seq*. and implementing regulations under 23 C.F.R Part 450, a MPO shall develop and update a FTIP for the metropolitan planning area covering a period of no less than four years. In addition, under state law, the FTIP must be updated every two years and submitted to the United States Secretary of Transportation (Secretary) so as to be consistent with the State Transportation Improvement Program (STIP). The SCAG Regional Council adopted and approved the FY 2022/23 – 2027/28 FTIP (2023 FTIP) in October 2022; and

WHEREAS, the 2025 FTIP is an update to the 2023 FTIP, and it is a staged, multi-year, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first four fiscal years (2024-25, 2025-26, 2026-27, and 2027-28) and a listing of obligated projects from prior years that may require state or federal action. Projects in the additional two years (2028-29 and 2029-30) are to be considered by the Federal Highway Administration (FHWA) and Federal Transportation Agency (FTA) as informational. The 2025 FTIP is composed of approximately 1,128 transportation projects with $38.8 billion dollars programmed in fiscal years FY 2024-25 to FY 2027-28; and

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WHEREAS, in a nonattainment or maintenance area designated by the U.S. Environmental Protection Agency (US EPA) for one or more transportation-related criteria pollutants, the MPO, as well as the FHWA and FTA, must make a transportation conformity determination on the RTP and FTIP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the applicable State Implementation Plan (SIP); and

WHEREAS, transportation conformity for the 2025 FTIP is based upon a positive conformity finding with respect to the following tests: (1) consistency with the adopted RTP/SCS as amended, (2) regional emissions analysis, (3) timely implementation of Transportation Control Measures (TCMs), (4) financial constraint, and (5) interagency consultation and public involvement; and

WHEREAS, on April 4, 2024, the SCAG Regional Council adopted the 2024-2050 RTP/SCS (also referred as Connect SoCal 2024), including the associated transportation conformity determination, and on May 10, 2024, FHWA and FTA, in coordination with US EPA Region 9, determined that the 2024-2050 RTP/SCS conforms to the applicable SIPs; and

WHEREAS, the federally required transportation conformity analysis for the 2025 FTIP relies on and updates the federally approved transportation conformity analysis for 2024-2050 RTP/SCS; and

WHEREAS, 23 U.S.C. section 134(j)(3)(C) and 23 C.F.R. section 450.324(g) requires each project or project phase in the 2025 FTIP to be consistent with the 2024-2050 RTP/SCS as amended; and

WHEREAS, 42 U.S.C. section 7506(c)(1) also requires the 2025 FTIP to conform with the applicable SIPs developed for the federal nonattainment and maintenance areas in the SCAG region; and

WHEREAS, SCAG staff has conducted an analysis of the 2025 FTIP and found that it complies with federal and state metropolitan planning requirements and is consistent with the 2024-2050 RTP/SCS as amended and its policies, programs, strategies, and projects; and

WHEREAS, the latest planning assumptions, transportation modeling, and emissions modeling for the 2025 FTIP are identical to those for the 2024-2050 RTP/SCS as amended and updates the regional emissions analysis for the 2024-2050 RTP/SCS; and

WHEREAS, the regional emissions analyses for the 2025 FTIP are identical to the regional emissions analyses for the 2024-2050 RTP/SC. The regional emissions analyses used the EMFAC2021 model developed by the California Air Resources Board (CARB) and approved by US EPA for regional transportation conformity analysis in California on November 15, 2022 and applied the interim off-model adjustment factors that were developed by CARB and approved by U.S. EPA on May 26, 2023 for MPOs to use for regional transportation conformity determinations. Furthermore, the regional emissions analyses for all applicable transportation-related criteria pollutants and precursors meet

all applicable emission budget tests or interim emission tests (build/no-build test) for all milestone, attainment, and planning horizon years in all nonattainment and maintenance areas; and

WHEREAS, pursuant to 23 C.F.R. section 450.330(e) and 40 C.F.R. Parts 51 and 93, the TCM project categories and strategies identified in the applicable SIPs in the SCAG region were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome; and

WHEREAS, the 2025 FTIP includes a Financial Plan that indicates estimated available resources including resources from public and private sources which are reasonably expected to be available to carry out the 2025 FTIP as required by 23 U.S.C. section 134(h)(2)(b) and 23 C.F.R. section 450.324(e); and

WHEREAS, SCAG has worked concurrently with local, state, and federal jurisdictions in a continuing, cooperative, and comprehensive manner as required by federal and state metropolitan transportation planning provisions; and

WHEREAS, 23 C.F.R. section 450.330(a) requires each MPO to adopt a public participation program. The SCAG's Regional Council adopted an updated Public Participation Plan on April 7, 2022, to serve as a guide for SCAG's public involvement process and provide more explicit details as to SCAG's strategies, procedures, and techniques for public participation on the RTP/SCS, FTIP and the Overall Work Program (OWP). Such strategies, procedures and techniques require SCAG to hold a public hearing regarding a draft FTIP; and

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. section 93.105 as well as the provisions of SCAG's Public Participation Plan, SCAG consulted with the respective transportation and air quality planning agencies throughout the 2025 FTIP development process, which involved discussion of a draft of the 2025 FTIP and a proposed final 2025 FTIP with the Transportation Conformity Working Group (a primary regional forum for implementing the interagency consultation requirements). In addition, the Transportation Committee and SCAG's Regional Council authorized the release of the Draft 2025 FTIP for a 30-day public review and comment period on June 6, 2024. The Draft 2025 FTIP was available for public review and comment from July 12 to August 12, 2024 during which time SCAG held two (2) public hearings regarding the Draft 2025 FTIP on July 23, 2024 and July 30, 2024 respectively; and

WHEREAS, comments received during the public review and comment period were considered by staff and appropriately addressed as part of the final version of the Draft 2025 FTIP; and

WHEREAS, projects in the 2025 FTIP satisfy the transportation conformity provisions of 40 C.F.R. section 93.122(g) and all applicable transportation planning requirements per 23 C.F.R. Part 450 including the establishment of performance management targets for safety performance measures for all public roads in the planning region; and

WHEREAS, SCAG encourages the CTCs to use equity-oriented criteria that meet the spirit and goals of Resolution No. 20-623-2 and the adopted Racial Equity Early Action Plan (EAP) approved by SCAG's Regional Council in May 2021, which should simultaneously consider benefits, burdens, and engagement for a holistic assessment of projects, in selecting and prioritizing projects for inclusion in the County TIPs; and

WHEREAS, the conformity analysis of the 2025 FTIP has been conducted simultaneously with that for the Amendment No. 1 to the 2024-2050 RTP/SCS in order to address the consistency requirement of federal law; and

WHEREAS, the transportation conformity analyses and determinations of the proposed final 2025 FTIP and the proposed final Amendment No. 1 to the 2024-2050 RTP/SCS were considered by SCAG's Energy and Environment Committee (EEC). At its September 5, 2024 meeting, SCAG's EEC approved staff's recommended action that the Regional Council approve the transportation conformity determinations of the proposed final 2025 FTIP and the proposed final Amendment No. 1 to the 2024-2050 RTP/SCS and direct staff to submit to the FHWA and FTA for approvals at its September 5, 2024 meeting; and

WHEREAS, SCAG's Regional Council has reviewed the final 2025 FTIP and related staff reports and materials, which are incorporated herein by this reference; and

WHEREAS, the Regional Council has and hereby grants authority to SCAG's Executive Director to approve FTIP amendments and associated transportation conformity determination and to transmit to the state and federal agencies amendments to the most currently approved FTIP; and

WHEREAS, the Regional Council has and hereby accepts delegation from Caltrans and delegates authority to SCAG's Executive Director to approve FTIP Administrative Modifications for submittal into the FSTIP consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures as may be amended and subject to approval by Caltrans.

NOW, THEREFORE BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments as follows:

1. The Regional Council approves and adopts the 2025 FTIP for all six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) in the SCAG region for the purpose of complying with federal and state metropolitan transportation planning requirements. In adopting the 2025 FTIP, the Regional Council finds as follows:

   a. The 2025 FTIP complies with all applicable federal and state requirements and regulations; and

   b. The 2025 FTIP implements and is consistent with SCAG's 2024-2050 RTP/SCS as amended; and

c. The 2025 FTIP passes the five tests required for transportation conformity tests, namely: consistency with the adopted 2024-2050 RTP/SCS as amended, regional emissions analysis, timely implementation of Transportation Control Measures, financial constraint analysis, and interagency consultation and public involvement, and demonstrates positive transportation conformity.

2. In approving the 2025 FTIP, the Regional Council, approves the staff findings and incorporates all of the foregoing recitals in this Resolution.

3. SCAG's Executive Director or his designee shall transmit the 2025 FTIP and associated transportation conformity determination to the Federal Transit Administration and the Federal Highway Administration to make the final transportation conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of September 2024.

_____
Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

_____
Kome Ajise
Executive Director

Approved as to Form:

_____
Jeffery Elder
Chief Counsel

2025 Federal Transportation Improvement Program

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
2025-01	Project Specific	7/23/2024	Martha Masters	Riverside County Transportation Commission	Email	Thank you for the opportunity to provide a public comment to the 2025 FTIP. RCTC is requesting SCAG to allow us to correct the programming of RIV170901 as CON should have been programmed in 27/28 and other funds need to be programmed in 25/26 for PE. The main reason this has to be corrected now is because the TCM Committed designation needs to be corrected in 25-00 to TCM only. We have communicated with Rongsheng about this, and he recommended to correct it through the public comment period. He stated the correction will not require conformity review.	Comment noted. Project was SCAG selected in the FY24 call for projects. The project has been rejected for RCTC to make the changes to the programming years based on approval from SCAG Transportation Conformity staff and correct the TCM Committed designation in 25-00 to TCM only. In addition, RIV170901 is removed from Table 52, Riverside County New TCMs, in the 2025 FTIP Technical Appendix - Volume II. Such a removal is technical in nature and do not raise issues that affect transportation conformity analysis or determination for the 2025 FTIP.
2025-02	General	7/30/2024	Edgar Becerra	Private Citizen	Public Hearing	The Beach Blvd Corridor between La Habra and Huntington Beach is super important to me and I would like to see bike enhancements in the transportation plan for that corridor and that's basically in Caltrans District 12 but I did not see that in either of the FTIP or Amendment 1.	Comment noted. Your comment has been forwarded to Caltrans District 12 and the Orange County Transportation Authority for consideration.
2025-03	General	8/8/2024	Erika Espinosa Araiza	Caltrans Air Quality Branch	Email	Hi Pablo/ Rongsheng, Please find the following comments from Caltrans AQ- branch. Thank you. Vaik Renga, PE, SE	Comment noted.
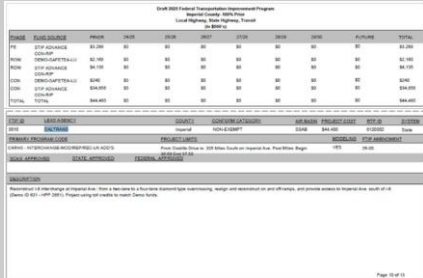
Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						Hello Vaik, The Air Quality Branch has completed a quality assurance review of conformity analysis for the Draft 2025 FTIP and Connect SoCal 2024 Amendment 1. Can you please include our comments in your email to SCAG? 1. 93.104 (b, c): Please confirm the date of the last prior conformity finding as both April 4th, 2024 and May 10th, 2024 are noted in the documents referenced. A copy of the signed/adopted MPO resolution is required. 2. 93.106: Please explain how Table 10 and Table 11 address this requirement: "If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area and contains an urbanized population over 200,000, then RTP must specifically describe the transportation system envisioned for future years called 'horizon years.'"	1. 93.104 (b, c): References that SCAG Regional Council adoption on April 4, 2024 and that final federal approval on May 10, 2024 are added. Signed/adopted resolution is included. 2. The regional transportation system in the SCAG region includes both the highway network and the transit network. The highway network consists of freeways/toll roads, HOV/HOT lanes, arterials, and collectors, while the transit network consists of local buses, express buses, passenger rails, and high speed rails. The applicable planning horizon years for the 2025 FTIP and the Connect SoCal Amendment 1 include 2025, 2026, 2031, 2032, 2035, 2037, 2040, 2045, and 2050. Table 10 and Table 11 specifically describe the transportation system
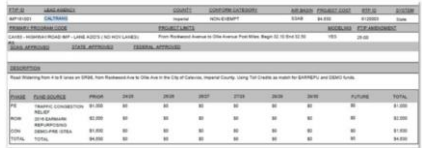
Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
							envisioned for each of the applicable planning horizon years by documenting the highway capacity in terms of lane miles by highway classification and the transit capacity in terms of transit route pattern miles by transit classification, respectively.
						3. 93.106 (a)(2)(ii): Unable to locate documentation that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	3. 93.106 (a)(2)(ii): Table 1 in the Connect SoCal 2024 Amendment 1 report, which is posted on SCAG's website at https://scag.ca.gov/connect-socal summarizes all design concept and project scope modifications to the FTIP projects, while Table 2 documents summarizes all design concept and project scope modifications to financially constrained projects in Connect SoCal 2024.
						4. 93.114 We recommend including a sentence within the conformity analysis or in the conformity analysis documentation checklist clarifying if the analyses performed for the TIP is consistent with the analysis for the Plan.	4. 93.114 The following sentence is added in the Comments column under 93.114 in the Conformity Check List: The regional emissions analyses for 2025 FTIP and Connect SoCal 2024 Amendment 1 are identical.
						5. 93.122 (b)(2)2 Table 17b can also be used to satisfy this requirement.	5. 93.122 (b)(2)2 The following sentence is added in the Page column under 93.122(b)(2):

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						6. 93.115 Please explain why Table 10 and Table 11 is relevant to this section.	2025 FTIP Technical Appendix Volume II, Table 17b: Summary of Latest Planning Assumptions. 6. 93.115 The following sentence is deleted in the Page column under 93.115: For projects, please see Section II.6.2 on transportation network; Table 10: Summary of Highway Network Lanes; and Table 11: Summary of Transit Route Pattern Miles in the 2025 FTIP Technical Appendix Volume II.
						7. 93.122 (a)(1We recommend including Section II.8 and tables included in this section as it relates to the requirements. Thank you for your help. Best, Erika Espinosa Araiza	7. 93.122 (a)(1) The following sentence is added in the Page column under 93.122(a)(1): A listing of modeled projects in the 2025 FTIP is in the 2025 FTIP Technical Appendix Volume II, Section 11.8.
2025-04	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	The Imperial County Transportation Commission Long Range Transportation Plan lists some projects that may be worth including. Some examples are: - Middle Mile Broadband Projects: RH-19 SR 86 Middle Mile Broadband, RH-20 SR 111 Middle Mile Broadband, RH-21 SR 115 Middle Mile Broadband, RH-22 SR 78 Middle Mile Broadband, and RH-23 I-8 Middle Mile Broadband. - RH-1 Forrester Road Improvements – Operational	Comment noted. The Imperial County Transportation Commission (ICTC) can program projects into the FTIP as appropriate consistent with the approved 2024 RTP/SCS.

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						Improvements to Forrester Road from I-8 to SR 78. - The Draft FTIP does list a related project on page 5 of the Technical Appendix Volume III Part B: HBP-ID 4297 Bride No. 58C0014 Forrester Road over Westside Main Canal, 0.6m N/O Keystone Rd.	
2025-05	General	8/9/2024	Charles Lau	Caltrans District 7	Email	Technical Appendix Volume II, pg. 346: Map 1 could be clearer, particularly when zoomed in to Imperial County.	Comments noted. We will attempt to increase resolution for the final. Note that interactive map on https://scag.ecointeractive.com/home/ is a good means of zooming into mapped FTIP projects.
2025-06	General	8/9/2024	Charles Lau	Caltrans District 7	Email	Technical Appendix Volume III Part A, pgs. 280-339: The project listings should be labeled for Los Angeles County, not Imperial County.	Comment noted. The headings have been corrected.
2025-07	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	Technical Appendix Volume III Part A, pg. 456: Project FTIP ID 515, Reconstruct the I-8 interchange at Imperial Ave., is listed in the "100% Prior" section. This project was completed as a standard 4-lane overcrossing, not as a diamond type overcrossing as stated in the final Connect SoCal 2024 Plan chapter 2, pg. 67.	Comment noted. SCAG will work with ICTC to update the project to Completed via Amendment #25-01. ICTC has confirmed that the Project Programming Request (PPR) states "4-lane diamond type overcross in the city of El Centro".
2025-08	General	8/9/2024	Charles Lau	Caltrans District 7	Email	Technical Appendix Volume III Part B, on the 22/23-27/28 Highway Bridge program listing cover sheets: The Caltrans Assistance webpage link for the FTIP lump backup list does not appear to work. Please refer to Note 1 on pgs. 4, 9, 263, and 321 and Note 2 on page 113.	Comment noted. These are the URLs Caltrans put on the cover pages of their HBP listings, so SCAG cannot update it. SCAG will provide the correct URL elsewhere on these pages. Note that SCAG does not control the Caltrans webpage links

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
							and cannot ensure that the links will continue to work in the future.
2025-09	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	Technical Appendix Volume III Part B: The following LA County SHOPP project listing $ amounts are not consistent with what Caltrans submitted to Metro (pdf attached for reference). Please update the highlighted projects below.	Comment noted. SHOPP projects are regularly updated in the FTIP. The information included in the draft 2025 FTIP reflects the latest snapshot available at the time of the 2025 FTIP submittal. D-12 should work with Los Angeles County Metropolitan Transportation Authority to program the latest approved SHOPP projects in the Amendment 1 to the 2025 FTIP.
2025-10	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	Technical Appendix Volume III Part A, pg. 449: - Coordination with Caltrans District 11 for this bridge restoration project is recommended	Comment noted.
2025-11	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	Technical Appendix Volume III Part A, pgs. 455-456: Please see the following Caltrans projects: 1) Project FTIP ID 0515 (I-8 / Imperial Avenue Interchange) (Caltrans EA 11-41040, EFIS ID1112000095)	Comment noted.

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						- End Project Expenditures expected to occur on 12/31/24 (Caltrans Milestone M800) - Final Project Closeout expected to occur on 11/30/25 (Caltrans Milestone M900) - Potential relinquishment of northerly segment of Imperial Avenue (between I-8 and Ocotillo Drive) to City of El Centro. 	
2025-12	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	2) Project FTIP ID IMP161001 (SR-98 Widening from Ollie Avenue to 0.1 Mile East of Rockwood Avenue) (Caltrans EA 11-08028, EFIS ID 1117000085; EA 11-42780, EFIS ID 1117000021) - Contract Acceptance expected to occur by 8/30/24 (Caltrans Milestone M600) - End Project Expenditures expected to occur by February 2026 (Caltrans Milestone M800) - Final Project Closeout expected to occur by December 2026 (Caltrans Milestone M900)	Comment noted.

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
2025-13	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	3) Project FTIP ID IMP190201 (SR-186 Realignment and new Bridge over AAC) - Tentative PA&ED date 12/22/24 	Comment noted.
2025-14	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	Please coordinate with Caltrans District 11 to determine if the following projects should be included in the 2025 FTIP: - Caltrans SHOPP Project 11-43154 (CTIPS ID 10900004972): In Imperial County on Routes 115, 86, and 111 at various locations. Repaid and add new sidewalk, upgrade Transportation Management System (TMS) elements, add bike lanes, rehabilitate lighting, add crosswalks, and upgrade facilities to Americans with Disabilities Act (ADA) standards. - Caltrans SHOPP Project 11-43140 (CTIPS ID 10900004974): In and near Calexico, from 0.3 mile west of David Navarro Avenue to Route 7. Rehabilitate pavement by grinding and overlaying with Hot Mix Asphalt (HMA), upgrade lighting and traffic signals, replace sign panels,	Comment noted. SHOPP projects from Caltrans District 11 should be submitted to SCAG via ICTC. The latest approved SHOPP listings are distributed to the county transportation commissions when ready for programming. The programming can take place via an FTIP Administrative Modification Amendment.

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						and upgrade facilities to Americans with Disabilities Act (ADA) standards. Project is on Route 98.	
2025-15	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	The following SHOPP Projects are currently in the PID phase. Please coordinate with Caltrans District 11 to determine if these projects should be included in the 2025 FTIP.	Comment noted. The latest approved SHOPP listings is distributed to the county transportation commissions when ready for programming. The programming can take place via an FTIP Administrative Modification Amendment.
2025-16	Project Specific	8/9/2024	Charles Lau	Caltrans District 7	Email	Please be aware of the following projects: - There is a State-sponsored PSR-PDS currently in progress that proposes travel circulation improvements near the Calexico West port of Entry (POE). - Project 11-42630K proposes various improvements to Forrester	Comment noted.

