



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
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www.scag.ca.gov

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MEETING OF THE

TRANSPORTATION COMMITTEE

***Members of the Public are Welcome to Attend
In-Person & Remotely***

Thursday, June 6, 2024

9:30 a.m. – 11:30 a.m.

To Attend In-Person:

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

To Watch or View Only:

<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 in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1420. 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-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17th floor starting at 9:30 a.m.

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

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

Instructions for Participating and Public Comments

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

- In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, June 5, 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, June 5, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.
- Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.
- In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

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*

<p>Brian S. Berkson City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509</p>	<p>Daniel Brotman City of Glendale - City Hall 613 E. Broadway, Suite 200 Glendale, CA 91206</p>	<p>Ross Chun City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>
<p>Denise Delgado Saul Martinez Elementary School 65705 Johnson Street Mecca, CA 92254</p>	<p>Andrew Do County Administration North 400 West Civic Center Drive 6th Floor, Room 601A Santa Ana, CA 92701</p>	<p>Jonathan Dumitru City of Orange - City Hall 300 E Chapman Avenue Orange, CA 92866</p>
<p>J. John Dutrey City of Montclair - City Hall 5111 Benito Street Mayor's Office Montclair, CA 91763</p>	<p>James Gazeley City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717</p>	<p>Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor Orchard Conference Room Santa Clarita, CA 91355</p>
<p>Lauren Hughes-Leslie City of Lancaster - City Hall The Landing 44933 Fern Avenue Lancaster, CA 93534</p>	<p>Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832</p>	<p>Trish Kelley City of Mission Viejo - City Hall 200 Civic Center, Second Floor Mission Viejo, CA 92691</p>
<p>Linda Krupa City of Hemet - City Hall Sister City Conference Room 445 E Florida Avenue Hemet, CA 92543</p>	<p>Bridgett Lewis City of Torrance - City Hall 3031 Torrance Boulevard Torrance, CA 90503</p>	<p>Malcolm Lilienthal City of Hemet - City Hall Sister City Room 445 E Florida Avenue Hemet, CA 92543</p>
<p>Clint Lorimore City of Eastvale - City Hall 12363 Limonite Avenue, #910 Eastvale, CA 91752</p>	<p>Ken Mann City of Lancaster - City Hall The Landing 44933 Fern Avenue Lancaster, CA 93534</p>	<p>Marsha McLean City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Conference Room Santa Clarita, CA 91355</p>
<p>Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>	<p>Ara Najarian 500 N Brand Boulevard Suite 830 Conference Room Glendale, CA 91203</p>	<p>Maria Nava-Froelich Calipatria Unified School District 501 W. Main Street, Room 4 Calipatria, CA 92233</p>



TRANSPORTATION COMMITTEE AGENDA

<p>Frank J. Navarro City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, CA 92324</p>	<p>Sharona Nazarian City of Beverly Hills - City Hall 455 N. Rexford Drive, 4th Floor Beverly Hills, CA 90210</p>	<p>Gil Rebollar SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243</p>
<p>Ed Reece City of Claremont - City Hall 207 Harvard Avenue City Council Office Claremont, CA 91711</p>	<p>Celeste Rodriguez City of San Fernando - City Hall 117 Macneil Street San Fernando, CA 91340</p>	<p>Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582</p>
<p>Ali Saleh City of Bell - City Hall 6330 Pine Avenue Bell, CA 90201</p>	<p>Marty Simonoff City of Brea - City Hall 1 Civic Center Circle 3rd Floor Management Services Room Brea, CA 92821</p>	<p>Ward Smith City of Placentia Civic Center City Council Chambers 401 E. Chapman Ave Placentia, CA 92870</p>
<p>Wes Speake City of Corona - City Hall 400 S Vicentia Avenue Corona, CA 92882</p>	<p>Cynthia Sternquist 6131 Camellia Avenue Temple City, CA 91780</p>	<p>Michael M. Vargas City of Perris - City Hall 101 N. D Street Office of the Mayor Perris, CA 92570</p>
<p>Donald P. Wagner County Administration North 400 West Civic Center Drive 6th Floor, Conference Room 601 A Santa Ana, CA 92701</p>	<p>Alan D. Wapner City of Ontario - City Hall 303 East B Street Conference Room 1 Ontario, CA 91764</p>	

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



TC - Transportation Committee *Members – June 2024*

1. **Hon. Tim Sandoval**
TC Chair, Pomona, RC District 38
2. **Hon. Mike Judge**
TC Vice Chair, VCTC
3. **Hon. Ashleigh Aitken**
OCTA Representative
4. **Hon. 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

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TRANSPORTATION COMMITTEE AGENDA

- 16. Hon. James Gazeley**
Lomita, RC District 39
- 17. Hon. Jason Gibbs**
Santa Clarita, NCTC
- 18. Sup. Curt Hagman**
San Bernardino County
- 19. Hon. Jan C. Harnik**
RCTC
- 20. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 21. Hon. Lauren Hughes-Leslie**
Lancaster, NCTC JPA
- 22. Hon. Heather Hutt**
Los Angeles, RC District 57
- 23. Hon. Fred Jung**
Fullerton, OCCOG
- 24. Hon. Trish Kelley**
TCA Representative
- 25. Hon. Paul Krekorian**
Los Angeles, RC District 49/Public Transit Rep.
- 26. Hon. Linda Krupa**
Hemet, RC District 3
- 27. Hon. Bridgett Lewis**
Torrance, Pres. Appt (Member at Large)
- 28. Malcolm Lilienthal**
Hemet, WRCOG
- 29. Hon. Richard Loa**
Palmdale, NCTC
- 30. Hon. Clint Lorimore**
Eastvale, RC District 4
- 31. Hon. Ken Mann**
Lancaster, RC District 43

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- 32. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 33. Hon. Ray Marquez**
Chino Hills, RC District 10
- 34. Hon. Larry McCallon**
Air District Representative
- 35. Hon. Marsha McLean**
Santa Clarita, Pres. Appt. (Member at Large)
- 36. Hon. Tim McOsker**
Los Angeles, RC District 62
- 37. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 38. Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)
- 39. Hon. Carol Moore**
Laguna Woods, OCCOG
- 40. Hon. Juan Muñoz-Guevara**
Lynwood, GCCOG
- 41. Hon. Ara Najarian**
Glendale, SFVCOG
- 42. Hon. Maria Nava-Froelich**
ICTC
- 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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TRANSPORTATION COMMITTEE AGENDA

- 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

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, June 6, 2024
9:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Tim Sandoval, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – February 1, 2024 PPG. 11

Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items PPG.21
3. Release of Draft Transportation Conformity Analyses of Draft 2025 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 1 PPG. 27
4. List of Awarded Projects for the 2024 Go Human Community Streets Grant Program PPG. 32
5. Southern California Zero Emissions Truck Infrastructure Study: Technical Analysis Update PPG. 36
6. LOSSAN Rail Corridor Resiliency Subcommittee Update PPG. 48
7. CalSTA Transit Transformation Task Force PPG. 51

ACTION ITEM

8. Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1 - Release for Public Review and Comment PPG. 54
15 Mins.