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						Road from the I-8 interchange to the SR-78/SR-86 in the city of Westmorland in Imperial County. The proposals range from operational improvements to a 4-lane facility that could be considered after other options are built. | PPNO	EA / Project ID Number	District - County - Route	Begin PM / End PM	Assets (Anchor + Satellites)	Projected RTL FY - RTL Date
1270	42630 / 1116000134 (Melina Pereira, Project Manager)	11 – IMP – 086	6.0 / 28.0			 Please feel free to contact Kevin Lum at [redacted] if you have any questions or concerns.	
2025-17	Project Specific	8/12/2024	Kristeen Penrod	SC Wildlands	Email	Many thanks for the opportunity to comment on the draft 2025 Federal Transportation Improvement Plan (FTIP) and the Draft Connect SoCal 2024 Amendment #1. The FTIP would help implement roughly 1,100 transportation projects for fiscal years 2024/25 – 2029/30 as planned in the Connect SoCal 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which the Southern California Association of Governments (SCAG) adopted on April 4, 2024. Numerous transportation projects listed in the Draft FTIP and Connect SoCal Amendment 1 overlap the South Coast Missing Linkages (Beier et al. 2006, SC Wildlands 2008) and A Linkage Network for the California	Comment noted. The Green Region Resource Areas (GRRAs) identified in SCAG's Connect SoCal 2024 (2024 RTP/SCS) were created to inform and provide considerations for local jurisdictions when planning for land use growth. Although the GRRAs are a component of Connect SoCal 2024, they do not create a requirement for transportation projects programmed in the 2025 FTIP. It may be more appropriate to bring up these considerations during the CEQA and/or NEPA public review processes during scoping or public comment. While there is not a publicly available listing of official project status, in general, the project phase programmed in the current or upcoming year is a good indication of the where projects are on their "life cycle."

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						Deserts (Penrod et al. 2012), which were included in the Green Region/Resource Areas (GGRAs) adopted in the 2024 RTP/SCS. A number of these projects are also associated with Wildlife Movement Barriers designated by California Department of Fish and Wildlife (2020, 2022). As stated in the 2024 RTP/SCS, "preservation and restoration of GRRAs can reduce risks from climate change and promote future resilience in the region. For instance, preserving natural lands and open space areas helps to sequester climate pollution and also promotes groundwater recharge." According to a Senior Transportation Planner in Caltrans District 7, not all projects in the Draft FTIP have completed their environmental review process, projects vary from being recently programmed, some are still working on PA&ED or are currently in design, while some are in the initial implementation stage. All existing and future transportation project that overlap habitat areas with 2 or more GGRAs should assess wildlife movement as part of the CEQA process and incorporate wildlife crossing infrastructure to remediate barriers to wildlife movement. There's a significant	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						variation in terms of projects in different stages of the project life cycle as you can see in the technical appendices of the draft 2025 FTIP. Any projects listed below that have been recently programmed, working on PA&ED or are in early design phases, " "present opportunities to integrate considerations for wildlife connectivity into the final designs, especially if the project has any climate adaptation components (e.g., culvert replacements for assets in poor condition). One of the stated priority actions in California's Pathways to 30x30 is "Transportation modernization projects that create co-benefits for wildlife connectivity and species climate resiliency" (California Natural Resources Agency 2022). SC Wildlands respectfully and formally requests opportunities to work with the transportation and wildlife agencies on the following projects, and any other projects that overlap the South Coast Missing Linkages or Desert Linkage Network: 1. RIV060116: Associated with CDFW Priority Wildlife Barrier (W167 El Casco Creek Connection): From Cherry Valley Blvd. to 650' N/O Cherry	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						Valley Blvd. Post Miles: Begin 2.30 End 4.00 I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING EXTENDING 1800 LINEAR FEET FROM ROBERTS ROAD (SOUTH) TO APPROXIMATELY 500 FT E/O CALIMESA BLVD. ASSOCIATED PROJECT IMPROVEMENTS INCLUDE REALIGNMENT OF CALIMESA BLVD AND RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING. ADD WB AUX LANE (CHERRY VALLEY IC TO SINGLETON IC-APPROX. 3200'). 2. RIV060117A: From I-10 to Singleton Rd Post Miles: Begin 1.50 End 2.30 ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN RAMPS - ADD EB EXIT RAMP (1 LN), WB ENTRY RAMP (1 LN), INSTALL TRAFFIC SIGNALS (EA: 0F981). Horizontally Realign approximately 3,300 LF of Calimesa Boulevard 400 feet easterly, widen from 1lane to 2 lane. Install Traffic Signal. 3. RIV031202: Associated with CDFW Priority Barrier (W058 I-10 Banning Pass): I-10 BYPASS SOUTH (FORMERLY RAMSEY ST. EXT.)): CONSTRUCT TWO LANES OF AN ULTIMATE 4-LANE	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						ROADWAY TO PROVIDE A BY-PASS/NETWORK FACILITY FOR THE I-10, APPROX. 1/2 MILE S/O I-10 BETWEEN THE EASTERN END OF THE CITY OF BANNING AND APACHE TRAIL IN CABAZON. OTHER IMPROVEMENTS INCLUDE THE CONSTRUCTION OF BRIDGE CROSSINGS AT SMITH CREEK AND SAN GORGONIO RIVER. 4. RIV230902: Associated with CDFW Priority Barrier (W058 I-10 Banning Pass): In the San Gorgonio Pass for the City of Banning and the Morongo Band of Mission Indians: Construct Cottonwood Ave as a new 6-lane roadway from future Lincoln Street to future Wilson Street (0.8 mi), including 6-lane bridge and ramps across I-10 and 6-lane bridge over UPRR, construct Wilson Street (1.0 mi) as a new 4-lane roadway from Hathaway Street to Cottonwood Ave. 5. RIV180103: IN WESTERN RIV CO IN THE CITY OF BANNING - CONSTRUCT SUN LAKES BLVD EASTERLY EXTENSION (APPROX 1.1 MILES) FROM HIGHLAND HOME RD TO WESTWARD AVE AND SUNSET AVE, INCLUDING 4 LANES (2 LANES EACH DIRECTION), RAISED MEDIAN,	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						AND CONSTRUCTION OF TWO BRIDGES.	
						6. LA0D451: Route 138: From AVE T to ROUTE 18 Post Miles: Begin 51.90 End 69.40 ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE. EA# 12721,12722,12723,12724(=29 350),12725,12728(= 28580 + 28590 + 28600 + 28620 + 28610 + 28630). PPNO# 3325,3326,3327,3328(=4560),3 329,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357).	
						7. LA0G1099: High Desert Corridor, an approximately 63-mile east-west multi-purpose corridor from Avenue P-8/SR-14 in LA County to Bear Valley Road/SR-18 in San Bernardino County. This multi-purpose corridor includes TSM/TDM, freeway, expressway, tollway, high-speed rail, green energy transmission/production, and bikeway elements.	
						8. LA0G440: The project will extend the HOV lanes on I-5 from the SR-14 interchange to just south of the Parker Road interchange (I-5 PM 45.4 - 59.0), incorporating an additional northbound truck climbing lane from SR 14 to Calgrove Boulevard and an additional	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						southbound truck climbing lane from Pico Canyon Road/Lyons Avenue to SR-14. Includes ITS HUB (I-5 PM 41.4 - 43.8) and extended project limits related to pavement delineation and advanced signage (I-5 PM 45.0 - 59.6).	
						9. VEN190117: IN CAMARILLO WIDEN THE SOUTHBOUND 101 FREEWAY OFF RAMP TO PLEASANT VALLEY ROAD FROM SINGLE LANE TO TWO LANES AND MODIFY SB ON-RAMP TO ACCOMODATE THE CHANGE TO THE OFFRAMP. NON-CAPACITY ENHANCING FOR RIGHT LANE	
						10. VEN131201: ROUTE 101 MOORPARK ROAD TO ROUTE 33 ADD TWO HOV LANES, ONE (1) IN EACH DIRECTION, AND AUXILARY LANES AT VARIOUS LOCATIONS. Project will use Toll Credits for STP in FY24/25, 25/26, 26/27 and 27/28.	
						11. VEN34089: IN MOORPARK L.A. AVE FROM ROUTE 23 (MOORPARK AVE) TO E/O SPRING (0.6 MI) RECONSTRUCT SIDEWALKS, REALIGN ROADWAY AND WIDEN FROM 4 TO 6 LANES Many thanks for the opportunity to provide comments on the Draft FTIP	

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						and Amendment 1 to the SoCal Connect. Please add SC Wildlands to your notice list for all future updates to the Project. It wasn't clear from the Project lists in the Appendices of the FTIP where the projects on my list are in the project life cycle. If someone can provide this information, it would be much appreciated.	
2025-18	Project Specific	8/12/2024	Bart Reed and Jeremy Stutes	The Transit Coalition	Email	Dear SCAG Executive Director Kome Ajise and Pablo Gutierrez: The Transit Coalition (TTC) enthusiastically supports the inclusion of the Los Angeles Streetcar project in the 2025 FTIP. As just witnessed with the Paris 2024 Olympics, it is possible to have a car free Olympics and Paralympics, aided by the presence of Paris' zero emission trolley system. Los Angeles now has four years to prepare for the LA28 Olympic and Paralympic Games. Millions of visitors from the LA region and hundreds of countries around the world will need streamlined zero emission transit, easily accessible for people of all mobility levels. TTC agrees that SCAG should include LA Streetcar in the 2025	Comment noted. The LA Streetcar project is already included in the 2025 FTIP. See FTIP ID LA0G901. Updates to the project can be made via FTIP amendments and submitted to SCAG from the Los Angeles County Metropolitan Transportation Authority (L.A. Metro).

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						FTIP to support delivery of this project in time for these events, and serve all Downtown Los Angeles' visitors, residents and employees for generations. Multiple US cities have completed their streetcar systems within three years. With significant support from the Los Angeles community, the Los Angeles Streetcar (Historic Downtown Streetcar) was approved by over 70% of LA County voters in 2016 as part of Measure M. The LA Streetcar route is 3.4 miles in Downtown Los Angeles, with 23 transit stops. The projected ridership is 4,181 to 7,760 daily riders, or 1.3 - 1.6 million riders annually, which is expected to increase with the development envisioned in the approved DTLA2040 Plan. As with streetcar systems throughout the world, the LA Streetcar will be an optimal mobility system for people with mobility disabilities. The at-grade "roll on / roll off" features of streetcars make them a preferred transportation choice for people living independently traveling in wheelchairs, moving with walkers and strollers, and riding bicycles	

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						and scooters. Streetcars also connect people easily from sidewalk to transit to complete our journeys. Approximately 15% of the general population has a disability which impacts mobility. The LA Streetcar will also benefit Los Angeles' economy. Keyser-Marston economic study reported that the LA Streetcar would bring $1.6 billion in economic benefits to the region and would contribute every year to Measure M sales tax receipts. Streetcars are economically beneficial to more compact development of cities, as they accelerate residential development along the streetcar lines, which can be built with little to no parking. The City of Los Angeles' DTLA2040 Plan – approved with "no parking minimums" for new development – increases the allowable density in Downtown Los Angeles equivalent to 20% of all future city development and 30% of future city residential development on just 1% of the city's land, greatly increasing future riders of the LA Streetcar. The LA Streetcar will also connect nearly 20,000 existing and planned hotel rooms to the LA Convention	

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						Center, which will provide immediate sales tax revenues from convention bookings and other visitor economy investments, which would also permanently increase Metro Measure M sales tax receipts and City of Los Angeles Transient Occupancy Tax (TOT) revenues. The centrally located LA Streetcar Maintenance and Storage Facility (MSF) is an opportunity to co-locate transit charging facilities, electrical grid transmission facilities in support of EV charging, and affordable housing, "missing middle" housing and/or other community facilities and amenities in Downtown Los Angeles. In addition, as SCAG and Metro explore greater gridlock reduction programs and provide incentives to use transit and reduce using cars such as congestion and cordon pricing, people will seek increased transit options like the LA Streetcar to move within Downtown Los Angeles without needing a car. For these reasons, The Coalition supports SCAG including LA Streetcar in the 2025 FTIP.	
2025-19	Project Specific	8/12/2024	Derek E. Benedict	Los Angeles Streetcar, Inc.	Email	Dear SCAG Executive Director Kome Ajise and Pablo Gutierrez:	Comment noted. The LA Streetcar project is already included in the 2025 FTIP. See FTIP ID LA0G901.

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	SCAG Response
						I am writing in support of the inclusion of the Los Angeles Streetcar (Historic Downtown Streetcar) in the 2025 FTIP on behalf of Los Angeles Streetcar, Inc., a 501(c)(3) non-profit corporation formed by a coalition of Downtown property owners, business and civic leaders with the shared goal to design, plan and operate the Downtown L.A. Streetcar system. As we have just witnessed with the Paris 2024 Olympics, it is possible to have a car free Olympics and Paralympics, aided by the presence of Paris' zero emission trolley system. Los Angeles now has four years to prepare for the LA28 Olympic and Paralympic Games. Millions of visitors from the LA region and hundreds of countries around the world will need streamlined zero emission transit, easily accessible for people of all mobility levels. We agree with SCAG including LA Streetcar in the 2025 FTIP to support delivery of this project in time for these events, and serve all of Downtown Los Angeles' visitors, residents and employees for generations. Multiple US cities have completed their streetcar systems within three years.	Updates to the project can be made via FTIP amendments and submitted to SCAG from the L.A. Metro.

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						With significant support from the Los Angeles community, the Los Angeles Streetcar was approved by over 70% of LA County voters in 2016 as part of Measure M. The LA Streetcar route is 3.4 miles in Downtown Los Angeles, with 23 transit stops. The projected ridership is 4,181 to 7,760 daily riders, or 1.3 - 1.6 million riders annually, which is expected to increase with the development envisioned in the approved DTLA2040 Plan. As with streetcar systems throughout the world, the LA Streetcar will be an optimal mobility system for people with mobility disabilities. The at-grade "roll on / roll off" features of streetcars makes them a preferred transportation choice for people living independently traveling in wheelchairs, moving with walkers and strollers, and riding bicycles and scooters. Streetcars also connect people easily from sidewalk to transit to complete our journeys. Approximately 15% of the general population has a disability which impacts mobility. Investment in universally accessible transit such as the LA Streetcar, which will	

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						serve people of all mobilities using multiple travel modes, will improve the travel experience for everyone. The LA Streetcar will also benefit Los Angeles' economy. Keyser-Marston economic study reported that the LA Streetcar would bring $1.6 billion in economic benefits to the region and would contribute every year to Measure M sales tax receipts. Streetcars are economically beneficial to more compact development of cities, as they accelerate residential development along the streetcar lines, which can be built with little to no parking. The City of Los Angeles' DTLA2040 Plan – approved with "no parking minimums" for new development – increases the allowable density in Downtown Los Angeles equivalent to 20% of all future city development and 30% of future city residential development on just 1% of the city's land, greatly increasing future riders of the LA Streetcar. The LA Streetcar will also connect nearly 20,000 existing and planned hotel rooms to the LA Convention Center, which will provide immediate sales tax revenues from convention bookings and other	

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						visitor economy investments, which would also permanently increase Metro's Measure M sales tax receipts and City of Los Angeles Transient Occupancy Tax (TOT) revenues. The LA Streetcar's centrally-located Maintenance and Storage Facility (MSF) is an opportunity to co-locate transit charging facilities, electrical grid transmission facilities in support of EV charging, and affordable housing, "missing middle" housing and/or other community facilities and amenities in Downtown Los Angeles. In addition, as SCAG and Metro explore greater gridlock reduction programs and provide incentives to use transit and reduce using cars such as congestion and cordon pricing, people will seek increased transit options like the LA Streetcar to move within Downtown Los Angeles without needing a car. For these reasons, we wholeheartedly support SCAG including LA Streetcar in the 2025 FTIP.	
2025-20	Project Specific	8/12/2024	Eli Lipmen	Move LA	Email	Dear SCAG Executive Director Kome Ajise and Pablo Gutierrez:	Comment noted. The LA Streetcar project is already included in the 2025 FTIP. See FTIP ID LA0G901. Updates to the project can be made

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						I am writing on behalf of Move LA, a nonprofit transit justice organization, in support of the inclusion of the LA Streetcar in the 2025 FTIP. As we have just witnessed with the Paris 2024 Olympics, it is possible to have a car-free Olympics and Paralympics. Los Angeles now has four years to prepare for the LA28 Olympic and Paralympic Games. Millions of visitors from the LA region and hundreds of countries around the world will need streamlined zero-emission transit that is easily accessible for people of all mobility levels. A streetcar system in and around the multiple game events and hotels will provide seamless accessibility for millions of visitors and ticket holders. We agree with SCAG including LA Streetcar in the 2025 FTIP to support delivery of this project in time for these events, and serve all of Downtown Los Angeles' visitors, residents and employees for generations. Multiple US cities have completed their streetcar systems within three years. With significant support from the Los Angeles community, the Los Angeles Streetcar (Historic	via FTIP amendments and submitted to SCAG from the L.A. Metro.

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						Downtown Streetcar) was approved by over 70% of LA County voters in 2016 as part of Measure M. The LA Streetcar route is 3.4 miles in Downtown Los Angeles, with 23 transit stops. The projected ridership is 4,181 to 7,760 daily riders, or 1.3 - 1.6 million riders annually, which is expected to increase with the development envisioned in the approved DTLA2040 Plan. As with streetcar systems throughout the world, the LA Streetcar will be an optimal mobility system for people with mobility disabilities. The at-grade "roll on / roll off" features of streetcars makes them a preferred transportation choice for people living independently traveling in wheelchairs, moving with walkers and strollers, and riding bicycles and scooters. Streetcars also connect people easily from sidewalk to transit to complete our journeys. Approximately 15% of the general population has a disability which impacts mobility. Investment in universally accessible transit such as the LA Streetcar, which will serve people of all mobilities using multiple travel modes, will improve the travel experience for everyone.	

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						The LA Streetcar will also benefit Los Angeles' economy. Keyser-Marston economic study reported that the LA Streetcar would bring $1.6 billion in economic benefits to the region, and would contribute every year to Measure M sales tax receipts.

Streetcars are economically beneficial to more compact development of cities, as they accelerate residential development along the streetcar lines, which can be built with little to no parking. The City of Los Angeles' DTLA2040 Plan – approved with "no parking minimums" for new development – increases the allowable density in Downtown Los Angeles equivalent to 20% of all future city development and 30% of future city residential development on just 1% of the city's land, greatly increasing future riders of the LA Streetcar.

The LA Streetcar will also connect nearly 20,000 existing and planned hotel rooms to the LA Convention Center, which will provide immediate sales tax revenues from convention bookings and other visitor economy investments, which would also permanently increase Metro's Measure M sales tax | |

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						receipts and City of Los Angeles Transient Occupancy Tax (TOT) revenues. The LA Streetcar's centrally-located Maintenance and Storage Facility (MSF) is an opportunity to co-locate transit charging facilities, electrical grid transmission facilities in support of EV charging, and affordable housing, "missing middle" housing and/or other community facilities and amenities in Downtown Los Angeles. In addition, as SCAG and Metro explore greater gridlock reduction programs and provide incentives to use transit and reduce using cars such as congestion and cordon pricing, people will seek increased transit options like the LA Streetcar to move within Downtown Los Angeles without needing a car. For these reasons, we wholeheartedly support SCAG including LA Streetcar in the 2025 FTIP.	
2025-21	Project Specific	8/12/2024	Hilary Norton	FASTLinkDTLA	Email	Dear SCAG Executive Director Kome Ajise and Pablo Gutierrez: I am writing in support of the inclusion of the Los Angeles Streetcar (Historic Downtown Streetcar) in the 2025 FTIP.	Comment noted. The LA Streetcar project is already included in the 2025 FTIP. See FTIP ID LA0G901. Updates to the project can be made via FTIP amendments and submitted to SCAG from the L.A. Metro.

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						As we have just witnessed with the Paris 2024 Olympics, it is possible to have a car free Olympics and Paralympics. Los Angeles now has four years to prepare for the LA28 Olympic and Paralympic Games. Millions of visitors from the LA region and hundreds of countries around the world will need streamlined zero emission transit, easily accessible for people of all mobility levels. We agree with SCAG including LA Streetcar in the 2025 FTIP to support delivery of this project in time for these events, and serve all of Downtown Los Angeles' visitors, residents and employees for generations. Multiple US cities have completed their streetcar systems within three years. With significant support from the Los Angeles community, the Los Angeles Streetcar was approved by over 70% of LA County voters in 2016 as part of Measure M. The LA Streetcar route is 3.4 miles in Downtown Los Angeles, with 23 transit stops. The projected ridership is 4,181 to 7,760 daily riders, or 1.3 - 1.6 million riders annually, which is expected to	

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						increase with the development envisioned in the approved DTLA2040 Plan. As with streetcar systems throughout the world, the LA Streetcar will be an optimal mobility system for people with mobility disabilities. The at-grade "roll on / roll off" features of streetcars makes them a preferred transportation choice for people living independently traveling in wheelchairs, moving with walkers and strollers, and riding bicycles and scooters. Streetcars also connect people easily from sidewalk to transit to complete our journeys. Approximately 15% of the general population has a disability which impacts mobility." "Investment in universally accessible transit such as the LA Streetcar, which will serve people of all mobilities using multiple travel modes, will improve the travel experience for everyone. The LA Streetcar will also benefit Los Angeles' economy. Keyser-Marston economic study reported that the LA Streetcar would bring $1.6 billion in economic benefits to the region and would contribute every year to Measure M sales tax receipts.	

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						Streetcars are economically beneficial to more compact development of cities, as they accelerate residential development along the streetcar lines, which can be built with little to no parking. The City of Los Angeles' DTLA2040 Plan – approved with "no parking minimums" for new development – increases the allowable density in Downtown Los Angeles equivalent to 20% of all future city development and 30% of future city residential development on just 1% of the city's land, greatly increasing future riders of the LA Streetcar. These new, more densely developed projects will increase property tax revenues and add new residents, employees and customers in Downtown Los Angeles. The LA Streetcar will also connect nearly 20,000 existing and planned hotel rooms to the LA Convention Center, which will provide immediate sales tax revenues from convention bookings and other visitor economy investments, which would also permanently increase Metro's Measure M sales tax receipts and City of Los Angeles Transient Occupancy Tax (TOT) revenues.	

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						The LA Streetcar's centrally-located Maintenance and Storage Facility (MSF) is an opportunity to co-locate transit charging facilities, electrical grid transmission facilities in support of EV charging, and affordable housing, "missing middle" housing and/or other community facilities and amenities in Downtown Los Angeles. In addition, as SCAG and Metro explore greater gridlock reduction programs and provide incentives to use transit and reduce using cars such as congestion and cordon pricing, people will seek increased transit options like the LA Streetcar to move within Downtown Los Angeles without needing a car. For these reasons, we wholeheartedly support SCAG including LA Streetcar in the 2025 FTIP.	

Connect SoCal 2024 Amendment 1

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
1	Email	Project Specific	Riverside County Transportation Commission	Thank for you for the opportunity to provide a public comment to the 2024 RTP Amendment #1. RCTC is requesting the removal of RTP ID 3160002: Construct 2 High Occupancy Vehicle (HOV) lanes, with 1 in each direction, on I-15 from SR-74 to the I-15/I-215 Junction in	RTP Project ID 3160002 has been removed. The project was a duplicate and therefore removing it does not affect the modeled transportation network. The

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
				the 2024 RTP Amendment #1 project list. This is a duplicative entry to RTP ID 420A3S01, which was modeled in the 2024 RTP.	reduced cost from removing the duplicated project is reflected in Table 4: Fiscal Impact Summary.
2	Letter	Project Specific	San Bernardino County Transportation Authority	The San Bernardino County Transportation Authority (SBCTA) appreciates the opportunity to provide comments on the Southern California Association of Governments' (SCAG's) draft Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Amendment 1. We appreciate the working relationship we have had with SCAG during the 2024 RTP/SCS approval process earlier this year. We would like to request that the following project be included in the RTP/SCS Amendment 1 document: I-15 CAJON PASS NORTHBOUND TRUCK CLIMBING LANE EXTENSION PROJECT County: SAN BERNARDINO System: STATE HIGHWAY Lead Agency: SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA) RTP ID: N/A Route # 15 Route Name: INTERSTATE -15 From: 2.7 MILES N. OF KENWOOD Distance: 3.4 MILES To: SR 138 Description: EXTEND THE TRUCK CLIMBING LANE ON I-15 NORTHBOUND FROM 2.7 MILES NORTH OF KENWOOD AVENUE TO SR-138 NB EXIT RAMP, A DISTANCE OF 3.4 MILES Completion year: 2030 Project cost ($1000s): $110,000 We understand that any modeling of the project may need to be conducted as part of a later amendment but that the project can be listed in the Final RTP/SCS Amendment 1. SBCTA staff appreciates all the amendment efforts by the SCAG staff on the 2024 RTP/SCS. We look forward to	This project has been added to Table 2: Modifications to Financially Constrained Projects. This project is exempt under Section 93.126 therefore not required to be modeled for transportation conformity purposes. The added cost is reflected in Table 4.

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				continuing partnerships with SCAG to implement the projects and programs in the RTP/SCS.	
3	Public Hearing	General	Edgar Becerra	I live in the City of La Habra and the Beach Boulevard Corridor between La Habra and Huntington Beach is super important to me, and I would love to see bike enhancements in the transportation plan for that corridor. And that's basically Caltrans district 12. But I did not see that in either the FTIP or the amendment 1. As part of my comments, I would like to reference the Calbike report below. Thank you! https://www.calbike.org/incomplete-streets-part-2-district-12-ignores-caltrans-policy-on-bike-and-pedestrian-needs/?emci=544d3a9a-1d4a-ef11-86c3-6045bdd9e096&emdi=34964660-dd4a-ef11-86c3-6045bdd9e096&ceid=2178261	Comment noted. Your comment has been forwarded to Caltrans District 12 and the Orange County Transportation Authority for consideration.
4	Email	Project Specific	Orange County Transportation Authority	ORA111207 (241/91 Express Lanes (HOT) Connector) in the modeled projects portion of the technical appendix is showing the length as 3 miles. While in the 25-00 FTIP we have it as the 5.5. Please revise so the length reflects 5.5 miles consistent with the 25-00 FTIP	The project length was updated to be consistent with the 2025 FTIP. The additional length supports signage improvements and does not impact the modeled transportation network.
5	Email	Project Specific	Los Angeles Metropolitan Transportation Authority	On behalf of the City of Inglewood, Metro is requesting that project LA99ITC101, Inglewood Transit Connector, be included in the 2024 RTP/SCS Amendment #1 Public Comment to increase the Total Project Cost from $1.85B to $2.05B.	The Inglewood Transit Connector project RTP ID# 1200T100 / FTIP ID# LA99ITC101 has been updated to reflect the project cost increase. The added cost is reflected in Table 4.
6	Email	Project Specific	Los Angeles Metropolitan Transportation Authority	Please see the attached Word document for Metro's submittal of Unconstrained Projects in the 2024 RTP/SCS for Amendment #1. RTP Updates Unconstrained list of Projects (Costs in $1,000s) Project Description: The Complete LA River Bikepath Project - Project will include a new shared-use path separated from vehicle traffic, enhance existing	Requested projects have been included in Table 3. Modifications to Unconstrained Projects. These additional projects are listed in the unconstrained project list and therefore do not impact the modeled transportation network or impact financial constraint.

				crosswalks, create new ADA ramps, bike routes & pedestrian amenities. Total Cost: $169,800 & Completion Year: 2029	
				County: Los Angeles County System: Other Route Name: Riverway – San Fernando Valley Completion Project From: Vanalden Ave To: Forest Lawn Dr at the 134 Freeway Lead Agency: City of Los Angeles	
				Project Description: I-405 Auxiliary Lane Improvements: From Artesia Boulevard to El Segundo Boulevard - Project will construct auxiliary lanes to northbound & southbound I-405 to improve operational deficiencies, mobility & reduce congestion. Total cost: $147,530 & Completion Year: 2028	
				County: Los Angeles County System: State Highway Route Name: I-405 From: Artesia Blvd PM 16.4 To: I-405/I-105 Separation from PM R20.24 Lead Agency: Caltrans	
				Project Description: Long Beach-East LA Zero Emission Truck Program - heavy-duty truck charging or fueling stations within the Long Beach-East LA Corridor. Total Cost: $30,000 & Completion Year: 2029	
				County: Los Angeles County System: Other Lead Agency: LA Metro	

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
				Project Description: SR-71 Gap Closure Project - SR-71 I-10 to SR-60 Add 1 HOV Lane and 1 mixed flow lane. Total Cost: $488,936. Completion Year: 2030 County: Los Angeles County System: State Highway Route Name: 71 From: I-10 To: 0.14 miles South of San Bernardino County Line Lead Agency: Caltrans Project Description: LINK US Phase A - Full viaduct structure over the US-101 Freeway for up to nine (9) new run-through tracks with two (2) interim tracks, a run-through platform, and improvements to Malabar Yard. Total Cost: $1,596,860 & Completion Year: 2030 County: Los Angeles County System: Transit Lead Agency: LA Metro NEW PROJECTS (Costs in $1,000s) Project Description: Bus Priority Enhancements and Improvements Along Venice Boulevard Total Cost: $20,000 & Completion Year: 2028 County: Los Angeles County System: Transit Route: Venice Blvd Lead Agency: City of Los Angeles Project Description: 2028 Olympic Games Light Rail Speed and Reliability Improvements - Improvements to existing Metro rail stations as part of the Light Rail Transit (LRT) Speed and Operations Workstream for the 2028 Olympics. Planned operational benefits for the A Line, E Line, and Washington/Flower Corridor include double crossover tracks, interlocks, sidings, and closures to improve	

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				efficiency, reliability, capacity, and safety. Total Cost: $70,676. Completion Year: 2028 County: Los Angeles County System: Transit Lead Agency: LA Metro Project Description: 2028 Olympic Games Key Station Improvements - Upgrades to three Metro rail stations in advance of the 2028 Olympics as part of the Key Stations Improvement Workstream. Planned improvements at the Pico Station, Union Station, and the 7th Street Metro Station are designed to support increased capacity demand, enhance customer experience and safe connections between station and adjacent venues. Total cost: $216,000. Completion Year: 2028 County: Los Angeles County System: Transit Lead Agency: LA Metro Project Description: 2028 Olympic Games Integrated Transportation Management - Cross-agency improvements to regional ITS in advance of the 2028 Olympics. Multi-jurisdictional system improvements include video feed share, traffic signal operations, probe-based arterial traffic data, dynamic ramp metering, transit priority implementation, traveler information and distribution, regional decision support, and staff co-location. Total Cost: $124,000. Completion Year: 2028 County: Los Angeles County System: Local Highway Lead Agency: LA Metro	

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7		Demographics and Growth Forecast	Ventura County Air Pollution Control District	Item 1- The population forecasts for years 2035 and 2050 for the individual cities and unincorporated populations in Ventura County do not appear in Table 13 of the Technical Report Demographics and Growth Forecast for the 2024 Connect SoCal Plan. This is an important aspect of the AQMP Consistency Analyses performed by lead agencies in Ventura County for the environmental review (CEQA) of individual projects, as the APCD methodology calls for using population growth forecasts found in the APCD Air Quality Management Plan, which uses SCAG's Connect SoCal population growth forecasts found in its technical reports. This methodology is contained in the Air Quality Assessment Guidelines, Section 4. By comparison, Table 14 of the 2020 Connect SoCal Plan Demographics and Growth Forecast Technical Report did have the population forecast, which is critical when interpolating population forecast for years of individual project build out for the purposes of CEQA. APCD apologizes for not submitting a public comment on this during the Connect SoCal Plan's initial public review period prior to project and EIR certification. APCD also understands that this information can be found in SCAG's website on its Local Data Exchange process, however, not all lead agencies, developers, and consultants would know where to find this information and it would be difficult to communicate this to all our stakeholders. APCD would appreciate it if both 2035 and 2050 population forecasts can be included in the Technical Report Table 13 of the 2024 Connect SoCal Plan as they have been doing this for the past four years.	Comment noted. The data is available on the SCAG website and is publicly accessible. Your feedback will be considered in the development of the next plan.
8	Letter	Project Specific	SC Wildlands	Many thanks for the opportunity to comment on the draft 2025 Federal Transportation Improvement Plan (FTIP) and the Draft Connect SoCal 2024 Amendment #1. The FTIP would help implement roughly 1,100 transportation projects for fiscal years 2024/25 – 2029/30 as planned in the Connect SoCal 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which	Please refer to the 2025 FTIP for response. The 2025 FTIP can be accessed at via SCAG's website.

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				the Southern California Association of Governments (SCAG) adopted on April 4, 2024. Numerous transportation projects listed in the Draft FTIP and Connect SoCal Amendment 1 overlap the South Coast Missing Linkages (Beier et al. 2006, SC Wildlands 2008) and A Linkage Network for the California Deserts (Penrod et al. 2012), which were included in the Green Region/Resource Areas (GGRAs) adopted in the 2024 RTP/SCS. A number of these projects are also associated with Wildlife Movement Barriers designated by California Department of Fish and Wildlife (2020, 2022). As stated in the 2024 RTP/SCS, "preservation and restoration of GRRAs can reduce risks from climate change and promote future resilience in the region. For instance, preserving natural lands and open space areas helps to sequester climate pollution and also promotes groundwater recharge." According to a Senior Transportation Planner in Caltrans District 7, not all projects in the Draft FTIP have completed their environmental review process, projects vary from being recently programmed, some are still working on PA&ED or are currently in design, while some are in the initial implementation stage. All existing and future transportation project that overlap habitat areas with 2 or more GGRAs should assess wildlife movement as part of the CEQA process and incorporate wildlife crossing infrastructure to remediate barriers to wildlife movement. There's a significant variation in terms of projects in different stages of the project life cycle as you can see in the technical appendices of the draft 2025 FTIP. Any projects listed below that have been recently programmed, working on PA&ED or are in early design phases, " "present opportunities to integrate considerations for wildlife connectivity into the final designs, especially if the project has any climate adaptation components	

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				(e.g., culvert replacements for assets in poor condition). One of the stated priority actions in California's Pathways to 30x30 is "Transportation modernization projects that create co-benefits for wildlife connectivity and species climate resiliency" (California Natural Resources Agency 2022). SC Wildlands respectfully and formally requests opportunities to work with the transportation and wildlife agencies on the following projects, and any other projects that overlap the South Coast Missing Linkages or Desert Linkage Network: 12. RIV060116: Associated with CDFW Priority Wildlife Barrier (W167 El Casco Creek Connection): From Cherry Valley Blvd. to 650' N/O Cherry Valley Blvd. Post Miles: Begin 2.30 End 4.00 I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING EXTENDING 1800 LINEAR FEET FROM ROBERTS ROAD (SOUTH) TO APPROXIMATELY 500 FT E/O CALIMESA BLVD. ASSOCIATED PROJECT IMPROVEMENTS INCLUDE REALIGNMENT OF CALIMESA BLVD AND RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING. ADD WB AUX LANE (CHERRY VALLEY IC TO SINGLETON IC- APPROX. 3200'). 13. RIV060117A: From I-10 to Singleton Rd Post Miles: Begin 1.50 End 2.30 ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN RAMPS - ADD EB EXIT RAMP (1 LN), WB ENTRY RAMP (1 LN), INSTALL TRAFFIC SIGNALS (EA: 0F981). Horizontally Realign approximately 3,300 LF of Calimesa Boulevard 400 feet easterly, widen from 1lane to 2 lane. Install Traffic Signal. 14. RIV031202: Associated with CDFW Priority Barrier (W058 I-10 Banning Pass): I-10 BYPASS SOUTH	

				(FORMERLY RAMSEY ST. EXT.)): CONSTRUCT TWO LANES OF AN ULTIMATE 4-LANE ROADWAY TO PROVIDE A BY-PASS/NETWORK FACILITY FOR THE I-10, APPROX. 1/2 MILE S/O I-10 BETWEEN THE EASTERN END OF THE CITY OF BANNING AND APACHE TRAIL IN CABAZON. OTHER IMPROVEMENTS INCLUDE THE CONSTRUCTION OF BRIDGE CROSSINGS AT SMITH CREEK AND SAN GORGONIO RIVER. 15. RIV230902: Associated with CDFW Priority Barrier (W058 I-10 Banning Pass): In the San Gorgonio Pass for the City of Banning and the Morongo Band of Mission Indians: Construct Cottonwood Ave as a new 6-lane roadway from future Lincoln Street to future Wilson Street (0.8 mi), including 6-lane bridge and ramps across I-10 and 6-lane bridge over UPRR, construct Wilson Street (1.0 mi) as a new 4-lane roadway from Hathaway Street to Cottonwood Ave. 16. RIV180103: IN WESTERN RIV CO IN THE CITY OF BANNING - CONSTRUCT SUN LAKES BLVD EASTERLY EXTENSION (APPROX 1.1 MILES) FROM HIGHLAND HOME RD TO WESTWARD AVE AND SUNSET AVE, INCLUDING 4 LANES (2 LANES EACH DIRECTION), RAISED MEDIAN, AND CONSTRUCTION OF TWO BRIDGES. 17. LA0D451: Route 138: From AVE T to ROUTE 18 Post Miles: Begin 51.90 End 69.40 ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE. EA# 12721,12722,12723,12724(=29350),12725,12728(= 28580 + 28590 + 28600 + 28620 + 28610 + 28630). PPNO# 3325,3326,3327,3328(=4560),3329,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357). 18. LA0G1099: High Desert Corridor, an approximately 63-mile east-west multi-purpose corridor from Avenue P-8/SR-14 in LA County to Bear Valley Road/SR-18 in San Bernardino County. This multi-purpose corridor	

Comment ID	Format	Type	Submitted by	Comment Summary	SCAG Response
				includes TSM/TDM, freeway, expressway, tollway, high-speed rail, green energy transmission/production, and bikeway elements. 19. LA0G440: The project will extend the HOV lanes on I-5 from the SR-14 interchange to just south of the Parker Road interchange (I-5 PM 45.4 - 59.0), incorporating an additional northbound truck climbing lane from SR 14 to Calgrove Boulevard and an additional southbound truck climbing lane from Pico Canyon Road/Lyons Avenue to SR-14. Includes ITS HUB (I-5 PM 41.4 - 43.8) and extended project limits related to pavement delineation and advanced signage (I-5 PM 45.0 - 59.6). 20. VEN190117: IN CAMARILLO WIDEN THE SOUTHBOUND 101 FREEWAY OFF RAMP TO PLEASANT VALLEY ROAD FROM SINGLE LANE TO TWO LANES AND MODIFY SB ON-RAMP TO ACCOMODATE THE CHANGE TO THE OFFRAMP. NON-CAPACITY ENHANCING FOR RIGHT LANE 21. VEN131201: ROUTE 101 MOORPARK ROAD TO ROUTE 33 ADD TWO HOV LANES, ONE (1) IN EACH DIRECTION, AND AUXILARY LANES AT VARIOUS LOCATIONS. Project will use Toll Credits for STP in FY24/25, 25/26, 26/27 and 27/28. 22. VEN34089: IN MOORPARK L.A. AVE FROM ROUTE 23 (MOORPARK AVE) TO E/O SPRING (0.6 MI) RECONSTRUCT SIDEWALKS, REALIGN ROADWAY AND WIDEN FROM 4 TO 6 LANES Many thanks for the opportunity to provide comments on the Draft FTIP and Amendment 1 to the SoCal Connect. Please add SC Wildlands to your notice list for all future updates to the Project. It wasn't clear from the Project lists in the Appendices of the FTIP where the projects on my list are in the project life cycle. If someone can provide this information, it would be much appreciated.	

Southern California Association of Governments
September 5, 2024

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

RECOMMENDED ACTION:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
In April 2024, SCAG's Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024. Following adoption of Connect SoCal 2024, staff developed a 12-month TC Outlook to carry forward the policy priorities and Implementation Strategies of Connect SoCal 2024. For FY2025, the TC Outlook reflects outcomes of the 2024 Executive Administration Committee (EAC) Retreat and discussions with the TC Chair and Vice Chair. The Committee Outlook and Future Agenda Items will be updated monthly as a receive and file item.

BACKGROUND:
The work of the Southern California Association of Governments (SCAG) and the leadership from the agency's Policy Committees and Regional Council is driven by SCAG's legally mandated duties as a Metropolitan Planning Organization (MPO) for Southern California, the long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2024 as well as, the agency Strategic Plan approved by the Executive Administrative Committee on May 1, 2024.[1]

Transportation Committee Outlook and Framework

The Policy Committees help to further the implementation of Connect SoCal by advising on policy, research or resource programs. The Policy Committees will also be informed and advise on broader

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[1] SCAG 2024 Strategic Plan: https://scag.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2497&Inline=True

regional leadership items as needed. Over the upcoming year, most agenda items fall under the following three categories:

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

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

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

The topics and panels covered may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members. To request future agenda items, Policy Committee members may request that the agenda item be pulled for discussion or they may send a request directly to the Chair or committee staff for consideration and reporting out at the next meeting. Agenda items that are recommended by Policy Committee members will be discussed with the Chair and Vice Chair to assess relevance to the TC and the considerations noted above.

FISCAL IMPACT:
Work associated with this item is included in the FY 2025 Overall Work Program (810.0120.20: Planning Policy Development).