(Agustin Barajas, Senior Regional Planner)

RECOMMENDED ACTION:

Recommend that the Regional Council (RC) 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.



TRANSPORTATION COMMITTEE AGENDA

9. 2024 SCP Active Transportation & Safety Guidelines and Call for Projects 15 Mins. PPG. 65
(Rachel Om, Senior Regional Planner)

RECOMMENDED ACTION:

Recommend 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.

10. 2023-2026 CRP-CMAQ-STBG Project Selection and Award Recommendations 15 Mins. PPG. 95
(Heidi Busslinger, Principal Regional Planner)

RECOMMENDED ACTION:

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.

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 10 Mins. PPG. 115
(Sarah Rees, Deputy Executive Officer, South Coast Air Quality Management District)

12. Highways to Boulevards Regional Study 10 Mins. PPG. 126
(Hina Chanchlani, Associate Regional Planner)

CHAIR'S REPORT

(The Honorable Tim Sandoval, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(David Salgado, Government Affairs Officer, SCAG Staff)

ANNOUNCEMENTS

ADJOURNMENT



**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, APRIL 4, 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)	<i>Pomona</i>	District 38
Hon. Mike T. Judge (Vice Chair)		VCTC
Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Liz Becerra	<i>Victorville</i>	District 65
Hon. Russel Betts	<i>Desert Hot Springs</i>	CVAG
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Ross Chun	<i>Aliso Viejo</i>	OCCOG
Hon. Denise Delgado	<i>Coachella, Pres. Appt.</i>	Member at Large
Hon. Andrew Do	<i>Orange County</i>	CoC
Hon. Jonathan Dumitru	<i>Orange</i>	District 17
Hon. John Dutrey	<i>Montclair</i>	SBCTA
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Jan Harnik		RCTC
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Lauren Hughes-Leslie	<i>Lancaster</i>	NCTC JPA
Hon. Fred Jung	<i>Fullerton</i>	OCCOG
Hon. Trish Kelley		TCA
Hon. Linda Krupa	<i>Hemet</i>	District 3
Hon. Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large
Hon. Malcolm Lilienthal	<i>Hemet</i>	WRCOG
Hon. Richard Loa	<i>Palmdale</i>	NCTC
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63



Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Larry McCallon		Air District Representative
Hon. Marsha McLean	<i>Santa Clarita, Pres. Appt.</i>	Member at Large
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Linda Molina	<i>Calimesa, Pres. Appt.</i>	Member at Large
Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon. Ara Najarian	<i>Glendale</i>	SFVCOG
Hon. Maria Nava-Froelich		ICTC
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Sharona Nazarian	<i>Beverly Hills</i>	WSCCOG
Hon. Celeste Rodriguez	<i>San Fernando</i>	District 67
Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Jeremy Smith	<i>Canyon Lake, Pres. Appt.</i>	Member at Large
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Karen Spiegel		Riverside County
Hon. Michael Vargas	<i>Riverside County</i>	CoC
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG
Hon. Don Wagner		Orange County
Hon. Colleen Wallace	<i>Banning</i>	WRCOG
Hon. Alan Wapner		SBCTA
Hon. Thomas Wong	<i>Monterey Park</i>	SGVCOG
Hon. Jeff Wood	<i>Lakewood</i>	District 24

Members Not Present:

Hon. Ashleigh Aitken		OCTA
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Kathryn Barger		Los Angeles County
Hon. Brian Berkson	<i>Jurupa Valley, Pres. Appt.</i>	Member at Large
Hon. Daniel Brotman	<i>Glendale</i>	AVCJPA
Hon. Jeanette Burns		Morongo Band of Mission Indians
Hon. Jason Gibbs	<i>Santa Clarita</i>	NCTC
Hon. Curt Hagman		San Bernardino County
Hon. Heather Hutt	<i>Los Angeles</i>	District 57



Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
Hon. Gil Rebolgar	<i>Brawley</i>	District 1
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Hilda Solis		Los Angeles County
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Mr. Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Tim Sandoval, Pomona, District 38, called the meeting to order at 9:30 a.m. Hon. Ray Marquez, Chino Hills, District 10, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

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

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize the agenda item.

ELECTION OF CHAIR AND VICE CHAIR

Ruben Duran, Committee Counsel, announced that the committee would elect its 2024-25 Chair and Vice Chair. Mr. Duran announced that Hon. Tim Sandoval, Pomona, District 38, nominated himself for Chair to serve a second term. Mr. Duran opened the floor for any additional nominations, and none were received. Hon. Tim Sandoval, Pomona, District 38, was elected chair by the following votes.

AYES: Becerra, Betts, Brown, Delgado, Dutrey, Gazeley, Harnik, Hernandez, Hughes-Leslie, Judge, Kelley, Krupa, Lilienthal, Loa, Lorimore, Mann, Manos, Marquez, McCallon, McLean, McOsker, Michael, Molina, Moore, Najarian, Nava-Froelich, Navarro,

Nazarian, Rodriguez, Ruiz, Saleh, Sandoval, Saro, Schwank, Simonoff, Smith, Speake, Spiegel, Vargas, Voigts, Wagner, Wallace, Wapner, Wood (44)

NOES: None (0)

ABSTAIN: None (0)

Mr. Duran stated Hon. Mike Judge, Simi Valley, VCTC, and Hon. Ali Saleh, Bell, District 27, were nominated for Vice Chair. Mr. Duran opened the floor for any additional nominations, and none were received. Nominated members addressed the committee. Hon. Mike Judge, Simi Valley, VCTC, was elected Vice Chair by the following votes.