ATTACHMENT(S):
1. TC Outlook for FY25_Sept 2024 TC Meeting

Transportation Committee Agenda Outlook for FY2025

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

Date	Connect SoCal	Local Assistance Program	Regional Update
Sept-Nov	• 2025 FTIP and Connect SoCal Amendment 1, Associated Transportation Conformity (proposed final) • Goods Movement Update incl. Comprehensive Sustainable Freight Plan • Zero Emission Truck Infrastructure (ZETI) Study Preliminary Findings • Highways to Boulevards Regional Study • Curb Space Management	• REAP 2.0 CTC Partnership Program Update • REAP 2.0 Regional Pilot Initiatives Program Update • Future Communities Pilot Program and Smart Cities Strategic Plan	• Broadband Permit Streamlining Report Findings • SCAG Digital Equity Toolkit • Trade Corridors Enhancement Program (TCEP) Regional Nominations • CA High Speed Rail Authority – Los Angeles to Anaheim Segment Update • Brightline West

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

Transportation Committee Agenda Outlook for FY2025

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

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan-Mar	• ZETI Study Final Report • Mobility Hubs Study • Innovative Clean Transit Study • Smart Cities Strategic Plan • Comprehensive Sustainable Freight Plan • Highways to Boulevards Regional Study	• Last Mile Freight Program • Active Transportation Program (ATP) and Sustainable Communities Program (SCP) Active Transportation & Safety – Recommended Projects • SCP Smart Cities & Mobility Innovations Final Report • REAP 2.0 CTC Partnership Program Update • REAP 2.0 Regional Pilot Initiatives Program Update	• Clean Cities Coalition Strategic Plan
Apr-Jun	• Transit Transformation Task Force Update	• Electric Vehicle Incentives Program Draft Guidelines • REAP 2.0 CTC Partnership Program Update • REAP 2.0 Regional Pilot Initiatives Program Update • STBG/CMAQ Program Guidelines Update	

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

Southern California Association of Governments
September 5, 2024

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC) Regional Council (RC)	
From:	Roland Ok, Planning Supervisor (213) 236-1819, ok@scag.ca.gov	
Subject:	Broadband Permit Streamlining Report and Ordinance	*Kome Ajise*

RECOMMENDED ACTION FOR TC:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:
Over the past three years, SCAG has actively participated in and facilitated the Southern California (SoCal) Transformation Working Group, which focuses on identifying solutions and actions to bridge the digital divide. Throughout these discussions, stakeholders from both the public and private sectors have highlighted permitting issues as a significant barrier to broadband infrastructure development. In response to the recommendations from the SoCal Transformation Working Group, and in alignment with SCAG's Digital Divide Resolution (Resolution No. 21-629-2) and SCAG's Digital Action Plan, SCAG, in partnership with SANDAG, has developed a Broadband Permit Streamlining Report and Model Ordinance. These resources are available at:

- *https://scag.ca.gov/sites/main/files/main-images/24-3190-permit-streamlining-broadband-report_final-2024-09.pdf (Permit Streamlining Report); and*
- *https://scag.ca.gov/sites/main/files/main-images/24-3190-permit-streamlining-broadband_ordinance_final-2024-09.pdf (Model Ordinance).*

BACKGROUND:
Over the past three years, the Southern California Association of Governments (SCAG) and the San Diego Association of Governments (SANDAG) have actively participated in and facilitated the Southern California (SoCal) Transformation Working Group. This working group meets monthly and includes representatives from various sectors, including government, non-profits, education, health,

internet service providers (ISPs), and other private industries. Meeting agendas cover a wide range of critical topics, such as the current state of broadband, relevant legislative developments, funding opportunities, and ongoing initiatives. The group also focuses on identifying solutions and actions aimed at bridging the digital divide. During these discussions, stakeholders from both public and private sectors have identified permitting issues as a significant barrier to broadband infrastructure development.

Driven by the efforts of the SoCal Transformation Working Group, both SCAG and SANDAG have adopted resolutions to address digital inequality.[1,2] SANDAG adopted the Regional Digital Equity Strategy and Action Plan in December 2021, while SCAG approved its Digital Action Plan in April 2023.[34] These resolutions and strategic plans acknowledge the digital divide and commit the agencies to taking concrete steps to reduce it, especially in underserved communities. A key mandate of these resolutions is the development and implementation of strategies to accelerate broadband infrastructure deployment, including streamlining permitting processes—particularly for wireless facilities, which must be processed within 60 days of application, as required by the FCC's shot clock rules.[5]

With funding and support from the California Emerging Technology Fund (CETF), both agencies have partnered to advance permit streamlining solutions. SANDAG has convened a permit streamlining task force, known as the Regional Digital Infrastructure Taskforce (ReDIT), while SCAG has leveraged ReDIT's findings to develop a permit streamlining report, model policy, and ordinance.

PERMIT STREAMLINING REPORT:
The development of this report involved a comprehensive review of ReDIT findings, existing documents, including state and regulatory requirements, as well as numerous surveys. Interviews with small, medium, and large jurisdictions provided valuable insights into current best practices for streamlined permitting and the challenges faced at the local level. Additionally, interviews were conducted with ISPs, wireless carriers, and fiber network providers actively expanding their networks within the SCAG and SANDAG regions.

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[1] Resolution No. 2021-09, SANDAG. Available at: https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/regional-initiatives/digital-equity/resolution-to-increase-broadband-access-to-bridge-the-digital-divide-2021-01-22.pdf
[2] Resolution No. 21-629-2, SCAG. Available at: https://scag.ca.gov/sites/main/files/file-attachments/resolution_no._21-629-2_-_support_to_increase_broadband_access.pdf?1646942018
[3] SCAG Digital Action Plan, SCAG. Available at: https://scag.ca.gov/post/scag-digital-action-plan
[4] Regional Digital Equity Strategy and Action Plan. Available at: https://www.sandag.org/projects-and-programs/regional-initiatives/digital-equity
[5] FCC Shot Clock. Available at: https://docs.fcc.gov/public/attachments/FCC-20-75A1.pdf

Based on the information gathered and an in-depth analysis of successful practices across various jurisdictions, the report identified 10 core solutions to streamline permitting processes both within the regions and statewide.

1. Uniform Permit Fees
   - Establish a consistent fee structure, pegged to the size and nature of the broadband project. This ensures clarity in budgeting, prevents sudden inflations and offers transparency to service providers.

2. No Extra Fees for Broadband
   - Prohibit ancillary fees, thereby preventing cost escalations and ensuring a focused budgeting process for broadband expansion.

3. Inclusive Zoning Practices
   - Facilitate broadband development across all zoning districts. This inclusivity ensures consistent network expansion and removes unnecessary roadblocks.

4. Leverage Public and Utility Facilities:
   - Encourage broadband projects to utilize public facilities and utility assets, potentially by linking with zoning relief, to simplify the process.

5. Dedicated Staff for Broadband Permits:
   - Maintain a dedicated team, well-versed in the intricacies of broadband permitting, not only to ensure efficiency but also to foster stronger, more collaborative relationships with service providers.

6. Broadband Permit Processors for Small Jurisdictions
   - Empower or establish regional entities like councils of governments or joint-power authorities. These can act as centralized hubs, optimizing the permit review process and extending support to smaller jurisdictions.

7. Enhanced Utility Mapping:
   - Incorporate both current and future broadband installations into GIS systems. Collaborating with service providers for real-time data and potentially crafting confidentiality agreements which might be necessary to ensure a comprehensive utility landscape

8. Digital Broadband Permit Applications
    ▪ Transition to online portals tailored specifically for broadband projects. These portals can enhance efficiency, provide real-time status updates and allow for batch permitting when multiple/similar projects run concurrently

9. Prioritize Administrative and Ministerial Reviews
    ▪ Move toward a more streamlined, objective, and swifter administrative review process, which would ensure predictability, transparency and efficiency, which benefit both jurisdictions and service providers.

10. Standardized Broadband Ordinance
    ▪ Develop a model broadband ordinance that can act as a practical guide for all jurisdictions, especially smaller ones.

MODEL ORDINANCE:

The Model Ordinance is a comprehensive legislative framework designed to streamline local regulations for permitting and deploying broadband network infrastructure. Its goal is to expedite the permitting process, reduce barriers, and promote the rapid expansion of wireless infrastructure, particularly in the state's unserved and under-served areas. The ordinance addresses the unique challenges and needs of SCAG's and SANDAG's diverse communities while aligning with state and federal regulations.

While the ordinance is intended to be "universal," interviews with local jurisdictions revealed that its applicability may vary. Some jurisdictions already have robust ordinances and permit processes in place, while others lack any formal procedures. As a result, the ordinance was designed to be flexible, allowing local jurisdictions to adopt all or parts of its provisions based on their needs.

The ordinance is divided into three chapters, each focusing on a specific aspect of broadband infrastructure development. This structure offers local jurisdictions a menu of options, allowing them to select portions, entire sections, or the full contents of each chapter as needed.

▪ Chapter 1: Traditional Wireless Facilities Permitting
▪ Chapter 2: Small Wireless Facilities in Public Rights-of-Way
▪ Chapter 3: Underground and Aerial Fiber Development

Together, these chapters form a comprehensive legislative tool designed to streamline the wireless infrastructure permitting process while considering the diverse needs of Southern California's communities.

The Model Ordinance incorporates seven of the 10 core solutions outlined in the Recommendations and Strategies for Broadband Permit Streamlining Report to optimize broadband deployment. Specifically, it addresses the following solutions:

- Exclusion of Extra Fees
- Elimination of Restrictive Zoning
- Utilization of Public and Utility Facilities
- Dedicated Staff for Permit Review
- Enhanced Utilities Mapping
- Online Permit Applications with Batch Processing
- Administrative Review Processes

However, three core solutions—universal permit fees, broadband permit processors in a regional authority, and enhanced utility mapping—were not included in the ordinance, as they require coordination and financing specific to each local jurisdiction. Nevertheless, recommended pathways for implementing these solutions have been detailed in the permit streamlining report.

Finally, the Model Ordinance includes sample schematics for micro trenching standards, a workflow chart, and a sample permit application checklist to assist both local jurisdictions and ISPs in navigating the permitting process efficiently.

NEXT STEPS:

Staff is developing a mass marketing strategy to distribute the Broadband Permit Streamlining Report and Model Ordinance throughout the SCAG region. Additionally, staff has been collaborating with CETF, Regional Broadband Consortiums, and State and Federal agencies to promote the distribution of the Permit Streamlining Report and Model Ordinance across California and nationwide.

In addition to marketing, staff will participate in digital divide panels, webinars and seminars to inform the public regarding SCAG's work efforts.

During the ReDIT working groups, several local jurisdictions—including the City of San Diego, Santa Barbara County, and the City of Moorpark—have informed SCAG and SANDAG that they have either used the Model Ordinance as a template or are considering incorporating portions of its language into their own ordinances. SCAG will follow up with these jurisdictions and invite them to present their efforts at an upcoming, to-be-determined SCAG Toolbox Tuesday session.

FISCAL IMPACT:

This project is funded in SCAG's Fiscal Year 2024-25 Overall Work Program (OWP) under project 100-4901.01 (Broadband Planning).

ATTACHMENT(S):

1. PowerPoint Presentation - Broadband Permit Streamlining Report and Ordinance

Broadband Permit Streamlining Report and Model Ordinance

September 5, 2024

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OVERVIEW OF SCAG'S WORK EFFORTS

Regional Directives and Actions

- **SCAG Resolution 20-623-2:** SCAG's commitment to equity
- **SCAG Resolution 21-629-2**: SCAG pledged to assist in bridging the digital divide
- **SANDAG Resolution 2021-09:** Committed to digital equity and assist in increased broadband deployment and adoption
- **All 7 Counties** have adopted a resolution
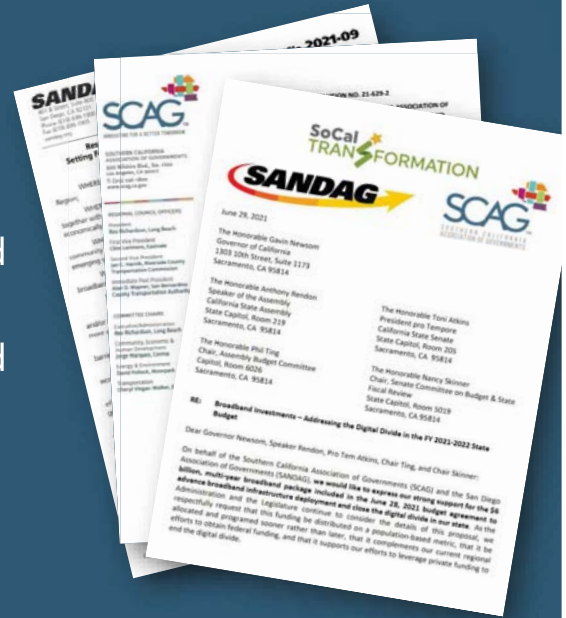
Work Efforts

- **Digital Action Plan**
- **Joint Request for Qualifications for Prospective Partnerships (RFQPP)**
- **Local Agency Technical Assistance (LATA)**
- **ACP/Go-Human**
- **Broadband/VMT Report**
- **Connect SoCal**
- **Permit Streamlining Project**

PERMIT STREAMLINING REPORT AND MODEL ORDINANCE

History of the Permit Streamlining Project

- **SoCal Transformation**
  - Established in 2020
  - Involves Public, Private, Non-Profit Sectors
  - Topics: Infrastructure, Adoption, Legislation, Funding and **Permitting**
- **SCAG and SANDAG tasked with solving permitting issues**
- **SANDAG – Regional Digital Infrastructure Taskforce (ReDIT)**
  - Launched in **February 2022**
- **State of California – Local Permitting Playbook**
  - Completed in **August of 2022**
- **SCAG – Permit Streamlining Report and Ordinance**
  - Kicked-off in **December of 2022**

California – Local Permitting Playbook

- **High-level recommendations to solve permitting issues:**
  - Local Jurisdictions should be more transparent with their processes
  - Work on effective communication, establish dedicated point of contacts
  - Utilize online permit portals
  - Consider micro trenching
  - Consider batch permitting
  - Increase staffing
  - **Develop an ordinance**

ReDIT Findings (Challenges)

- Broadband Policy Shortcomings **(Need for an Ordinance)**
- Ambiguous Timelines
- Elevated Permit Costs
- Staffing Limitations
- Procedural Complications
- Policy Outdatedness

ReDIT Findings (Solutions)

- Transparent Sharing
- Continuous Training
- Micro trenching
- Batch Permitting
- Digital Permit Process
- **Guided Applications**

Permit Streamlining Survey and Interviews (Local Jurisdictions)

- Survey was sent to all jurisdictions within the SCAG/SANDAG regions.
- Response rate was extremely lackluster – **COVID Survey Burnout**
- Pain points identified **similar to** State and ReDIT taskforce findings

Interviews with Local Jurisdictions

- **Follow up interviews with 8 local jurisdictions**
  - City Los Angeles
  - City San Diego
  - Bell
  - Bell Gardens
  - Oceanside
  - County of Los Angeles
  - County of San Diego
  - County of Orange

Interview Findings

- Interview findings consistent with ReDIT Pain Points
- Most jurisdictions unaware of the FCC Shot Clock requirements
- Several jurisdictions (County of Orange, City of LA, San Diego County, Oceanside) have an online portal systems
  - City of LA achieved review times ranging from 24 hours to 2 weeks.
- LA County developed a Wireless communications ordinance

Interviews with ISPs

- Interviewed several ISPs and Infrastructure developers
- Anonymized for the report to allow for candid responses
- Their wants and needs:
  - **Established Guidelines***
  - Dedicated Expertise
  - **Defined Checklists***
  - Adherence to timelines
  - Automation
  - **Microtrenching Standards***

Permit Streamlining Report

- Grounded in reality
  - Recognize the existence of CEQA (**non-negotiables**) and **do not** recommend CEQA reform
- **Goal and Vision**
  - **A report and universal ordinance that solves all problems**
- **Value**
  - Report found ordinance would be of varying value
  - Larger cities have a system in place but can use some of the language
  - Smaller cities would benefit the most

10 core problems identified

1. Permit Fees
2. Extra Fees
3. Inclusive Zoning Practices
4. Public and utility facilities
5. Dedicated Staff
6. Broadband Permit Processors for Small Jurisdictions
7. Enhanced utility mapping
8. Online Permit Applications
9. Prioritize Administrative and Ministerial Reviews
10. Standardized Broadband Ordinance

Best Practices Identified

- Traditional Fiber Deployment
- **Micro trenching**
- **Aerial Fiber**
- Small Cell Densification
- Macro New Site Build
- Cross Coordination Between Neighboring Local Jurisdictions
- **Formation of Joint Powers Authority**
- **Hiring staff or consultant, leveraging COGs**
- Inclusive Zoning Practices
- Permit Fees

Model Ordinance

- Issue permit within FCC Shot Clock (60 days)
- Bulk of core problems are resolved in the ordinance
  - 7 out of the 10 issues have been resolved
  - 3 outstanding issues **cannot be resolved** in an ordinance
    - Universal Permit Fees
    - Cross Coordination efforts (driven by staff)
    - Enhanced Utility Mapping (GIS)
- **3 main chapters**
  - Chapter 1 – Traditional Wireless Facilities Permitting
  - Chapter 2 – Small Wireless Facilities in the Public Rights of Way
  - Chapter 3 – Underground and Aerial Fiber Development

Core problems resolved by the Ordinance

- The model ordinance
- Administrative Review Process
- Exclusion of Extra Fees
- Elimination of Restrictive Zoning
- Utilization of Public and Utility Facilities
- Dedicated Staff for Permit Review
- Online Permit Applications with Batch Processing
- **Readers can refer to the designated page and section numbers to navigate directly to the proposed solutions addressing the fundamental issues.**

Design Standards, Flowchart, Application Checklist

- Ordinance provides **clear design standards** for:
  - Wireless and wirelines installation
  - Micro trenching
  - Drilling
  - Boring
  - This includes sample schematics for Micro trenching
- Clear visual representation/flow chart for permit process
- Application checklist to **guide** staff and developer

Initial Results

- Ordinance was designed to be flexible, allowing local jurisdictions to adopt all or parts of its provisions based on their needs
- Some local jurisdictions are using the ordinance as a template or are considering some of the language
  - City of San Diego
  - City of Moorpark
  - County of Santa Barbara
- **Proof that it is implementable.**

Attachment: PowerPoint Presentation - Broadband Permit Streamlining Report and Ordinance (Broadband Permit Streamlining Report and

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Next Steps

- Mass marketing strategy
- Collaboration with CETF, Regional Broadband Consortiums, State and Federal agencies for distribution
- Digital divide panels, webinars, seminars
- Toolbox Tuesdays
    - **Invite local jurisdictions who have implemented the model ordinance**

THANK YOU!

For more information, please visit:

Broadband Planning: scag.ca.gov/broadband

Or Contact Roland Ok, Planning Supervisor: ok@scag.ca.gov

Southern California Association of Governments
September 5, 2024

To:	Transportation Committee (TC)
From:	Jonathan Raspa, Senior Regional Planner 213-630-1551, raspa@scag.ca.gov
Subject:	Goods Movement Update: Southern California Zero Emissions Truck Infrastructure Study & Comprehensive Sustainable Freight Plan

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Information Only – No Action Required

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:
The purpose of this staff report is to provide an update on preparations for the start of the Comprehensive Sustainable Regional Freight Plan (On the Move), and an update on the progress of the Southern California Zero Emissions Truck Infrastructure Study (ZETI). On the Move is a comprehensive goods movement plan for the region that will update the 2013 freight plan last completed by SCAG. In addition to scope and timeline preparation, staff have also been working through preliminary projects and foundational work that will serve as key inputs into On the Move and deliver on the principles of the Goods Movement Resolution (No. 23-653-1) adopted by the Regional Council on March 2, 2023.

The ZETI Study has nearly completed all technical analysis work and has started development of site classification and analysis. The ZETI team has also developed a series of site typologies that will define the expected operational parameters for charging and fueling sites across the region. Planning for the fifth Technical Advisory Committee meeting is also underway, tentatively scheduled for late September 2024. ZETI's focus on medium- and heavy-duty truck zero-emission infrastructure across the region will serve as a clean technology bridge to be incorporated into On the Move's comprehensive freight planning analysis and implementation strategy recommendations, as SCAG staff focuses on leveraging this work further.

BACKGROUND:
SCAG's Goods Movement Business Unit has been focused on supporting the region's goods movement needs through numerous planning efforts, research and analysis, and freight programs.

Every four years, SCAG updates Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as required by federal and state regulations. This year's approval of Connect SoCal 2024 serves as a natural break between the multi-year goods movement work that led up to this major milestone, versus the upcoming multi-year efforts that the agency will be embarking on towards the Connect SoCal 2028 update, namely completion of the ZETI Study and development and completion of On the Move. In addition to these major planning efforts, SCAG staff continues to manage the Last Mile Freight Program (LMFP) and are leading freight planning and pilot demonstration efforts for the upcoming 2028 Summer Olympics.

To help track SCAG's progress and near-term expectations for its comprehensive systems-level planning efforts, a review of critical steps that have occurred including past goods movement planning efforts, the 2023 Goods Movement Resolution, Presidential Priorities Panel on Goods Movement, Connect SoCal 2024, and Logistics and Warehousing in Southern California Whitepaper are all important to note. This information establishes key deliverables and milestones that have been achieved, while also delineating how SCAG staff are continuing to leverage and further these work efforts into ongoing freight planning work like ZETI and On the Move, while also coordinating with regional, state, and federal partners.

Past Goods Movement Planning Efforts
In preparing for On the Move's objectives and scope, SCAG staff are undertaking multiple planning, analysis, and study efforts to serve as foundational elements of the formal Freight Plan, many of which have been highlighted at past Transportation Committee meetings. The recommendations and findings generated from SCAG's studies and programs are instrumental in supporting regional partners including local jurisdictions as they work to improve the goods movement system while balancing economic, mobility, public health, safety, and other priorities. The research and studies include:

- Last Mile Freight Program (LFMP): In 2020, SCAG partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the LMFP. SCAG has developed a two-phased approach for the LMFP, including the commercial deployment of zero-emission or near-zero emission (ZE/NZE) heavy and/or medium duty on road trucks (including ZE/NZE equipment and supporting infrastructure) with projects currently in various stages of implementation. The awards authorized by the Regional Council and MSRC for LMFP Phase 1 total approximately $16.75 million, with all projects currently expected to be completed by summer 2026. Through the successful award announcement of the Climate Pollution Reduction Program to Southern California totaling $500 million, SCAG will receive $50 million for clean technology improvements into the LMFP Phase 1 commercial deployment element that will significantly expand the program's efforts.
- Goods Movement Communities Opportunities Assessment: In 2023, SCAG completed this study to better understand goods movement communities' issues and opportunities and to

improve the ability of communities to capture the economic benefits of goods movement through a closer look at workforce development initiatives. Key products included a best practices toolkit for impacted communities, recommendations for impacted communities and the region, and a communications strategy for SCAG goods movement outreach.

- Integrated Freight and Passenger Rail Study: In 2022, SCAG, working in partnership with Metrolink and other rail stakeholders, completed a first-of-its-kind effort to simulate combined future freight and passenger train volumes out to the year 2050 to determine additional rail infrastructure needed over and above currently planned improvements. The findings directly supported the Connect SoCal 2024 update.
- Last Mile Freight Delivery Study: In 2020 this study was completed, increasing the understanding of last-mile delivery issues for SCAG and its member cities by examining the relationship between last-mile access conditions, the delivery of goods, and the role of last mile delivery in the overall transportation system. Since this study, SCAG has continued these work efforts through multiple follow-on studies focusing on curb space management.
- Industrial Warehouse Study: In 2018, this study was completed evaluating how the region could accommodate future demand for warehouse space based on key supply chain trends. Study findings were used to formulate discussion points, for policy considerations, by logistics industry stakeholders, and public-sector agencies about how best to shape the region's strategic vision and growth, while balancing economic and environmental objectives. Since this study, SCAG has continued to update industrial facility trends and analysis.

2023 Goods Movement Resolution

On March 2nd, 2023, SCAG's Regional Council adopted a Goods Movement Resolution (No. 23-653-1), affirming its commitment to supporting Southern California's goods movement system. The Resolution emphasizes key issues facing the region that intersect with the needs of freight, and established key principles:

1. Affirm SCAG's commitment to leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail
2. Prioritizes community and environmental justice concerns together with economic needs and supports workforce development opportunities particularly around deployment of zero emissions and clean technologies, and their supporting infrastructure.
3. Continue to explore and advance the transition toward zero-emissions and clean technologies and other transformative technologies, where viable.
4. Recognize the need for comprehensive systems-level planning of inland port concepts and corridor/supply chain operational strategies, integrated with road and rail infrastructure.
5. Pledge to continue advocating with local, state, and federal partners on the need for continued, significant investment in a safe, secure, clean and efficient multi-modal

transportation system, including both highways and rail, to support the movement of goods across the region.

The Comprehensive Sustainable Freight Plan will update SCAG's last 2013 freight plan for the region, directly aligning the comprehensive systems-level planning components from the Resolution and supporting its vision for an efficient, resilient, zero-emissions freight system in Southern California.

Presidential Priorities Panel on Goods Movement

The March 2024 Regional Council meeting featured a panel discussion on key issues and opportunities for goods movement in Southern California, including representatives from the rail, trucking, and warehousing sectors. The panel discussed technology advancements, sustainability, community impacts and engagement, public-private partnerships and workforce development. The panel was optimistic about the progress that has been made so far on zero-emissions freight and saw new opportunities for partnering with the public sector to advance in the region. However, the panel also acknowledged significant policy and funding challenges, requiring leadership on implementation needs and additional funding to meet the state's timelines.

Connect SoCal 2024

On April 4, 2024, the Regional Council adopted Connect SoCal 2024, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including the Goods Movement Technical Report. The Goods Movement Resolution principles were incorporated into Connect SoCal through regional planning policies and implementation strategies. The technical report reflects the inclusion of past planning efforts covering a broad range of topics deconstructing the complex relationships in the regional freight systems and the supply chains it supports. Key takeaways from the report included:

- Essential Nature of Goods Movement: The connection and interdependencies of population and housing and employment growth with goods movement consumption demand necessitates continued focus on freight supply chains, notably with respect to global disruptions such as the COVID-19 Pandemic, war, and other geopolitical instabilities. This directly impacts the SCAG region locally, statewide, and nationally.
- New Trends and Technologies: While freight dynamics remain fluid, the SCAG region continues to see diversion of its market share as a result of competitive seaport infrastructure development and other factors such as reshoring and nearshoring with Mexico. E-commerce penetration and resulting industrial facility development is a major contributor to this. Zero-emission technologies continue to see the strongest focus with respect to industry concerns and opportunities.
- Goods Movement Challenges: Freight cycles are far more volatile than broader macroeconomic contraction/recession events that can substantially impact operational

aspects of the supply chain. National policies are focusing more on U.S.-based protectionism for manufacturing and supply chains; these two points have further implications on freight resiliency. California state regulations are placing greater uncertainties on how freight markets will look in the future. Traditional challenges like freight bottlenecks/congestion, truck parking/freight routing, public safety, and local community impacts remain.

- Implementation Strategies and Initiatives: SCAG's Goods Movement Resolution serves as the primary guiding policy towards implementation strategies and initiatives. Since Connect SoCal 2020, the region has continued to implement prior investment initiatives, while also competing further for federal and state funding programs. This has related directly to traditional infrastructure and facilities for seaports, railroads, and highways and access roads. Additionally, zero-emission infrastructure has more recently become an increasing focus within many of these same funding programs. SCAG has continued to support its regional and local partners and member agencies with their project nominations and applications for funding opportunities, whether through sponsorship, partnerships, or supported alignment. Additionally, SCAG has provided numerous resources to develop comprehensive studies and analyses to enrich the region's collective knowledge and to inform the decision-making process for policies and actions.

Logistics & Warehousing in Southern California Whitepaper
The primary purpose of this whitepaper is to identify why a regional systems-based approach to industrial development is necessary and to guide the SCAG region toward such an approach. A regional approach to industrial development requires acknowledgment and understanding of the needs of local communities, especially those impacted by industrial activities, while also recognizing the economic benefits and the local, regional, state, and national nature of how supply chains are organized and operated. The whitepaper's key areas of focus and highlights include interdependency relationships, e-commerce and digital shifts, supply chain considerations, and trucking and industrial development challenges. The whitepaper concludes with recommendations for how SCAG can lead in facilitating greater regional collaboration and providing tools and resources to support local jurisdictions:

- Develop a regional steering team/committee.
- Leverage work from SCAG's comprehensive planning efforts to:
    - Provide local technical assistance to cities to conduct studies and develop strategies supporting the establishment of truck routes away from residential/school/other sensitive areas, or design concepts to prevent truck traffic from entering residential neighborhoods.
    - Develop a regional freight transportation demand management (TDM) assessment including solutions and strategies.
    - Develop regional tools and resources to create an interactive truck route and parking interface and industrial growth scenario planning platform.

- Build a stronger regional coalition to be more competitive in pursuing federal and state funds.

Ongoing Freight Planning Efforts

In the last year, SCAG staff have undertaken additional complementary projects that support the forthcoming Comprehensive Sustainable Freight Plan.

Zero Emission Truck Infrastructure Study: In 2023, SCAG initiated this study to help envision a regional network of zero emission truck charging and fueling infrastructure. The upcoming completion of the ZETI study will provide a framework and key data products for integrating zero emissions truck infrastructure planning into the systemwide planning work that will be part of On the Move's update. The project team also heard consistent themes during outreach and TAC meetings and feedback from community and industry listening sessions, which focused on the needs for guidance and leadership through the initial transition period, and funding incentives that are accessible for small and medium-sized operators. Furthermore, ZETI aims to provides a template for local agencies to set expectations when pursuing local implementation, and to provide examples and guidance for local agencies who are beginning to plan for new truck charging stations. The study also incorporates direct feedback from industry and local agencies that have been a part of the first new truck charging stations on the ground in California. The project team is currently completing the technical phases of work and moving into the developing of site assessments and implementation recommendations. The next Technical Advisory Committee (TAC) meeting is also being scheduled for late September 2024; updates will include the final results of the charging simulation, site classifications and analysis results, and draft site analyses for the different site typologies. The ZETI study is expected to conclude in December 2024.

Freight Listening Sessions: This effort will convene and collaborate with freight stakeholders to build relationships and identify key priorities distinct to goods movement that can inform the Comprehensive Sustainable Freight Plan. Engagement at these moderated sessions will also support the development of a timeline and list of potential project concepts or initiatives that can be delivered in partnership with the private sector. This will involve identifying focused opportunities and new strategies to support regional industrial development, zero emissions deployment, needed support tools, data partnerships and technical assistance programs for regional and local partners involved in maintaining and enhancing the Southern California goods movement system. This effort will be held in tandem to outreach and engagement with community representatives and local and regional agencies, among others, on tackling freight challenges and input on future approaches.

Comprehensive Sustainable Freight Plan: Scope and Timeline

It has been over a decade since SCAG last developed a comprehensive freight plan. While the recent Connect SoCal update incorporated multiple studies and analysis points, the Comprehensive

Sustainable Freight Plan has a multifaceted scope of work, encompassing a broad set of tasks focusing on:

- Freight stakeholder engagement within the industry and with freight communities and key stakeholders identified through previous studies and SCAG's continuous engagement with regional partners and the freight community.
- A systemwide needs assessment based existing freight system data, including commodity flow information, truck and rail volumes and velocity, the region's industrial footprint, and more.
- Enhancement of SCAG's current Heavy-Duty Truck Model to better analyze and project the impacts of operational changes, freight demand management strategies, and electrification of different delivery modes.
- Analysis of e-commerce and freight flows within the region to better understand the impacts that both local and national consumption have on the region.
- An evaluation of existing and emerging technologies in freight, including zero-emissions systems, vehicle automation systems, operations-based technologies, and alternative freight delivery systems.
- Scenario testing of Connect SoCal's goods movement system and developing recommendations that address key deficiencies, bottlenecks and priority areas identified in the analyses.
- A financing plan that takes a strategic approach to delivering projects that uphold SCAG's role in sustainable transportation development in the region

A detailed final report will outline a refined strategy for regional goods movement, articulating how proposed projects interconnect and contribute to the enhancement of the overall system. The report will detail project costs and establish a timeline for phased implementation, integrating into the Connect SoCal 2028 update, and serving as a blueprint for the region's future freight strategies.

SCAG staff are currently refining the scope for an upcoming procurement that will have the Plan's work starting in the third or fourth quarters of Fiscal Year 2024.

Regional Partners and Statewide Coordination
Throughout all these initiatives and projects, SCAG's staff continue to engage with regional partners on coordinating planning and project development. SCAG's goods movement business unit is convening quarterly meetings with Caltrans' Headquarters and District-level staff, the region's six country transportation commissions and three Southern California ports. The purpose of these quarterly meetings is to keep Southern California agencies updated on freight planning initiatives, identify opportunities to share data, collaborate on projects or policy development, and provide mutual support on funding pursuits. Consistent communication among all agency stakeholders will

leverage all the participants' efforts and support a coordinated development of the Southern California goods movement system. Additionally, SCAG staff are supporting other freight stakeholders at the local/regional levels to establish stronger working relationships and partnerships.

Next Steps:

As the technical work for the ZETI study comes to completion, the project team will begin preparing to brief the TAC on simulation and site classification results, finalize the travel demand, energy simulation and site analysis datasets, and complete the final report deliverables by December 2024. Those findings and recommendations will become a key input to the technical analysis of truck freight travel and GHG emissions in the Comprehensive Sustainable Regional Freight Plan. SCAG staff are currently working on obligating funding resources in preparation for a procurement process for the freight plan. Policy recommendations, operational assumptions and implementation strategies will also shape how the Comprehensive Sustainable Freight Plan approaches zero emission infrastructure over the duration of the plan's analysis and recommendations. As work progresses on both projects, staff will continue to seek input from regional partners, the state, and other public and industry stakeholders, while regularly providing pertinent updates to the Transportation Committee and Regional Council on progress and milestones for discussion and direction.

FISCAL IMPACT:
Work associated with the ZETI Study is included in the Fiscal Year (FY) 2024-2025 Overall Work Plan (OWP) Task 100.4911.04. Work associated with the Comprehensive Sustainable Freight Plan is included in the FY24-25 OWP Task 130.0162.20.

ATTACHMENT(S):
1. PowerPoint Presentation - Goods Movement Update

Goods Movement Update: ZETI Study & Comprehensive Freight Plan

September 5, 2024

WWW.SCAG.CA.GOV

Presentation Overview

- Past goods movement planning efforts at SCAG

- Update on current goods movement efforts
    - Zero-Emission Truck Infrastructure (ZETI) Study
    - Freight Listening Sessions

- Comprehensive Sustainable Freight Plan (On the Move)

PAST GOODS MOVEMENT PLANNING EFFORTS

Project Overview

Completed Projects & Studies

- Industrial Warehouse Study (2018)

- Last Mile Freight Delivery Study (2020)

- Last Mile Freight Program (2020-2026)

- Integrated Freight & Passenger Rail Study (2022)

- Goods Movement Communities Opportunities Assessment (2023)

SOCAL GOODS MOVEMENT COMMUNITIES OPPORTUNITIES ASSESSMENT

2023 Goods Movement Resolution

- Approved by the Regional Council in March 2023

- Commitment to leveraging priority investments in passenger/freight rail

- Prioritize community & environmental justice, workforce development, and zero-emissions and technology deployment

- Advance zero-emissions & clean technology deployment

- Approach freight planning at a system level

- Continue to engage with partners at all levels to leverage efforts and grow investment into Southern California's multimodal freight system

Presidential Priorities Panel: Goods Movement

- Took place at the March 2024 Regional Council meeting

- Focused discussion on:
  - Zero emissions deployment and new technology
  - Community impacts
  - Public-private partnerships
  - Workforce development

- Industry is still seeking leadership and guidance at the local level

- Continued need for incentives to drive innovation and widespread deployment.

Leading the Region on Issues that Matter

Connect SoCal 2024: Goods Movement Technical Report

Key themes that will inform future work:

- Regional growth's relationship to freight system development

- Freight system volatility and resiliency strategies

- Global shift in market share and the local effects

- Zero emissions technology deployment

Southern California Logistics & Warehousing Whitepaper

- Evaluated regional relationships to industrial space

- Analyzed e-commerce growth and effects of the digital marketplace

- Reviewed challenges to industrial development and trucking

- Recommended strategies to facilitate regional collaboration and local jurisdiction support

A REGIONAL SYSTEMS APPROACH TO LOGISTICS & WAREHOUSING IN SOUTHERN CALIFORNIA

An Initial Whitepaper Developed by SCAG

JUNE 2024

SCAG

CURRENT GOODS MOVEMENT PLANNING AT SCAG

Zero Emission Truck Infrastructure

A blueprint for regional BEV truck charging & fueling infrastructure

- Technical phase of work is wrapping up
    - Robust energy demand scenario modeling
    - Parcel-level site prioritization tool
- Two remaining Technical Advisory Committee meetings
- Regional Blueprint & Local Agency Primer by Dec. 2024

Staff plan to leverage ZETI data products and recommendations in the Comprehensive Freight Plan and other planning or analytical work.
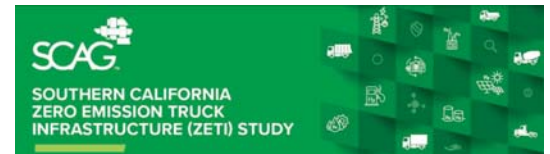
Freight Listening Sessions

Study convened regional freight stakeholders to:

- Build and maintain relationships in the industry

- Identify key priorities and industry partnership opportunities

- Development timeline and key projects or initiatives to pursue

COMPREHENSIVE SUSTAINABLE FREIGHT PLAN

2013 On The Move Freight Plan

SCAG's 2013 regional freight plan focused on:

- System investment to support key industries

- Multi-modal capacity expansion supported by safety and operational improvements

- Reducing the impacts of national freight on local communities

- Economic benefits & workforce development

ON THE MOVE
SOUTHERN CALIFORNIA DELIVERS THE GOODS

Comprehensive Regional Goods Movement Plan and Implementation Strategy

2024 Comprehensive Freight Plan: Scope

Key Plan tasks include:

- Freight community stakeholder engagement

- Systemwide needs assessment of infrastructure, warehousing, commodity flows, and more

- Enhancement of SCAG's Heavy Duty Truck Model

- E-commerce and freight flow analyses

- Zero-emission & alternative technology assessment

- Connect SoCal scenario testing

- Financing plan, regional goods movement strategy, and final report

2024 Comprehensive Sustainable Freight Plan: Timeline

Refine Scope & Cost Estimate
Currently Ongoing

Kick Off Plan Work
Early 2025

Comprehensive Sustainable Freight Plan Completion
- Approximately 4 years
- Direct input into 2028 Connect SoCal

Fall/Winter '24
Consultant Procurement & Contracting

Throughout Project
Updates to TC, RC, and Regional Partners

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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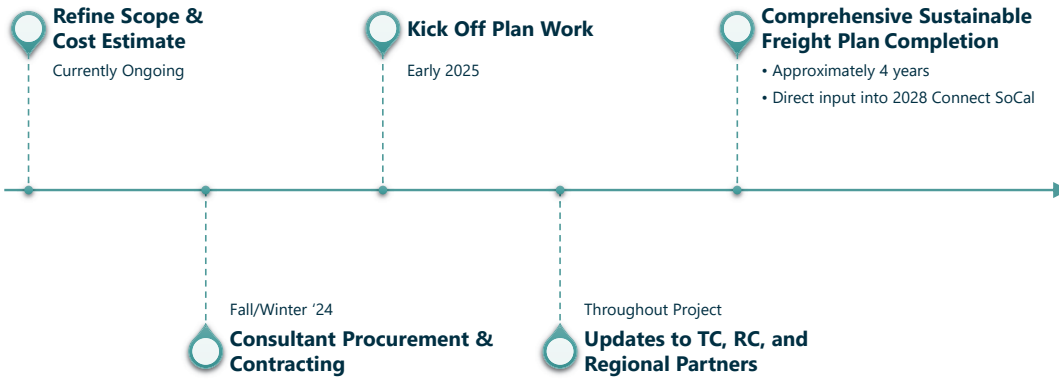
THANK YOU!

For more information, please reach out to:

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AGENDA ITEM 12
REPORT

Southern California Association of Governments
September 5, 2024

To: Transportation Committee (TC)
Regional Council (RC)

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

Subject: Transportation Trends Update

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR TC:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

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

EXECUTIVE SUMMARY:
Considering the COVID-19 pandemic's enduring impacts on travel behavior, SCAG staff provides the Transportation Committee with regular updates on transportation trends, including the impacts from remote work. Current analysis shows that transit/rail ridership has improved over the 12 months ending in June 2024. Overall, in June 2024, the region's bus ridership is 13 percent below its pre-pandemic level. For L.A. Metro, the region's largest transit operator, bus ridership has recovered more than rail ridership (down 12 percent vs. 21 percent, respectively, in June 2019 vs. 2024). Metrolink's rail ridership is currently 45 percent lower than it was at this time in June 2019. Vehicular travel has recovered at a more robust rate. In the years following the onset of the pandemic, vehicle miles traveled (VMT), vehicle hours of delay (VHD), and truck VMT levels on the State Highway System (SHS) in the region have hovered below pre-pandemic baseline levels. After briefly eclipsing the pre-pandemic baseline in February 2024, for the first time since the onset of the pandemic, overall VMT declined back to about five percent below pre-pandemic levels between March and June 2024, while VHD remained between 20 percent and 30 percent lower than the pre-pandemic baseline and truck VMT declined to about five percent below the pre-pandemic baseline by the end of June 2024. Meanwhile, the share of full, paid working days spent at home in the region peaked at 51 percent in December 2020, declined to 29 percent in January 2023, and has remained around 30 percent since then, with a notable increase to 34 percent in June 2024, likely influenced by seasonal factors. The staff report that follows provides a more detailed breakdown on these transportation trends.

BACKGROUND:

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

Data Sources

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

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

For vehicular travel, SCAG staff gathered and summarized data for the region utilizing the California Performance Measurement System (PeMS). PeMS data is collected by physical roadside measurement devices that are situated along various stretches of the State Highway System (SHS). California currently hosts 46,873 PeMS detectors and tracks data for 41,236 directional mainline miles of SHS roadway. Within the SCAG region, PeMS relies upon 22,157 roadside detectors and tracks vehicle data travel metrics across 7,595 miles directional mainline miles of SHS roadway. PeMS data has known limitations. To start, it only reflects roadway conditions on California's SHS, and does not provide insight into travel on local roads, streets, and arterials. Also, at any given time, as many as 50 percent or more PeMS roadside sensors may be nonfunctional within a given county due to issues like construction or hardware malfunctions. Essentially, PeMS provides a high-level accounting of SHS travel trends, but provides no direct insights regarding travel on the wider system that includes local roads and arterials. One additional limitation for the SCAG region is that PeMS does not have roadside sensors in Imperial County. However, since the intention of this report is to provide the most current information, PeMS remains the most appropriate data source available for

this analysis, as it offers virtually real-time data on vehicle miles traveled (VMT) and vehicle hours of delay (VHD) for most of the SCAG region.