JUDGE: Betts, Brown, Delgado, Dutrey, Gazeley, Harnik, Hernandez, Hughes-Leslie, Judge, Kelley, Krupa, Lilienthal, Loa, Lorimore, Mann, Manos, Marquez, McCallon, McLean, McOsker, Michael, Molina, Moore, Najarian, Nava-Froelich, Nazarian, Ruiz, Sandoval, Schwank, Simonoff, W. Smith, Speake, Spiegel, Vargas, Voigts, Wagner, Wallace, Wapner (38)

SALEH: Becerra, Navarro, Rodriguez, Saleh, Saro, Wood (6)

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – February 1, 2024

Receive and File

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

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

AYES: Betts, Brown, Delgado, Dutrey, Gazeley, Harnik, Hernandez, Hughes-Leslie, Judge, Kelley, Krupa, Lilienthal, Loa, Lorimore, Mann, Manos, Marquez, McCallon, McOsker, Molina, Moore, Najarian, Nava-Froelich, Navarro, Nazarian, Rodriguez, Ruiz, Saleh, Sandoval, Saro, Schwank, Simonoff, W. Smith, Spiegel, Vargas, Voigts, Wagner, Wallace, Wapner, Wong, Wood (41)

NOES: None (0)

ABSTAIN: None (0)

ACTION ITEMS

7. SCAG ATP Cycle 7 Regional Guidelines

There were no public comments on Item No. 7.

Rachel Om, SCAG staff, reported on Cycle 7 Active Transportation Program (ATP) Regional Guidelines. Ms. Om noted the ATP was on its seventh cycle which programs funds for FY25-26 to FY28-29 and SCAG's regional share was approximately \$188 million. She noted the guidelines were developed by the ATP subcommittee which included members of the country transportation commissions. Further, 95% of the funds go to implementation projects such as construction of infrastructure with the remaining amount going to planning and capacity building activities. Examples of current quick-build projects were reviewed. Ms. Om reviewed the Cycle 7 schedule noting the call for projects was open. She offered assistance to any jurisdiction seeking to submit projects for funding.

A MOTION was made (Molina) to recommend that the Regional Council adopt Resolution No. 24-664-4 approving the 2025 Active Transportation Program Regional Guidelines. The motion was SECONDED (Hernandez) and passed by the following roll call votes.

AYES: Anthony, Betts, Brown, Delgado, Dutrey, Gazeley, Harnik, Hernandez, Hughes-Leslie, Judge, Kelley, Krupa, Lewis, Lilienthal, Loa, Lorimore, Mann, Manos, Marquez, McCallon, McLean, McOsker, Michael, Molina, Moore, Najarian, Nava-Froelich, Navarro, Nazarian, Rodriguez, Ruiz, Sandoval, Saro, Schwank, Simonoff, W. Smith, Speake, Spiegel, Vargas, Wallace, Wapner, Wong, Wood (43)

NOES: None (0)

ABSTAIN: None (0)

Hon. Jeremy Smith, Canyon Lake, Member at Large, expressed support for Item 7. His vote was not reflected in the count as he was not at a noticed location and there was not a quorum of the membership present in the room for him to use the “just cause” provision.

INFORMATION ITEMS

8. The Federal Aviation Administration and Advanced Air Mobility

Raquel Girvin, Regional Administrator, FAA, reported on Advanced Air Mobility (AAM). Ms. Girvin stated that AAM refers to a transportation system that transports people and property by air between two points using aircraft with advanced technologies including electric aircraft or electric vertical take-off and landing aircraft. She reported AAM can be viewed as a collection of new and emerging aviation technologies particularly in new aircraft types and operations such as air taxis. She noted AAM could grow quickly in the approaching years and the FAA was looking ahead to understand issues of safety, certification, design standards and integration into the existing aviation system including international links. Ms. Girvin encouraged those with airports in their jurisdiction to review important operation elements such as increased electrification needs. She noted an upcoming webinar on April 17th and invited members to join.

Scott Gore, Program Manager, FAA, continued the presentation noting the FAA had created the Innovate28 working group to investigate actions needed to enable AAM operations and develop a repeatable process to allow ease of implementation in other locations. Ms. Girvin completed the presentation by highlighting the importance of early engagement as this was an all-government issue and noted that the FAA was available to work with jurisdictions to develop AAM.

Hon. Tim McOsker, Los Angeles, District 62, commented that local governments were critical to the process and that committee members consider active involvement in defining the terms of AAM in their jurisdictions. Ms. Girvin responded that current working groups were collecting feedback from stakeholders to create an inclusive approach.

Hon. Konstantine Anthony, Burbank, District 42, asked if AAM also included piloted aircraft and drones. Ms. Girvin responded that piloted aircraft, such as air taxis, were within the scope of AAM.

9. Montebello First Mile Last Mile Plan

There were no public comments on Item No. 9.

Alfredo Machuca, City of Montebello, reported on their First Mile Last Mile plan. Mr. Machuca stated the plan was made possible by a Sustainable Communities Strategy Grant provided by SCAG. He noted Montebello Bus had been in service 93 years and was expanding customer service to include a First Last Mile Plan. The goal of the plan was to connect people to public transit, connect residential origins with work and retail destinations and to increase transit use by making it more inviting to riders. He noted the plan also included connections with Metrolink and Los Angeles Metro. He reviewed public outreach efforts and Technical Advisory Committee to understand rider preferences. Other outreach efforts include two bicycle use audits. He reviewed data collection and analysis as well as priority project areas. Next, he reviewed added intersection treatments including hardened centerlines, speed cushions, pedestrian refuge island, truck aprons and high-visibility crosswalks. Bus stop treatments included lighting, shelter, seating, trash receptacles and real time LED displays. He reviewed lessons learned including finding ways to engage the public and to also engage the city's youth in the process. Next steps involve seeking additional funding to further efforts.

Hon. Jan Harnik, RCTC, asked about truck aprons. Mr. Machuca responded that truck aprons were slightly raised aprons around intersection curbs, which prompts cars to take a wider turn away from pedestrians but allows trucks to navigate the space without turning wider.

CHAIR'S REPORT

Chair Sandoval reminded members of SCAG's upcoming General Assembly at the JW Marriott in Palm Desert, May 2nd and 3rd.

STAFF REPORT

David Salgado, SCAG staff, reported that SCAG's scholarship competition had concluded and 150 applications were received. He thanked the committee for their help in sharing this scholarship opportunity. Annie Nam, SCAG staff, reported that the California High Speed Rail Authority released their draft 2024 business plan with a 60-day public comment period through April 9th. She reported on the plan's elements.

ANNOUNCEMENTS

Hon. Konstantine Anthony, Burbank, District 42, announced that the next Advanced Aviation Advisory Committee was June 11. He asked if an item could be considered for the June 6 Transportation Committee to explore either a committee member or staff designee to attend the meeting and provide a report to the committee.



ADJOURNMENT

There being no further business, Chair Sandoval adjourned the meeting of the Transportation Committee at 11:24 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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Transportation Committee Attendance Report

2023- 24

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

Attachment: TCAttendance Sheet April 4, 2024 (Minutes of the Meeting - April 4, 2024)

Regisford, Marlon	Caltrans, District 7, Ex-Officio Member					1	1			2
Rodriguez, Celeste	San Fernando, RC District 67				1			1		4
Ruiz, Crystal	Sna Jacinto, WRCOG	1	0		1	1		1		6
Saleh, Ali	Bell, RC District 27	1	1		1	1		1		7
Sandoval, Tim	Pomona, RC District 38	1	1		1	1		1		6
Saro, Suely	Long Beach, RC District 29	1	1		0	0		1	1	5
Schwank, Zak	Temecula, RC District 5	1	1		1	1		0	1	6
Simonoff, Marty	Brea, RC District 22	1	1		1	1		0	1	6
Smith, Jeremy	Canyon Lake, Pres. Appt. (Member at Large)	0	0		0	0		0		0
Smith, Ward	Placentia, OCCOG	1	1		1	0		1	1	6
Solache, Jose Luis	Lynwood, RC District 26	1	0		1	1		1	1	6
Solis, Hilda	Los Angeles County	0	0		0	0		0		0
Speake, Wes	Corona, WRCOG	1	1		1	1		1		5
Spiegel, Karen	Riverside County	0	1		1	1		1	1	6
Sternquist, Cynthia	Temple City, SGVCOG	1	1		1	1		1	1	6
Tye, Steve	Diamond Bar, RC District 37	0	1		0	1		0	1	3
Vargas, Michael	Riverside County CoC	0	1		1	1		1	1	6
Voigts, Scott	Lake Forest, OCCOG	0	1		1	0		0		3
Wagner, Don	Orange County	1	1		1	1		1	1	7
Wallace, Colleen	Banning, WRCOG	1	1		0	1		0	1	5
Wapner, Alan	SBCTA	1	1		1	1		1		6
Wong, Thomas	Monterey Park, SGVCOG	1	1		1	1		1	1	7
Wood, Jeff	Lakewood, RC District 24				1	1		0		3



AGENDA ITEM 2
REPORT

Southern California Association of Governments
June 6, 2024

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Annie Nam, Deputy Director
(213) 236-1827, Nam@scag.ca.gov

Subject: Transportation Committee Agenda Outlook

RECOMMENDED ACTION:

Receive and File.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

Policy Development Framework for Connect SoCal 2024

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

Transportation Committee Outlook and Framework

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

The Outlook organizes content into three programmatic areas:

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

The Committee Outlook is tracked to when the draft 2024 Connect SoCal was published. Staff brought the various policy and strategy recommendations in Connect SoCal 2024 for review and discussion to the SCAG policy committees through April 2024.

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



FISCAL IMPACT:

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

ATTACHMENT(S):

1. TC Outlook for FY24_June 2024_DRAFT

Transportation Committee Agenda Outlook for FY2024

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

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

Transportation Committee Agenda Outlook for FY2024

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

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

Transportation Committee Agenda Outlook for FY2024

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

Date	Connect SoCal	Local Assistance Program	Regional Update
April	<ul style="list-style-type: none"> • Transportation Pricing & Incentives Joint MPO Research Update (moved to July) • Advanced Air Mobility FHWA 	<ul style="list-style-type: none"> • Last Mile Freight Program Update (moved to Sept) • Clean Cities Strategic Plan (R&F) • SCAG ATP Cycle 7 Regional Program • Montebello First and Last Mile Plan 	<ul style="list-style-type: none"> • LOSSAN Rail Corridor Resiliency Subcommittee Update (R&F) (moved to June) • Transit Transformation Task Force Update (R&F)
May	General Assembly		
June	<ul style="list-style-type: none"> • Connect SoCal 2024: Implementation Strategies • Connect SoCal Amendment 1/2025 FTIP Associated Transportation Conformity (Authorization for ED to release in Early July) • Comprehensive Goods Movement Plan Update (moved to future meeting) • Highways to Boulevards Regional Study • ZETI Study Update (R&F) 	<ul style="list-style-type: none"> • REAP 2.0 CTC Partnership Program Update (moved to future meeting) • REAP 2.0 Regional Pilot Initiatives Program Update (moved to future meeting) • Joint STBG/CMAQ/CRP Project Selection • Sustainable Communities Program Active Transportation & Safety Guidelines • Climate Pollution Reduction Grant Update (R&F) 	<ul style="list-style-type: none"> • Smart Cities Vision Plan Update • LOSSAN Rail Corridor Resiliency Subcommittee Update (R&F) • Broadband Permit Streamlining Report Findings (moved to future meeting) • Update on EPA's Proposed Disapproval of SCAQMD's 2019 Contingency Measure Plan



AGENDA ITEM 3
REPORT

Southern California Association of Governments
June 6, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

Kome Ajise

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council (RC) authorize the Executive Director to release the draft transportation conformity analyses as part of the draft 2025 FTIP and the draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 1 for public review and comment.

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File.

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the draft transportation conformity analyses as part of the draft 2025 FTIP and the draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 1 for public review and comment.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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 (Caltrans), the county transportation commissions (CTCs), and public transit operators.

SCAG, in cooperation with its stakeholders, has developed the draft 2025 FTIP and draft Amendment 1 to Connect SoCal 2024, including the associated draft transportation conformity analyses. The draft transportation conformity analyses update the final transportation conformity analysis for Connect SoCal 2024 that the Regional Council (RC) approved unanimously at its

meeting on April 4, 2024. On May 10, 2024, SCAG received the final transportation conformity determination from Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) and met the federal transportation conformity requirements as required under the federal Clean Air Act and U.S. Environmental Protection Agency (EPA) Transportation Conformity Regulations.