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

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

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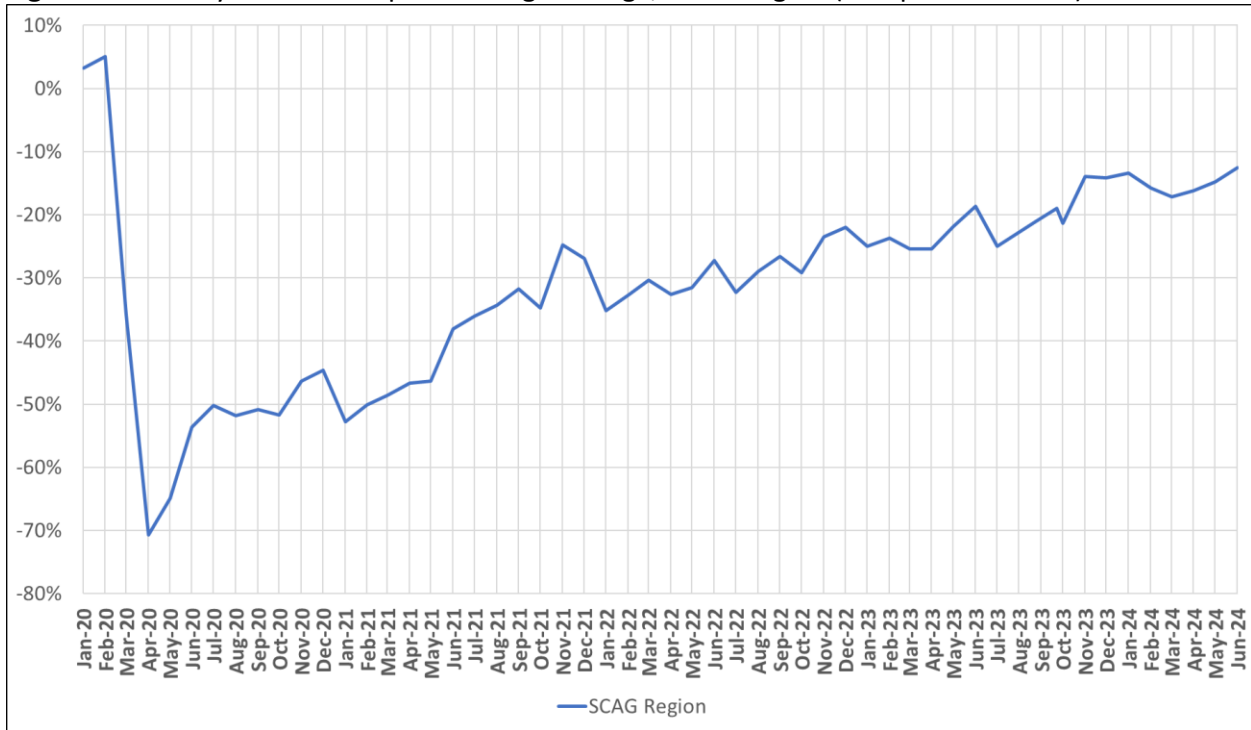
Source: Federal Transit Administration National Transit Database, as of June 2024.

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

Bus Operator	FY24 Qtr1 Jul-Sep	FY24 Qtr2 Oct-Dec	FY24 Qtr3 Jan-Mar	FY24 Qtr4 Mar-Jun
Anaheim Transportation Network	-7%	-4%	-3%	-5%
Antelope Valley Transit Authority	-41%	-28%	-30%	-39%
Beach Cities Transit (City of Redondo Beach)	-33%	-29%	-27%	-33%
City of Commerce Municipal Buslines	23%	23%	33%	34%
City of Glendale	-43%	-43%	-38%	-38%
City of Los Angeles Department of Transportation	-16%	-10%	-15%	-16%
City of Pasadena	-26%	-25%	-18%	-21%
Culver City Municipal Bus Lines	-39%	-30%	-36%	-34%
Foothill Transit	-28%	-19%	-20%	-21%
Gold Coast Transit	-7%	0%	7%	3%
City of Gardena Transportation Department	-39%	-33%	-24%	-21%
Imperial County Transportation Commission	2%	25%	25%	23%
Long Beach Transit	-13%	-18%	-26%	-23%

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

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

Most counties in the region have experienced gains in transit ridership over the course of the past year, with Imperial County experiencing the most significant increase of 11 percent when comparing June 2023 to June 2024. Meanwhile, Ventura, Los Angeles, Orange, and San Bernardino counties have experienced smaller gains of eight percent, eight percent, seven percent, and six percent, respectively. Riverside County is the only county in the region experiencing a loss in ridership, with a two percent decrease over the same period. Overall, regional bus ridership increased by seven percent during this time. It is worth noting that the June increases align with trends from preceding months, except for the notable fluctuations in Imperial and Ventura Counties. For example, regional bus ridership increased by nine percent from May 2023 to May 2024 and by 12 percent from April 2023 to April 2024. Imperial and Ventura Counties experienced significantly higher gains in prior months. For instance, bus ridership in Imperial County rose by 58 percent in May and 65 percent in April. In Ventura County, bus ridership grew by 16 percent in May and 24 percent in April.

Overall, these trends represent a significant improvement from June 2020, when regional transit ridership was down by 54 percent. However, bus ridership remains below pre-pandemic levels in all counties except Imperial County, as shown in **Figure 2**. In Imperial County, bus ridership is 19 percent above pre-pandemic levels for the most recent month of data available, June, consistent with preceding months (e.g., Imperial County bus ridership was 24 percent above pre-pandemic levels in May). Although bus ridership is currently down by five percent in Ventura County, it is important to note that it was three percent above pre-pandemic levels in May, marking the first month the county exceeded pre-pandemic levels. As previously mentioned, the region's overall bus ridership is currently 13 percent below pre-pandemic levels.

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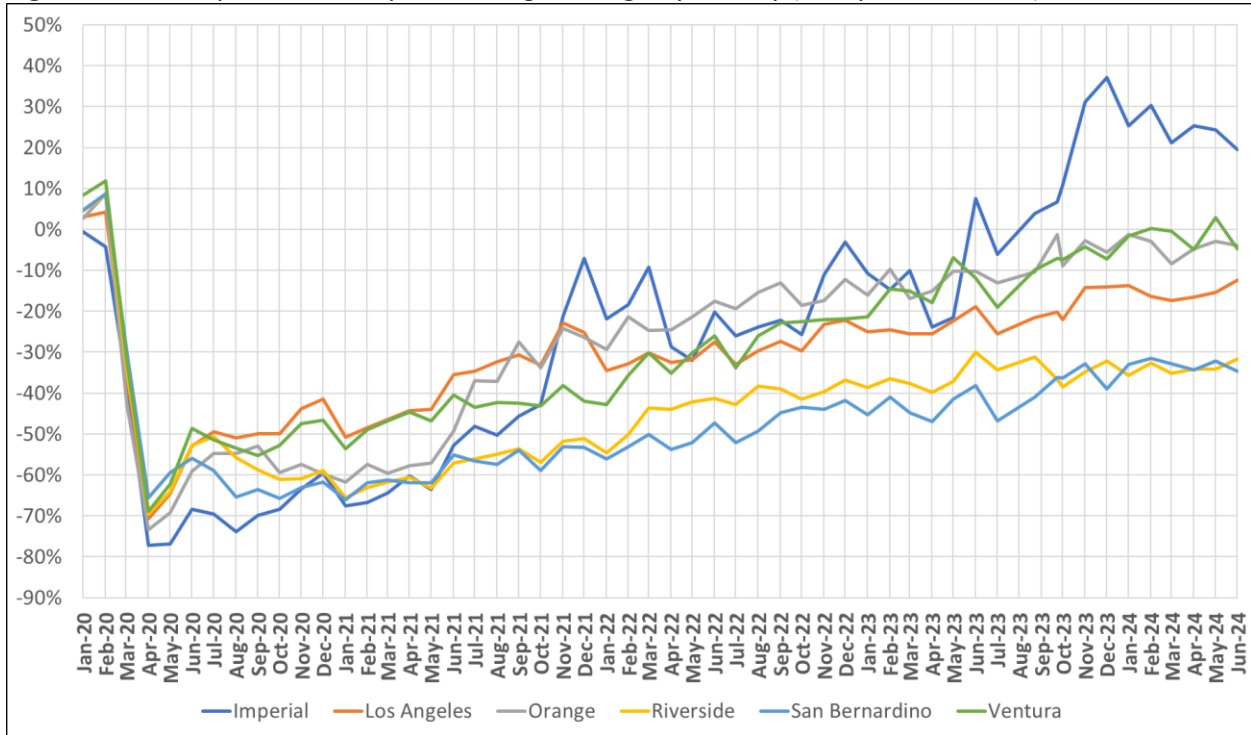
Source: Federal Transit Administration National Transit Database, as of June 2024.

Data reported by L.A. Metro for its bus and rail systems through June 2024 is reflected in **Figure 3**. L.A. Metro bus ridership increased by nearly five percent in June 2024 compared to June 2023, marking the nineteenth consecutive month of year-over-year bus ridership growth. L.A. Metro rail ridership also rose by four percent over the same time period. Although these trends are an improvement from June 2020, they remain below pre-pandemic levels. For example, compared to June 2019, bus ridership in June 2024 was down 12 percent, and rail ridership was down 21 percent.

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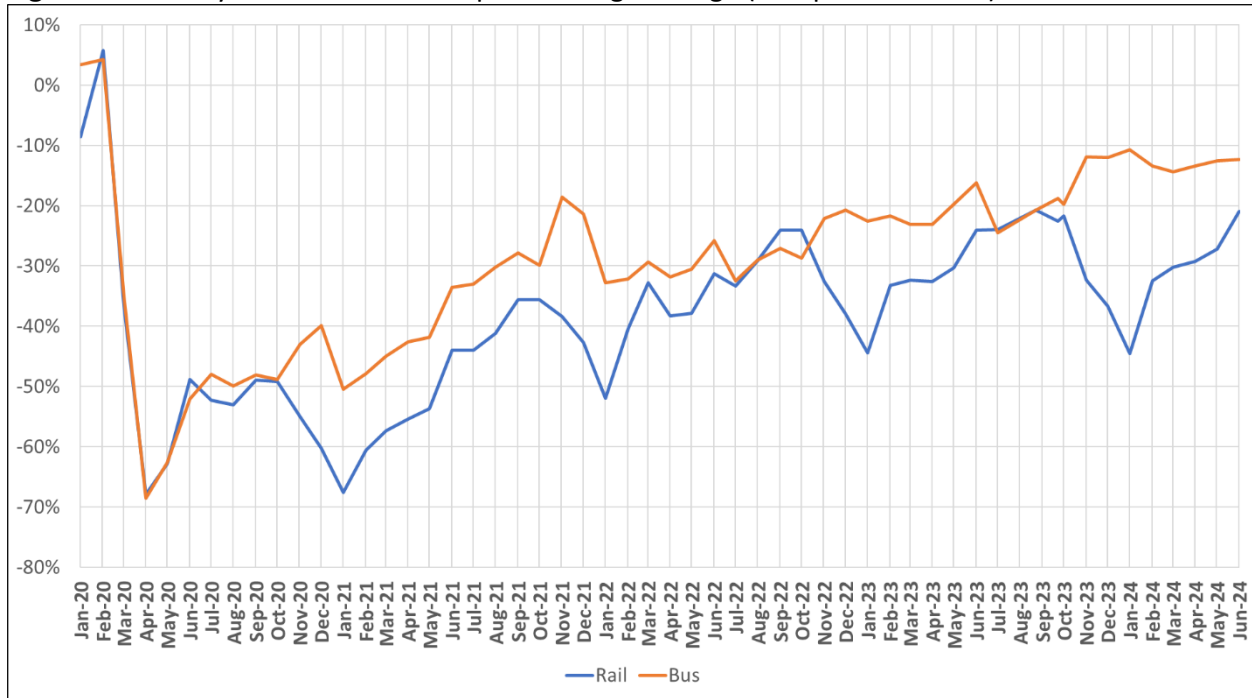
Source: <u>Los Angeles County Metropolitan Transportation Authority</u>, as of June 2024.

Figure 4 reflects total monthly ridership data reported by Metrolink by line through June 2024. Overall, Metrolink regional rail ridership is up by approximately 27 percent in June 2024 compared to June 2023, with the Antelope Valley line experiencing the most significant increase at 37 percent. The Orange County line follows with a 34 percent increase, while the Inland Empire-Orange County (IEOC) and Ventura County both experienced 33 percent increases. Ridership on the 91/Perris Valley line rose by 32 percent, and the San Bernardino and Riverside lines had more modest gains of 16 and 14 percent, respectively. Notably, the June increases for all lines are consistent with or slightly trail the trends observed in preceding months.

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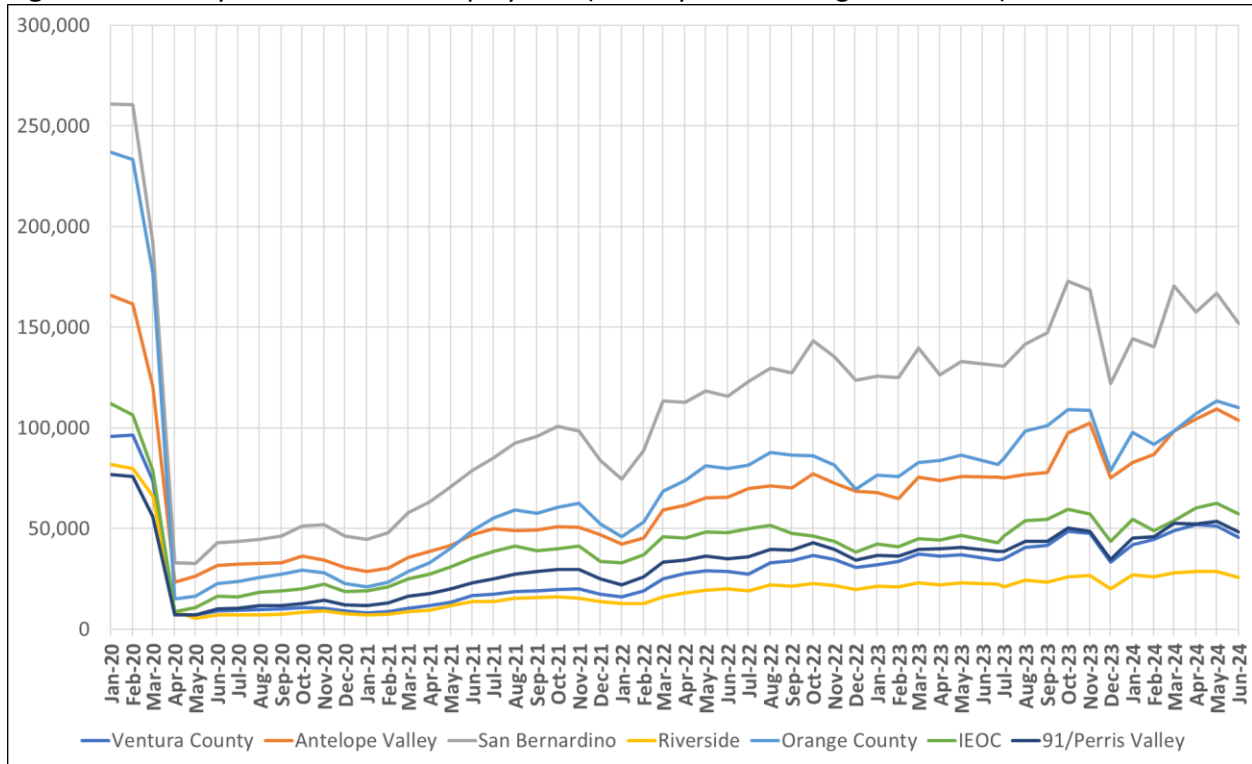
Source: Southern California Regional Rail Authority, as of June 2024.

However, total Metrolink ridership is still 45 percent lower than it was pre-pandemic at this time (June 2024 compared to June 2019). Pre-pandemic, 80 percent of Metrolink trips were commute trips. That figure has declined to just over half (52 percent) of total ridership. At the same time, the percentage of non-commute trips has more than doubled, from 20 percent pre-pandemic to currently 48 percent. Metrolink is working to evolve from a primarily commuter-oriented service to one that also serves local travel over much of the day to address pandemic-induced travel behavior changes. At the September 5 Regional Council, Metrolink's Chief Executive Officer, Darren Kettle, will present on its efforts to evolve its service. **Figure 5** shows trends in monthly Metrolink ridership by line, with findings depicted as percentage changes from line ridership from the same months in 2019.

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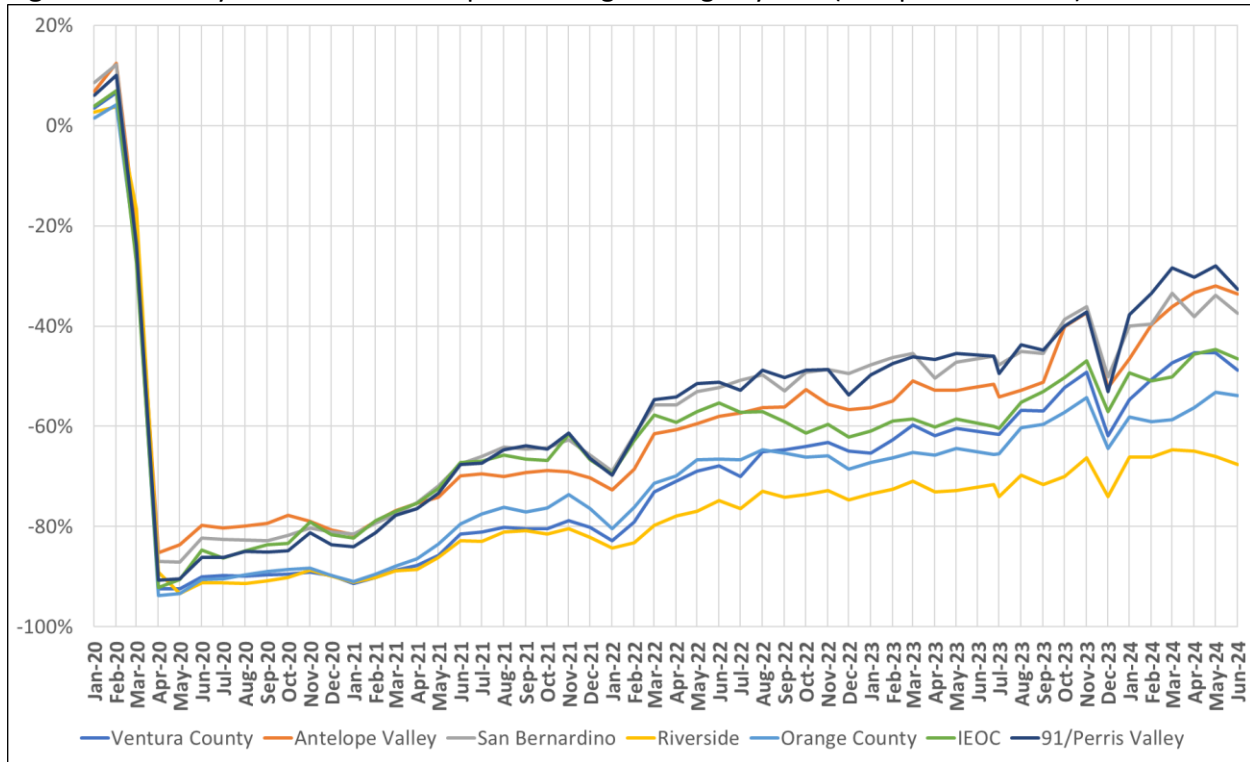
Source: Southern California Regional Rail Authority, as of June 2024.

Overall Vehicular Travel Trends

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

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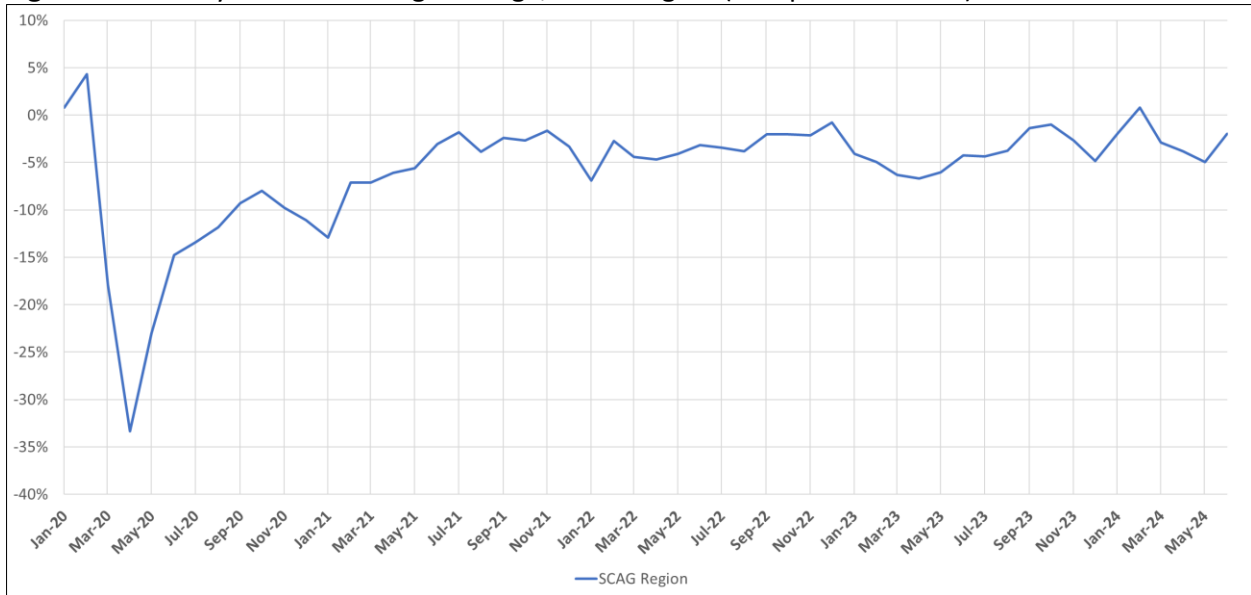
Source: California Performance Measurement System (PeMS), as of June 2024.