The draft transportation conformity analyses are under development and are anticipated to demonstrate that the draft 2025 FTIP and Connect SoCal 2024 Amendment 1 meet all federal transportation conformity requirements. Since there will be no EEC and RC meetings in July 2024, staff is seeking the EEC's recommendation that the RC authorize SCAG Executive Director to release the draft transportation conformity analyses as part of the draft 2025 FTIP and draft Connect SoCal 2020 Amendment 1. Pending authorization by the EEC, the Transportation Committee (TC), and the RC at their respective meetings today, the draft 2025 FTIP and Connect SoCal 2024 Amendment 1, including the associated draft transportation conformity analyses will be released for a 30-day public review and comment period beginning on July 11, 2024. Upon completion of the public review and comments, the proposed response to comments will be presented to the TC and the TC will be asked to recommend that the RC approve the proposed final 2025 FTIP and proposed final Connect SoCal 2024 Amendment 1 in September 2024. The EEC will consider the associated proposed final transportation conformity analyses and the EEC will be asked to recommend that the RC approve the associated proposed final transportation conformity analyses in September 2024. The RC is scheduled to consider adoption of the 2025 FTIP and Connect SoCal 2024 Amendment 1, including the associated transportation conformity analyses in October 2024.

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 CTCs, and public transit operators.

As the MPO for Southern California, SCAG is mandated to comply with federal and state transportation and air quality planning regulations. Federal transportation regulations authorize federal funding for highway, highway safety, transit, and other surface transportation programs. The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various criteria air pollutants.

I. Introduction to Transportation Conformity

Transportation conformity is required by the federal CAA to ensure that regional transportation plans, programs, and projects are consistent with or “conform” to an air quality state

implementation plan (SIP) for meeting the National Ambient Air Quality Standards (NAAQS). Specifically, conformity for the purpose of the SIP means that federally supported transportation plans, programs, and projects are required to not create new violation of the federal air quality standards, worsen the existing violation, or delay the timely attainment of the applicable federal air quality standards.

The transportation conformity regulations apply nationwide to areas that are designated nonattainment, and those redesignated to attainment after 1990, maintenance areas, with plans developed for the specific transportation-related criteria air pollutants. The RTP and the FTIP are subject to transportation conformity requirements for three criteria air pollutants: carbon monoxide, ozone, and particulate matter (PM_{2.5} and PM₁₀) in all nonattainment and maintenance areas within the SCAG region.

Under the U.S. Department of Transportation's metropolitan planning regulations and the U.S. EPA's transportation conformity regulations, the FTIP, the RTP, and their amendments are required to pass five transportation conformity tests: (1) consistency with the adopted Connect SoCal 2024; (2) regional emissions analysis; (3) timely implementation of transportation control measures (TCMs); (4) financial constraint; and (5) interagency consultation and public involvement. Specifically,

1. Consistency with the adopted RTP: The FTIP project listing must be consistent with the policies, programs, and projects of the adopted RTP.
2. Regional emission analysis: The RTP and FTIP regional emissions must not exceed the motor vehicle emissions budgets/caps in the applicable SIPs. Where there are no applicable budgets, the build scenario's emission must not exceed the no-build scenario's emissions and/or the build scenario's emission must not exceed the base year emissions.
3. Timely implementation of TCMs: The RTP and FTIP must demonstrate that the TCM project categories listed in the applicable SIPs have been given funding priority, implemented on schedule, and, in the case of any delays, any obstacles to implementation have been overcome.
4. Financial constraint: The RTP and FTIP must be financially constrained, in other words, the RTP and FTIP must be based on reasonable estimates about future revenues. In addition, in the first two years of the FTIP, projects must be limited to those for which funds are known to be available and committed.
5. Interagency consultation and public involvement: The SCAG's Transportation Conformity Working Group (TCWG) serves as the forum for interagency consultation. The RTP and FTIP amendment(s) also must go through an extensive and on-going public outreach effort throughout the RTP and FTIP amendment(s) development process including public workshops, release for public review, public hearings, and adoption by the Regional Council. All public comments must be documented and responded to.

Many public agencies are involved in the transportation conformity process. At the federal level, U.S. EPA is responsible for the NAAQS, conformity regulations, adequacy finding or approval of motor vehicle emission budgets, and SIP approval. U.S. EPA concurrence is also required for TCM substitution upon adoption by SCAG Regional Council. FHWA/FTA is responsible for approving the final conformity determination in consultation with U.S. EPA.

At the state level, the California Air Resources Board (CARB) is responsible for developing the emission model (EMFAC, short for Emission FACTor), setting motor vehicle emission budgets, and submitting the SIP to U.S. EPA. CARB concurrence is also required for TCM substitution upon adoption by SCAG Regional Council. Caltrans is responsible for reviewing and approving financial constraint of the FTIP.

At the regional and local level, SCAG staff performs the conformity analysis, and the Regional Council adopts the initial conformity determination. SCAG staff also prepares final TCM substitution report in collaboration with project lead CTCs. TCM substitution also requires adoption by SCAG Regional Council. The five local air districts in the SCAG region develop and adopt their respective air quality management plans (AQMPs)/SIPs. There are six CTCs in the SCAG region, and the CTCs submit transportation projects for the RTP and FTIP and their amendments. Five of the six CTCs are also responsible for preparing initial needed TCM substitution analysis.

II. Draft Transportation Conformity Analyses for the Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1

In consultation and continuous communication with the CTCs throughout the region, staff has been developing the draft 2025 FTIP. The draft 2025 FTIP is a programming document containing new transportation projects and modification to existing transportation projects covering a six-year period. Concurrent with the draft 2025 FTIP, staff has also been developing the draft 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.

Staff is performing the federally required transportation analyses. The draft transportation conformity analyses for the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 are anticipated to demonstrate positive transportation conformity by meeting all five required transportation conformity tests. In addition, they update the final transportation conformity analysis that the Regional Council adopted as part of Connect SoCal 2024 on April 4, 2024 and the FHWA/FTA subsequently reviewed, in consultation with U.S. EPA, and approved on May 10, 2024.

III. Next Steps

At its meeting today, the TC is considering recommended approval to the RC to authorize the Executive Director to release the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for a 30-day public review and comment period beginning on July 12, 2024. On a separate but parallel track, staff is seeking EEC's recommendation that the RC on the same day today also authorize the Executive Director to release the associated draft transportation conformity analyses as part of the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for the same 30-day day public review and comment period on July 12, 2024.

Upon completion of the public review and comment period, SCAG staff will provide responses to all comments on the proposed final 2025 FTIP and the proposed final Amendment 1 to Connect SoCal 2024, including the associated transportation conformity analyses in time (anticipated for September 2024) for the TC and the EEC to recommend RC adoption and then RC's adoption in October 2024. 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 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2023-24 Overall Work Program (23-025.0164.01: Air Quality Planning and Conformity).



AGENDA ITEM 4
REPORT

Southern California Association of Governments
June 6, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Alina Borja, Community Engagement Specialist
(213) 630-1449, borja@scag.ca.gov

Subject: List of Awarded Projects for the 2024 Go Human Community Streets
Grant Program

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative," and to pursue this effort, SCAG launched its regional active transportation safety and encouragement campaign, Go Human, with funding from the state Active Transportation Program (ATP). SCAG has extended campaign efforts with annual funding from the California Office of Traffic Safety (OTS). Most recently, SCAG secured a grant to continue Go Human safety programming and engagement across the region in the amount of \$1,354,475, approved by the Regional Council on October 5, 2023. With a portion of this funding SCAG launched the 2024 Go Human Community Streets Grant Program (Program) to provide funding to local community-based organizations to implement traffic safety strategies.

On January 4, 2024, the Transportation Committee and Regional Council approved the 2024 Go Human Community Streets Grant Program Guidelines, authorized staff to release the Call for Applications and authorized the SCAG Executive Director or his designee to enter into agreements with selected awardees under this program. Staff released a Call for Proposals on January 9, 2024, and applications were submitted through February 9, 2024. SCAG awarded approximately \$461,000 to 16 organizations in the region. This report provides the final list of awarded projects for informational purposes.

BACKGROUND:*INTRODUCTION*

The SCAG region, like California and the nation, experienced a period of annual declines in traffic related fatalities and serious injuries until 2012 when they began to steadily rise. Each year in Southern California, an average of 1,600 people are killed and 140,000 people are injured (7,000 of which are serious injuries) in traffic collisions. People walking or riding bikes account for 36% of those deaths and serious injuries despite comprising only 5% of all trips.

To address the safety of people walking and biking in the region's transportation network, SCAG created the *Go Human* campaign to reduce traffic crashes and encourage people to walk and bike. With funding from the California Office of Traffic Safety (OTS), SCAG's *Go Human* program has completed five (5) rounds of community grant funding opportunities since 2018, which provides funding to local community organizations to create and lead traffic safety engagement projects. Through this regranting program, *Go Human* has distributed more than \$1.25 million to 117 traffic safety projects reaching more than 1.1 million people across the SCAG region.

In January 2024, SCAG opened a sixth round of funding to community-based organizations through the 2024 *Go Human* Community Streets Grant Program (Program). This Program provides grant funding to eligible applicants to implement projects that engage local communities on traffic safety concerns, including but not limited to: traffic safety demonstrations, community walk audits, bike rides, media campaigns, storytelling efforts, leadership training, data collection on local traffic safety attitudes and safety resource distribution. In alignment with and furtherance of SCAG's Racial Equity Early Action Plan, the Program funds projects that support community resiliency and resource delivery, particularly for people most harmed by traffic injuries and fatalities, such as low-income families and communities of color.

This item informs Policy Committee members of the 16 selected projects through the 2024 *Go Human* Community Streets Grant Program.

PROGRAM GOALS

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

AWARDED PROJECTS

The following project list contains the 16 projects selected for a 2024 *Go Human* Community Streets Grant Award.

Awardee	Project Title	County	Award Amount
Nyeland Promise	Safe Travels Continue in Nyeland Acres	Ventura	\$20,033.20
Bike Ventura County	Community Voices	Ventura	\$29,999.46
Stronger Together Now	STN in the Streets	San Bernardino	\$30,000.00
Reach Out	Skate Thru Summer 2024	Riverside	\$30,000.00
Riverside Art Museum	Ride-Walk-Engage	Riverside	\$29,999.20
Latino Health Access	Ride, Walk, & Roll, Orange County 2024!	Orange	\$30,000.00
Santa Ana Active Streets	Santa Ana Active Transportation Workshops	Orange	\$29,614.98
Office of: People	Sites of Repair: methodologies for collective healing in high-injury intersections	Los Angeles	\$28,230.04
Central City Neighborhood Partners	Connecting Communities	Los Angeles	\$30,000.00
Proyecto Pastoral	Comunidad en Movimiento - Safe Passage	Los Angeles	\$26,449.68
People for Mobility Justice	South Central LA Mob J Summer	Los Angeles	\$29,997.30
Yolanda Davis Overstreet Consulting	Liberating Our Streets: A Mobility Justice Roadmap for Community Engagement and Empowerment	Los Angeles	\$30,000.00
Arts Council for Long Beach	14th Street Basketball Court Mural Project Celebration and Traffic Safety Fair	Los Angeles	\$30,000.00
Los Angeles Walks	Safe Street Promotora Office Hours	Los Angeles	\$29,137.90
Streets for All	RethinkLA: Hollywood Plaza Block Party	Los Angeles	\$29,830.14
Los Amigos de la Comunidad, Inc	Safety in Mobility/Seguridad en la Movilidad	Imperial	\$27,610.00

The selected project list through this grant program furthers regional mobility goals by reaching unincorporated areas and funding multi-jurisdictional projects.

Awarded projects were evaluated and selected from a list of 32 applicants. The following table shows a summary of the applicants and awarded projects by county.

County	Applicants	Awardees	Amount Awarded
Ventura	2	2	\$50,032.66
San Bernardino	4	1	\$30,000.00
Riverside	2	2	\$59,999.20
Orange	4	2	\$59,614.98
Los Angeles	19	8	\$233,645.06
Imperial	1	1	\$27,610.00
Total	32	16	\$460,901.90

All awarded projects are scheduled to be completed by August 31, 2024.

FISCAL IMPACT:

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



AGENDA ITEM 5
REPORT

Southern California Association of Governments
June 6, 2024

To: Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Jonathan Raspa, Senior Regional Planner
213-630-1551, raspa@scag.ca.gov

Subject: Southern California Zero Emissions Truck Infrastructure Study: Technical
Analysis Update

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

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

Preliminary results from the initial travel demand modeling, charging demand simulation, and site classification typologies were shared with the ZETI's Technical Advisory Committee (TAC) at the December 2023 and February 2024 meetings. A presentation on these findings will be shared once the future modeling and classification work is completed and there are new results to share. Due to the need to reconcile the specific data needs and outputs provided by each stage of technical analysis and supporting a request from the State's eTRUC Project to align with the ZETI's methodological approach, the project is now expected to be completed in October 2024.