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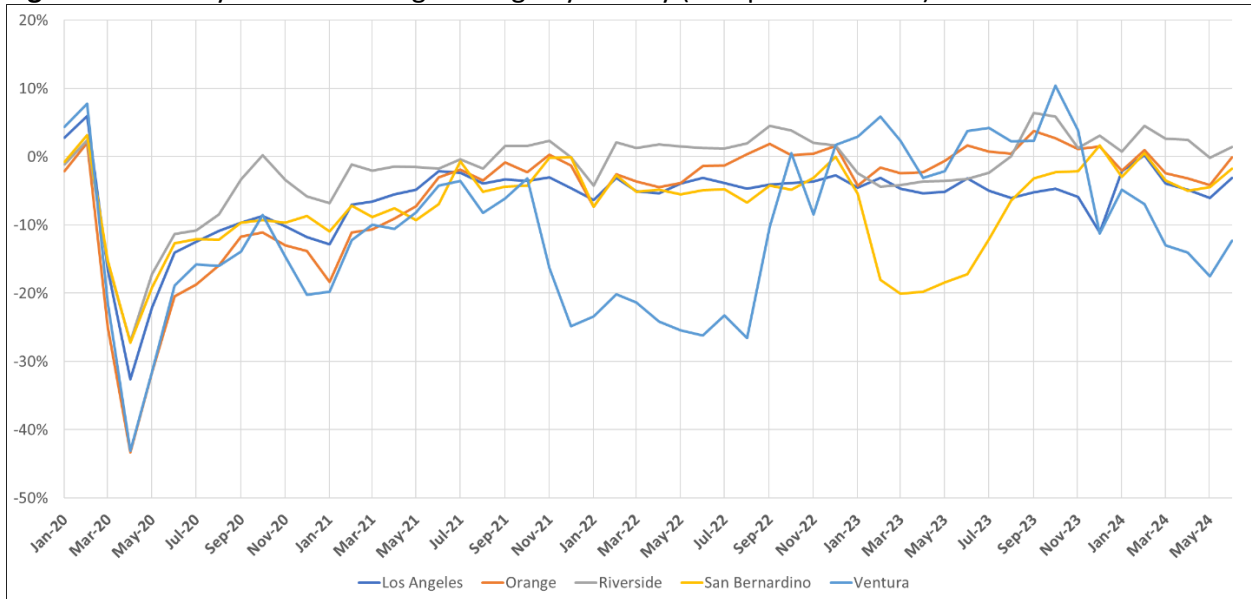
Source: California Performance Measurement System (PeMS), as of June 2024.

As noted in previous updates to the Transportation Committee, county-level VMT trends have varied. Los Angeles, Orange, and Riverside counties appear roughly consistent with pre-pandemic VMT levels from mid-2021, while Ventura and San Bernardino counties appear to have experienced

temporary but notable decreases in VMT from pre-pandemic levels between late 2021 and present day. However, as has also been noted in previous updates to the Transportation Committee, these temporary deviations from pre-pandemic levels may be the result of roadside construction or malfunctioning PeMS roadside sensors, rather than actual VMT declines. SCAG staff is continuing to review county-level data given these apparent anomalies.

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

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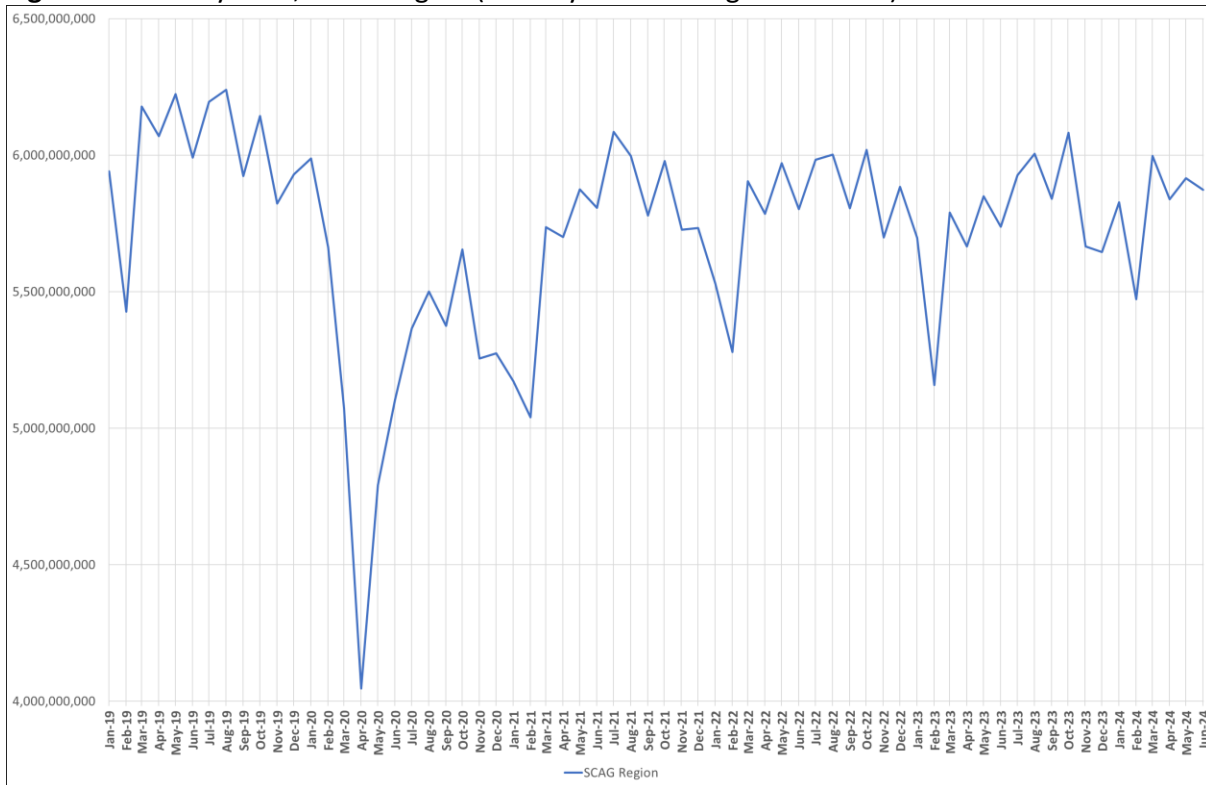
Source: California Performance Measurement System (PeMS), as of June 2024.

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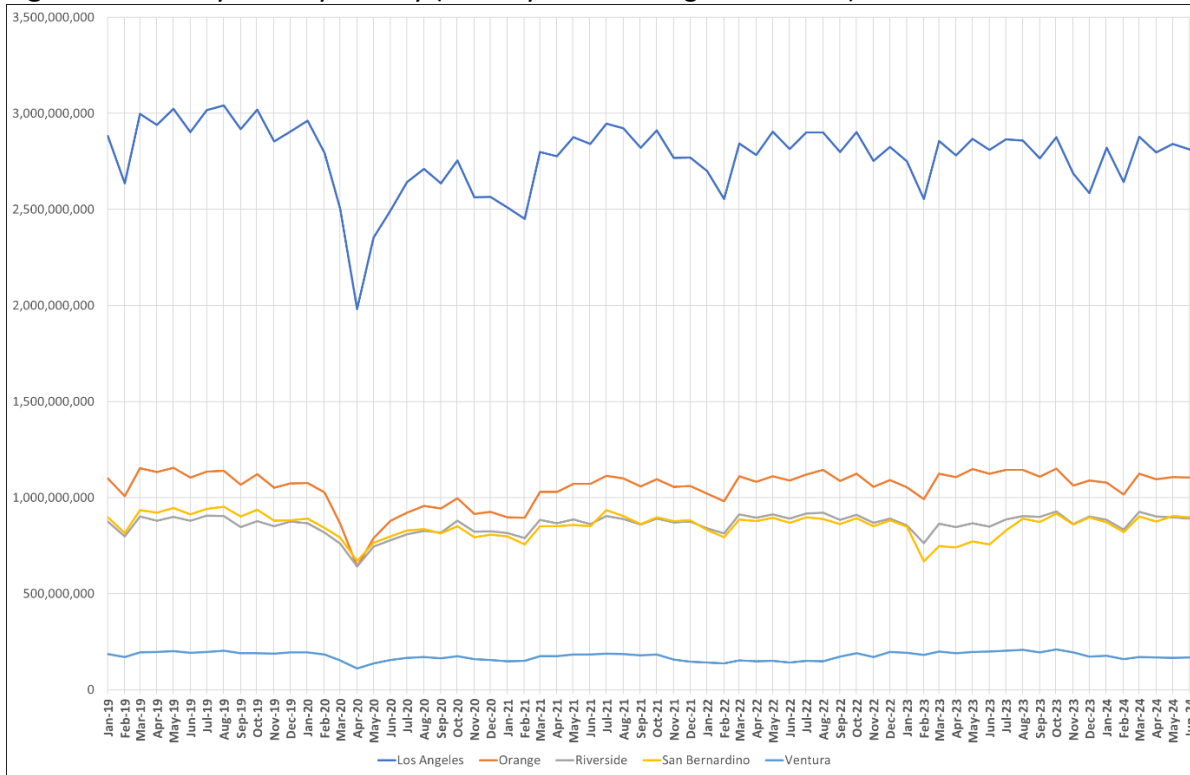
Source: California Performance Measurement System (PeMS), as of June 2024.

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

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

Figure 10. Monthly VHD Percentage Change, SCAG Region (Compared to 2019)
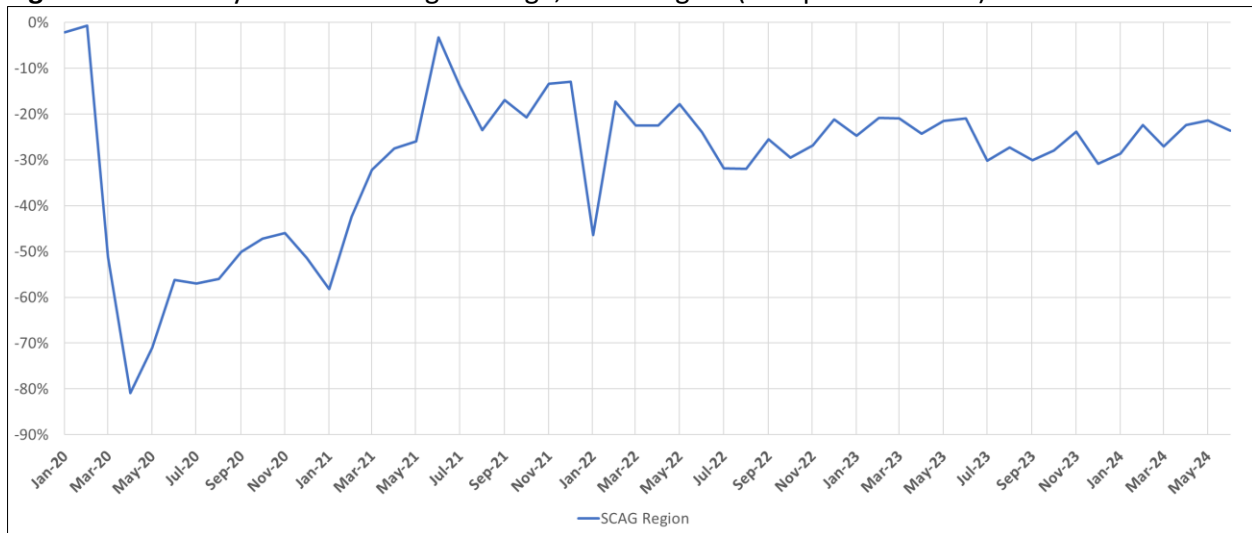
Source: California Performance Measurement System (PeMS), as of June 2024.

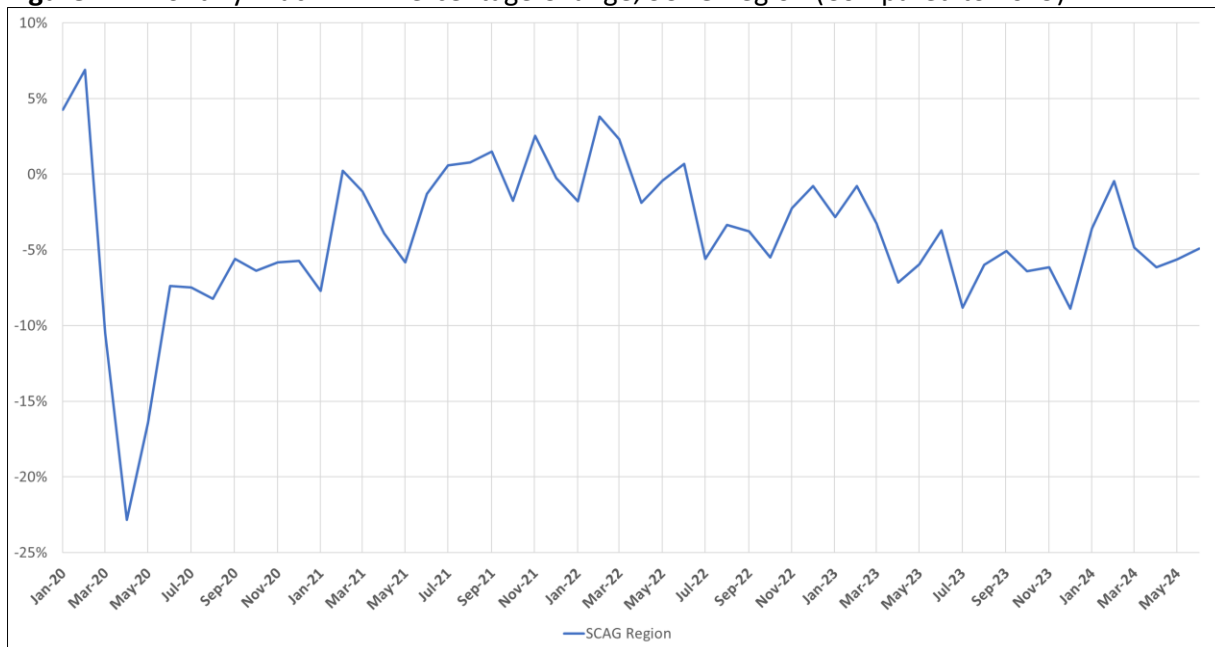**Figure 11.** Monthly VHD Percentage Change by County (Compared to 2019)
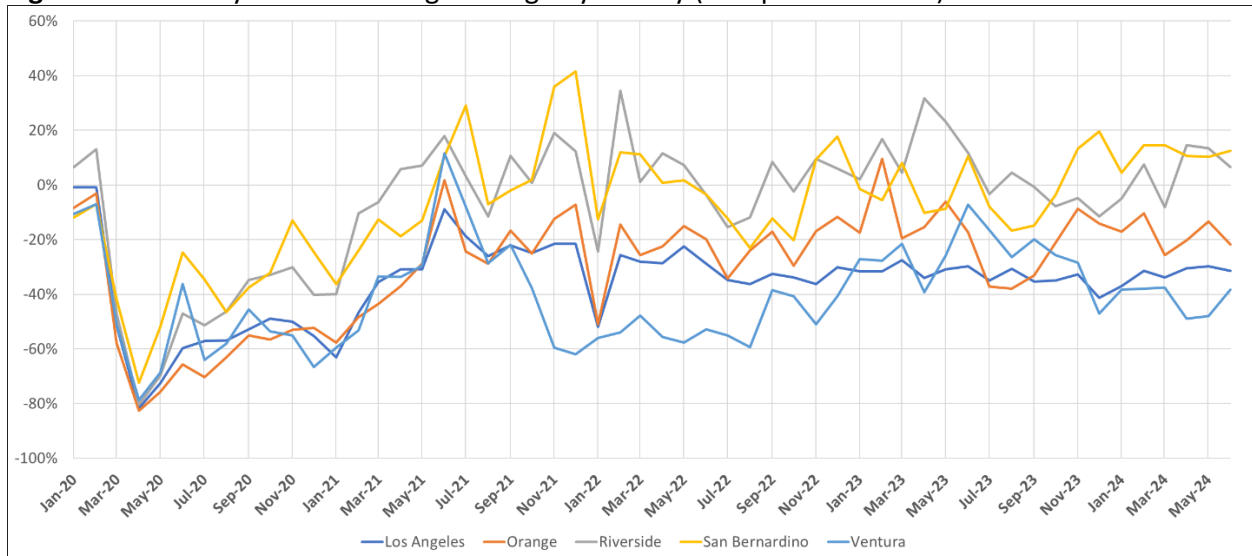
Source: California Performance Measurement System (PeMS), as of June 2024.

As **Figure 11** shows, county-level trends in vehicle delay have varied, with Riverside and San Bernardino counties appearing to eclipse the pre-pandemic baseline at numerous times since the onset of the pandemic, including in the first half of 2024. Local roadside sensor outages and roadside construction may also be contributing to county-level variability on display in this set of PeMS data.

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

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

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

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

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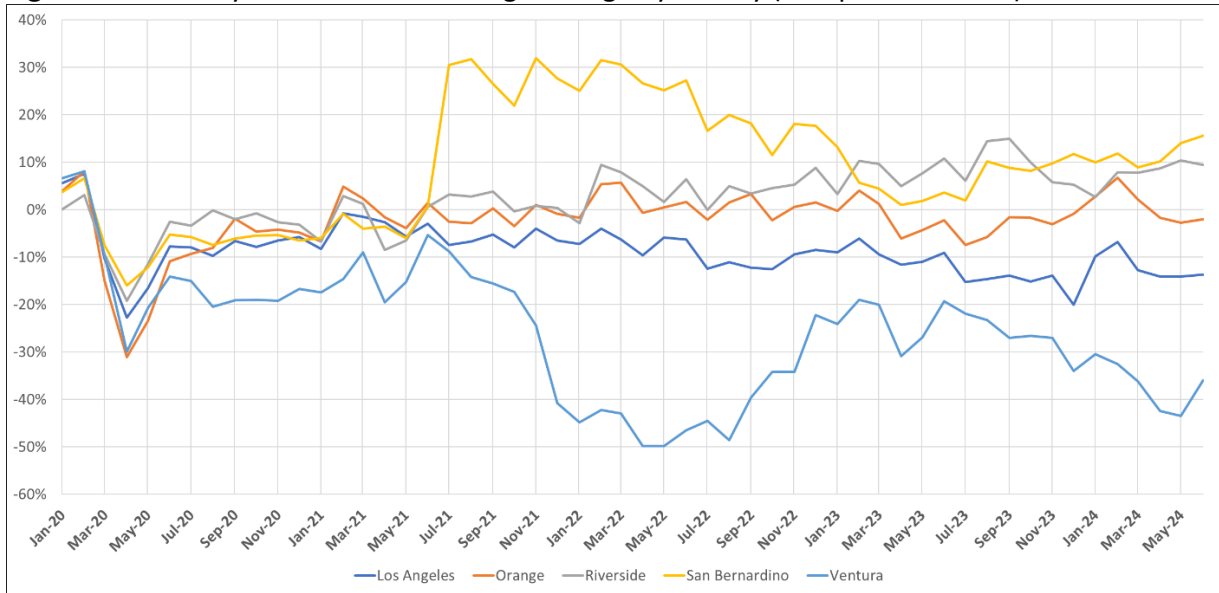
Source: California Performance Measurement System (PeMS), as of June 2024.