BACKGROUND:

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

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

SCAG kicked off the Southern California Zero Emissions Truck Infrastructure Study (ZETI) in January 2023, with Cambridge Systematics Inc. as the consultant selected to lead the work. After completing a robust round of engagement with the trucking and logistics industry, electrical utilities, ZE fueling site developers, and related agencies, the project team used stakeholder perspectives and survey results to inform the approach to technical modeling and site classification. A presentation and discussion regarding the project's outreach was held at the January 4, 2024 Transportation Committee meeting.

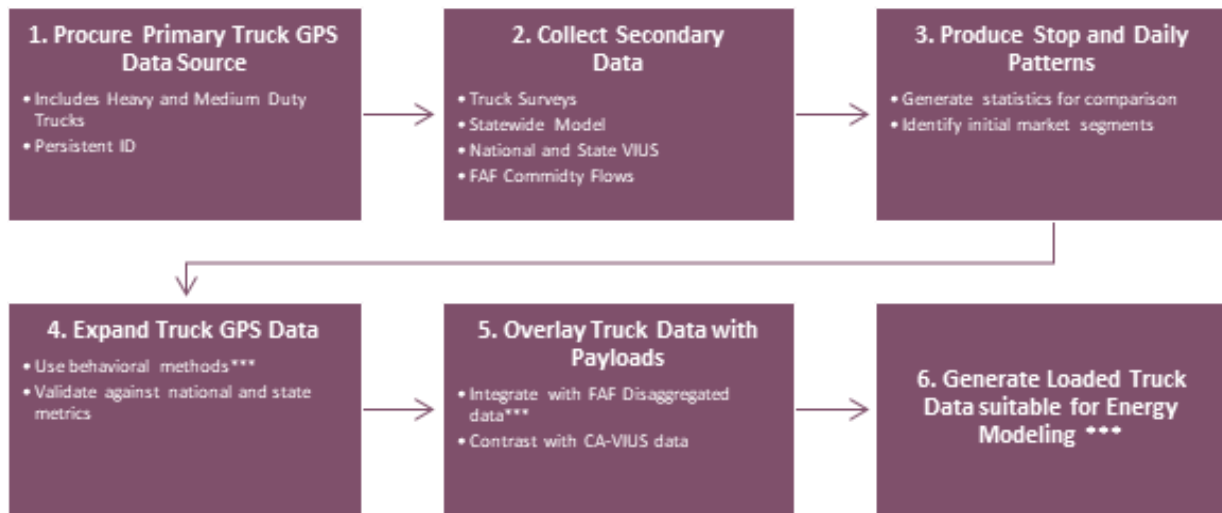
Travel Data Analysis, Market Segmentation & Trip Modeling

To support subsequent stages of charging simulation, a detailed modeling methodology was designed for this effort. The methodology developed for this study is cutting-edge and, to the best of the team's knowledge, has not been implemented at scale in the US. Figure 1 below describes the key steps undertaken in this approach and outlines the new analytical steps being implemented

for the first time at scale (asterisks). To support such an undertaking, the following elements are needed:

- Granular device-level truck Global Positioning System (GPS) trace data that can support the development of daily truck movements.
- Assignment of payloads to truck flows, which has an impact on the discharge rate of electric vehicles.
- Validation of truck movements and payloads with state and national sources of data.
- Description and development of truck market segments that may be more likely to adopt electrification.

Figure 1. Modeling Methodology Process



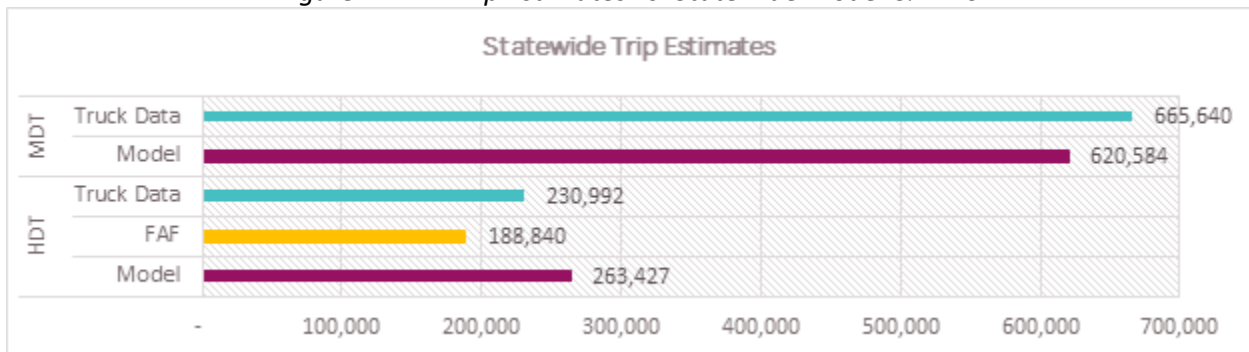
Truck trip GPS data was collected for a full calendar year (rather than a month or months) in order to account for seasonal variations in freight demand. The GPS data was then disaggregated to the county level and assigned a share of total movement based on the Federal Highway Administration’s (FHWA) Freight Analysis Framework (FAF5) data. Vehicle miles traveled (VMT) for each trip were aggregated for the full set of truck trips and validated against the California statewide freight model (CSF2TDM) and other national surveys.

Figure 2. Seasonal Variation in Freight Demand



The GPS sample data was “expanded” to account for the entire California medium- and heavy-duty truck fleet, cleaned and re-validated. Finally, payload data (defined by the amount of weight a vehicle can carry) for medium and heavy-duty trucks was also assigned to each trip to account for battery discharge rates (battery energy expended based on the weight of and within the vehicle). Specifically, for the ZETI Study, trips that traveled through the SCAG region were tagged in the dataset to identify specific characteristics needed to simulate hydrogen truck travel and refueling.

Figure 2. ZETI Trip Estimates vs. Statewide Model & FAF5



Once the database of expanded trips was finalized, trips were classified into specific market segments, to account for different travel behavior, operational requirements, and to better target segments more capable of transitioning to zero-emissions equipment sooner than others. As the

truck GPS dataset did not have this information, it was inferred based on the following characteristics:

- Total vehicles miles traveled, and number of stops made over a 24-hour period;
- Frequency of stopping at most common stop over a 24-hour period;
- Whether the truck traveled to a specific location such as a port (i.e. drayage trucks); and
- Truck weight class

Combining these characteristics with fleet survey information, the following market segments for both medium- and heavy-duty trucks were identified and tagged in truck trip dataset:

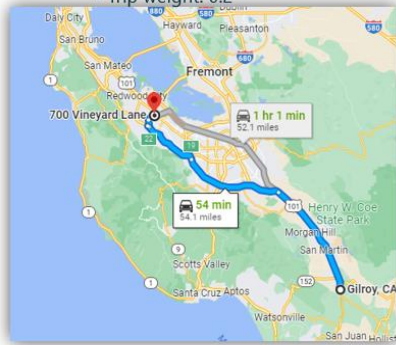
- Port drayage trucks (heavy-duty)
- Port trucks (non-drayage medium-duty)
- Regional delivery trucks
- Regional trucks, fleet yard parking
- Regional trucks, no fleet yard
- Long haul trucks (medium- and heavy-duty)

Upon completion of the data analysis and modeling steps, a detailed trip roster database was created, including future year trip forecasts based on statewide and local growth factors. An example of a single truck tour comprised of multiple trips is shown below in Figure 4, illustrating the level of detail needed to complete the next technical analysis step: charging simulation.