Figure 14 shows monthly bus ridership on the same chart as monthly VMT across the SCAG region, expressed as percentage changes from the same month's totals within each metric in 2019. Today, it appears that the deficit in bus ridership, standing at about 15 percent below its pre-pandemic baseline level as of June 2024, is greater than the deficit in VMT of less than five percent below its pre-pandemic baseline 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)
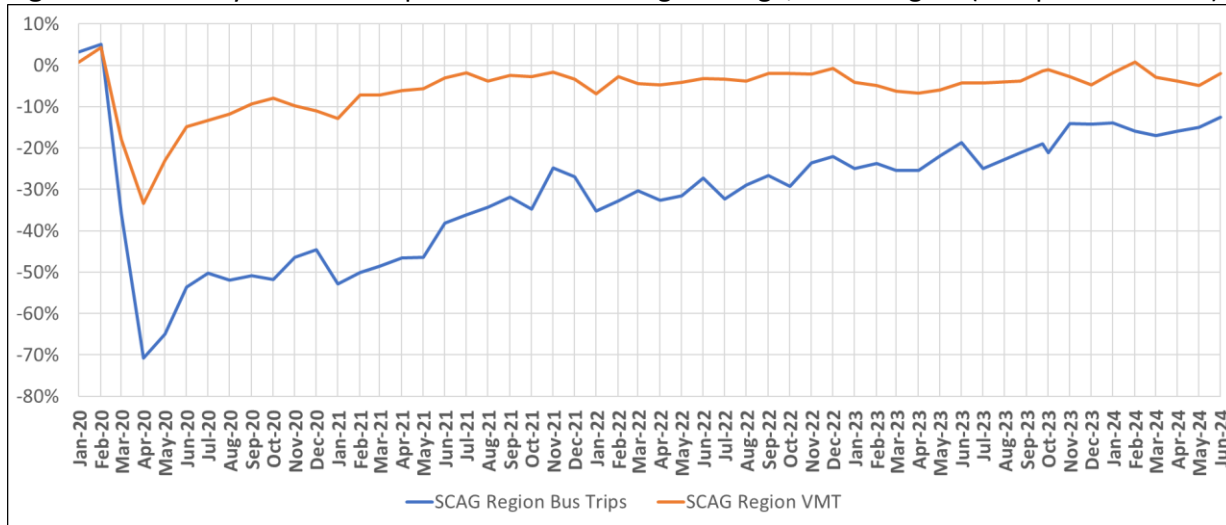

Source: <u>Federal Transit Administration National Transit Database</u>, as of June 2024, and California Performance Measurement System (PeMS), as of June 2024.

<u>Overall Work from Home Trends</u>

The onset of the COVID-19 pandemic in March 2020 led to a significant increase in the rate of remote work, replacing traditional commutes to fixed work sites. However, recent data indicates a modest decline in the frequency of remote workdays, attributed to the adoption of hybrid schedules by many office workers. This trend is illustrated in **Figure 15**, which shows the monthly percentage of full, paid working days spent at home in the re-weighted Los Angeles Combined Statistical Area (LA CSA) sample, representing the SCAG region. Based on current SWAA data (from November 2020 onward), work-from-home days in the region peaked in December 2020 at 51 percent, declined to 29 percent in January 2023, and have since remained consistent around 30 percent. As of June 2024, the current rate stands at 34 percent. The work-from-home rate for June was noticeably higher than the previous five months, which may reflect seasonal fluctuations in remote work (e.g., school summer vacations).

Figure 15. Monthly Percentage of Full, Paid Working Days at Home, SCAG Region
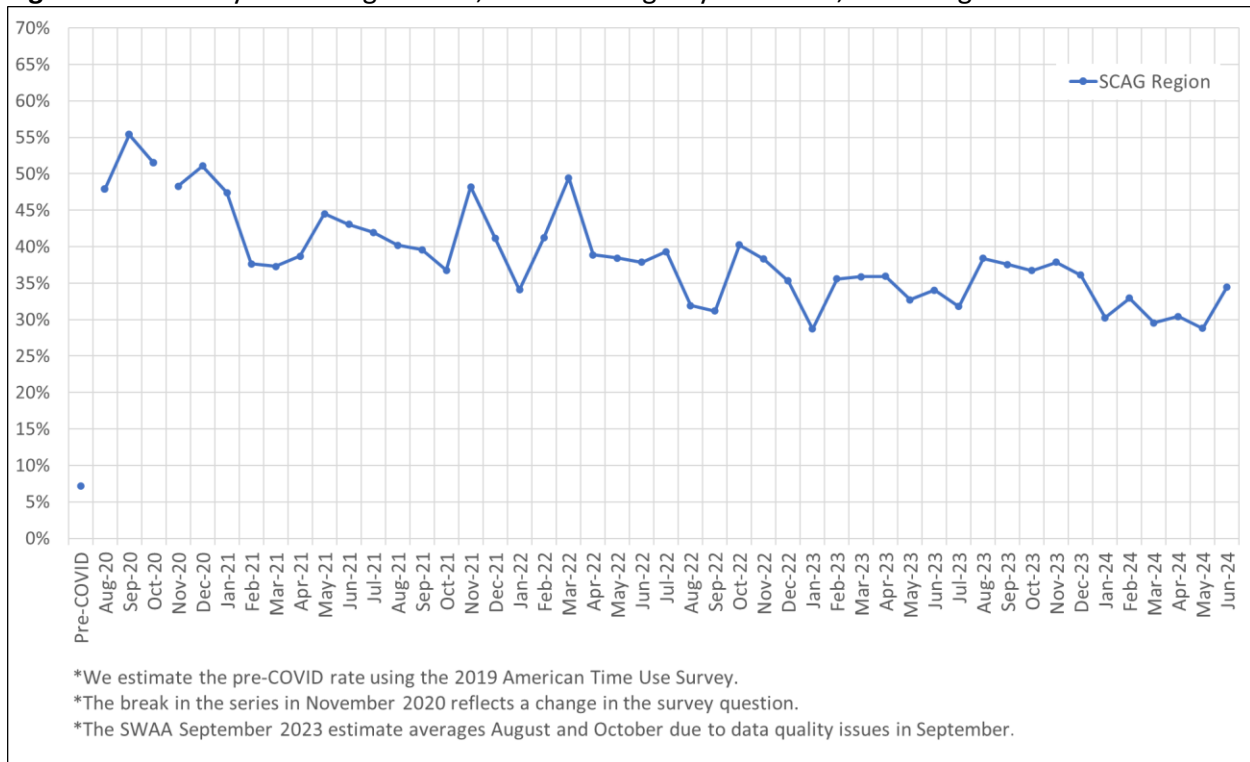
Source: The work-from-home statistics are derived based on microdata from www.wfhresearch.com, re-weighted to be representative of the Los Angeles Combined Statistical Area (LA CSA, consisting of Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties) and updated as of June 2024.

NEXT STEPS:

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

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Quarterly Travel Metric Reporting

Transportation System Performance Update:

Regional Transit Ridership, Vehicle Miles Traveled, Travel Delay and Work-From-Home Trends (Through June 2024)

September 5, 2024

SCAG

WWW.SCAG.CA.GOV

Background

- Interest in understanding enduring impacts of pandemic in SCAG region

- Analyzed **transit ridership** trends:
  - Bus, Metro, Metrolink ridership

- Analyzed **vehicular travel** trends:
  - Vehicle miles travelled (VMT), Vehicle hours of delay at 60-MPH, Truck VMT

- Analyzed **work-from-home** trends:
  - Full paid working days at home

Data Sources: Transit Ridership

- **National Transit Database (NTD)**
  - An online repository of transit-operator-submitted data on ridership and transit service provision, etc.
  - Limitations: Lag in data availability; relies on transit agencies to submit accurate info in timely manner

- **Metro- & SCRRA-Estimated Ridership Data**
  - Online offerings of monthly ridership data & line-level trends, among other relevant historical data.
  - Limitations: Slight lag in data availability

Data Sources: Vehicular Travel

- **California Performance Measurement System (PeMS)**
  - Roadside sensors collect vehicular travel data on California's State Highway System (SHS)
  - Limitations: Only on SHS; no sensors in Imperial County; sensors malfunction and are affected by roadside construction

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Data Sources: Work-From-Home

- **U.S. Survey of Working Arrangements and Attitudes (SWAA)**
    - Monthly time series data tracking the extent of working from home post COVID-19 collected from online surveys
    - <u>Limitations</u>: Oversampling; no data for Imperial County; focus on national-level statistics

Bus Ridership Remains Below Pre-Pandemic Levels

- Steep <mark>drop</mark> in March 2020
- <mark>Spikes</mark> likely due to seasonal factors (e.g., holiday travel)
- Nearing <mark>recovery</mark> in January and June 2024 ~13% below pre-pandemic levels
- Steady improvement, but challenges remain (e.g., hybrid work, etc.)

<u>Source</u>: NTD data
(Accessed: August 2024)

% Change in Total Monthly Bus Ridership, SCAG Region (Compared to 2019)

Attachment: PowerPoint Presentation - Quarterly Travel Metric Reporting [Revision 1] (Transportation Trends Update)

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Metro Ridership Below Pre-Pandemic Levels

- Steep drop in March 2020

- Bus ridership has recovered more than rail ridership; spikes likely related to holiday travel

- Steady recovery in bus ridership after bus service restored in spring 2023; ~11% below pre-pandemic levels in June 2024

- Steady growth in rail ridership in 2024 likely due to increased heavy rail service in September 2023 and light rail service in December 2023
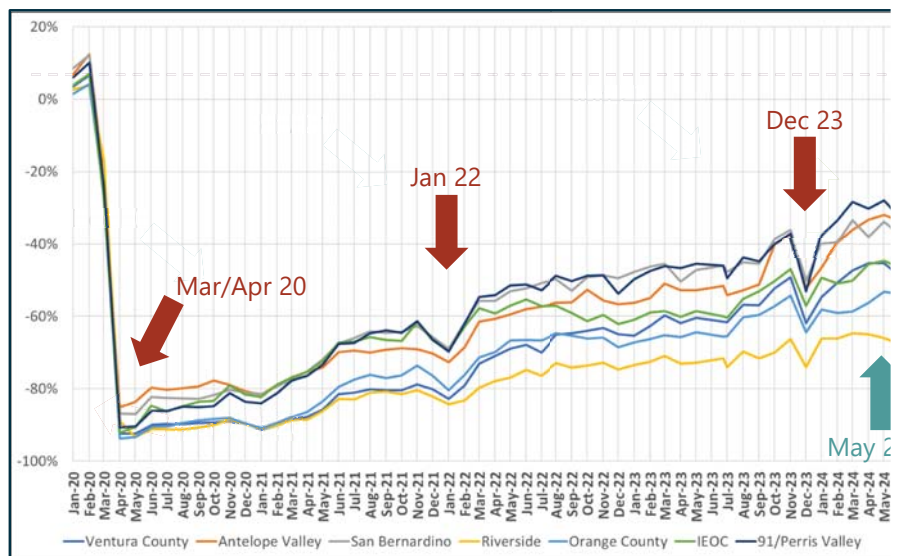
Source: Metro data
(Accessed: August 2024)

% Change in Monthly Metro Bus and Rail Ridership (Compared to 2019)

Metrolink Ridership Remains Below Pre-Pandemic Levels

- Steep drop in March 2020

- Drops during winter months may be due service suspension

- Ridership spikes in May 24 for all lines except Riverside line

- Metrolink ridership is ~45% below its pre-pandemic level in June 2024

- Metrolink plans to shift from a commuter-focused service to support all-day local travel
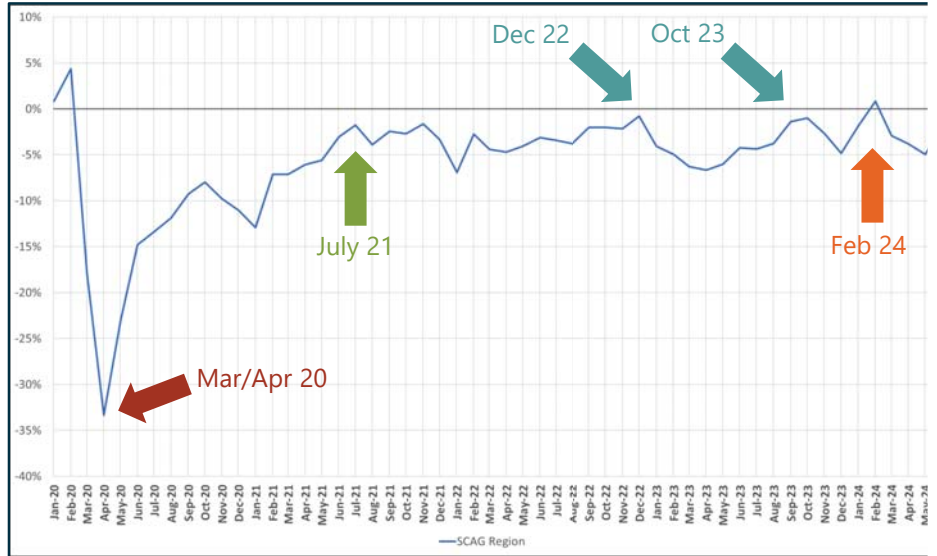
Source: SCRRA data
(Accessed: August 2024)

% Change in Monthly Metrolink Rail Ridership by Line (Compared to 2019)

Attachment: PowerPoint Presentation - Quarterly Travel Metric Reporting [Revision 1] (Transportation Trends Update)

Vehicle Miles Traveled (VMT) Below Pre-Pandemic Levels

- Steep drop in March 2020

- Makes near-recovery to pre-pandemic levels by July 2021

- Maintenance at ~5% below pre-pandemic levels since

  Spikes correspond to holiday traveling (e.g., December 22)

- Brief eclipse of pre-pandemic level occurs in February 2024

Source: PeMS data
(Accessed: August 2024)

% Change in Total Monthly VMT, SCAG Region (Compared to Analogous Months in 2019)

9

Vehicle Hours of Delay (VHD) Below Pre-Pandemic Levels

- Steep drop in March 2020

- Nearly full recovery to pre-pandemic levels in June 2021

- Hovers 20% to 30% below pre-pandemic levels since

- ***Note:*** The persistence of VHD below pre-pandemic levels means that *fewer hours are spent in traffic* (e.g., due to increased remote working)

Source: PeMS data
(Accessed: August 2024)

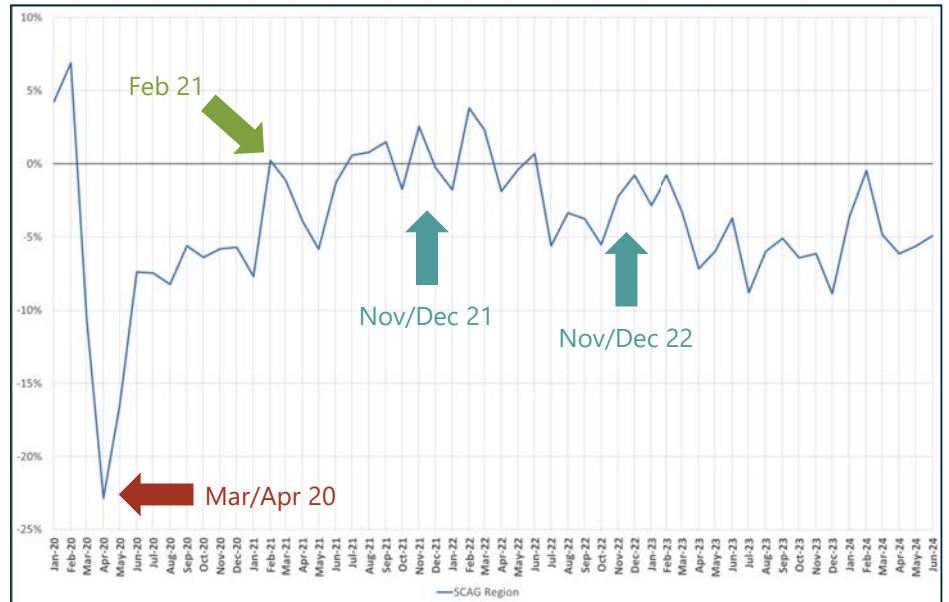**% Change in Total Monthly VHD-60, SCAG Region (Compared to Analogous Months in 2019)**

10

Attachment: PowerPoint Presentation - Quarterly Travel Metric Reporting [Revision 1] (Transportation Trends Update)

Truck VMT (Mostly) Below Pre-Pandemic Levels

Drop in March/April 2020

Recovery to pre-pandemic levels by around Feb. 2021

- Maintenance ~5-10% below pre-pandemic levels since

Spikes seem to occur during holiday gift delivery periods
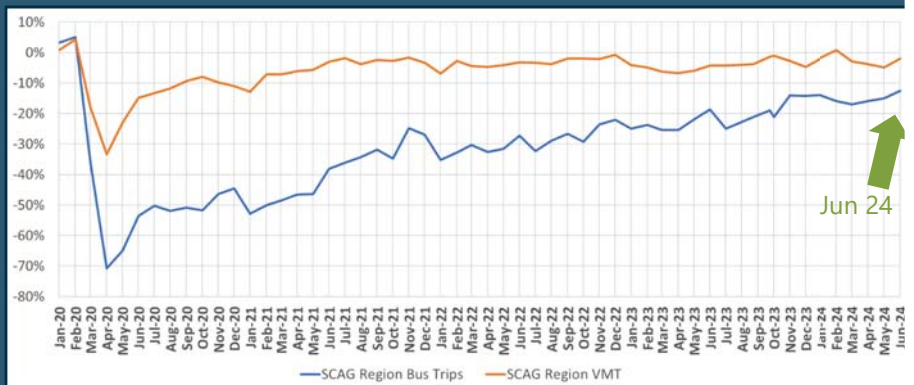
Source: PeMS data
(Accessed: August 2024)

Feb 21

Nov/Dec 21

Nov/Dec 22

Mar/Apr 20

% Change in Total Monthly Truck VMT, SCAG Region (Compared to Analogous Months in 2019)

Bus Ridership and VMT Trends

- Deficit in bus ridership ~15% below its pre-pandemic baseline level and deficit in VMT <5% of its pre-pandemic baseline level in June 2024

- Both metrics have exhibited similar recovery rates over the course of the pandemic

Jun 24

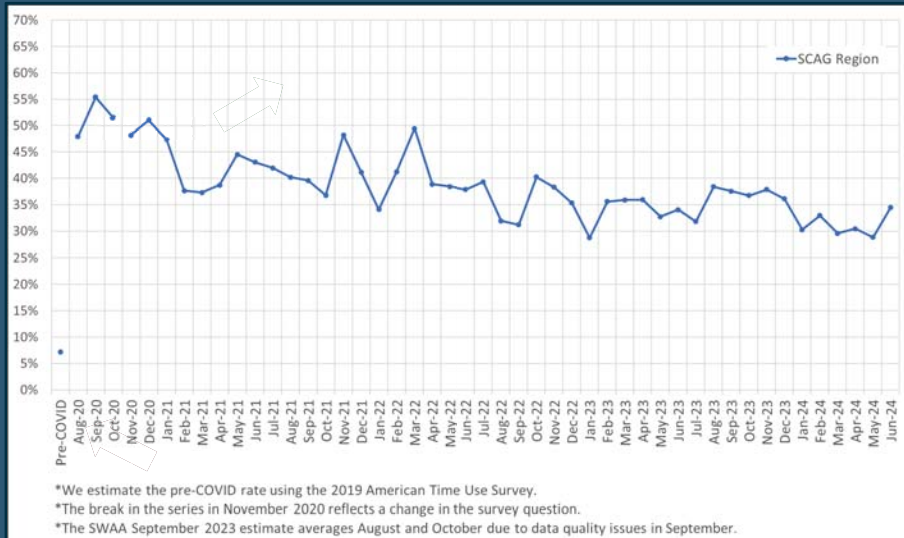**% Changes in Total Monthly Bus Ridership and VMT, SCAG Region (Compared to 2019)**

Source: NTD and PeMS data
(Accessed: August 2024)

12

Attachment: PowerPoint Presentation - Quarterly Travel Metric Reporting [Revision 1] (Transportation Trends Update)

Work-From-Home (WFH) Trends

- Peaked at 51% in December 2020

- Declined to lowest point at 29% in January 2023

- Maintenance at ~30% since

- Spike in June 2024 may reflect seasonable fluctuations of remote work (e.g., school summer vacations)

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

% of Monthly Full, Paid Working Days at Home, SCAG Region

Next Steps

- Staff will provide quarterly updates to TC as new data becomes available

- Staff will continue to analyze regionwide and county-level trends in travel metrics

Attachment: PowerPoint Presentation - Quarterly Travel Metric Reporting [Revision 1] (Transportation Trends Update)

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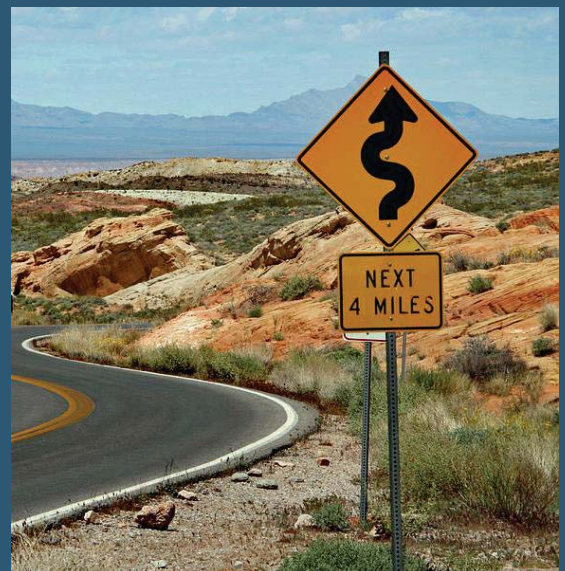
THANK YOU!

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