Figure 4. Sample Long Haul Truck Tour Movements

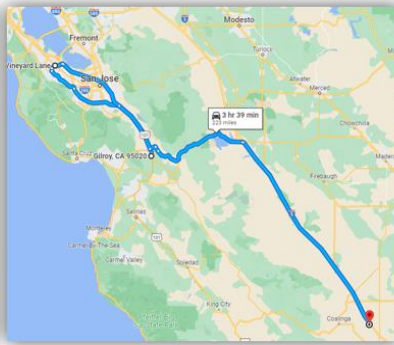
• **Trip #1**

- Start time: Day 1, 3:40 AM
- Duration: ~1 hrs
- Break at des: ~4 hrs
- Payload: take on 38,000 lbs;
drop off: 38,000 lbs;
total 38,000 lbs
- Trip weight: 0.2



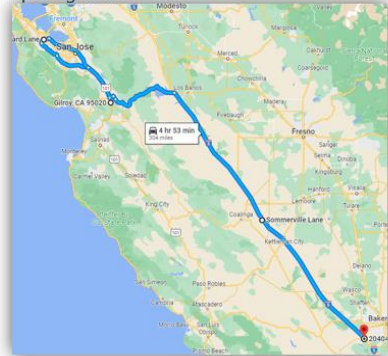
• **Trip #2**

- Start time: Day 1, 8:22 AM
- Duration: ~3.2 hrs
- Break at dest: 0.2 hrs
- Payload: take on ~38,000 lbs
drop off: 0 lbs
total: ~38,000 lbs
- Trip weight: 0.2



• **Trip #3**

- Start time: Day 2, 11:50 AM
- Duration: ~1.3 hrs
- Break at dest: 0.2 hrs
- Payload: take on 0 lbs;
drop off: 0 lbs
total: ~38,000 lbs
- Trip weight: 0.2



Truck Charging & Hydrogen Fueling Scenarios Development and Simulation

Using the detailed database of truck trips from the previous stage of analysis, the ZETI is leveraging the Lawrence Berkeley National Laboratory (LBNL) Medium and Heavy-Duty Electric Vehicle Infrastructure Load Operations and Deployment (HEVI-LOAD) tool to project infrastructure needs, which aims to provide valuable insights into optimized charger assignments and heavy-duty ZEV operations.

Using an “agent-based” simulation, HEVI-LOAD projects the charging load, or demand, at locations where zero-emission heavy-duty trucks would potentially charge or fuel based on specific inputs from the trip database, charging location details, and roadway networks. By simulating the behaviors and decision-making processes of individual truck trips in a “bottom-up” approach, HEVI-LOAD generates results at a granular level that can be used to identify specific locations that can serve ZEV charging or fueling demand most effectively across the Southern California freight network.

HEVI-LOAD utilizes the trip database and charging site location characteristics to determine how each individual truck, or “agent” will behave as it traverses a trip within its tour. The simulation assesses four key event types and associated characteristics:

- Trip start events, including vehicle type, market segment, and state of charge/fuel.
- Driving events, including speed, time-of-day, energy consumption and location.
- Charging events, including location, available charging power and charger type.
- Parking events, including location type, reason for parking (load, unload, charge, rest, etc.) and state of charge/fuel.

Figure 4 below also shows how the simulation assesses a truck’s behavior at each destination during its tour of individual trips. These behaviors help the model determine whether the truck will utilize a public charging/fueling location, or if it is using a depot site that serves a specific fleet.

Figure 4. Charging Definition Assumptions

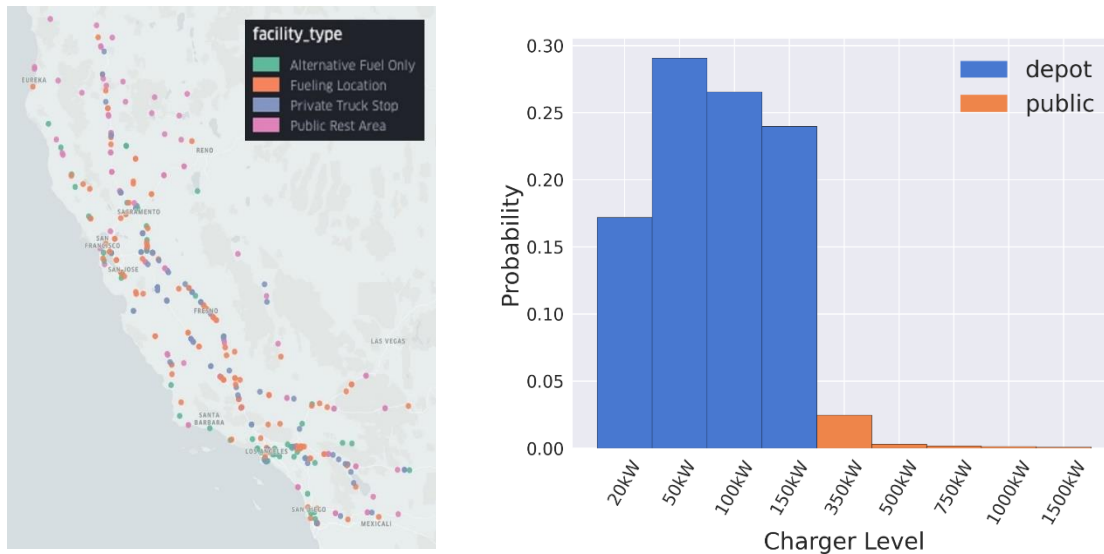
Destination Charging definitions						
		Public Locations			Depot Locations	
		Public Warehouse	Ports	Public other	Warehouse depot	Depot
Time duration	quick stop (t < 10 min)	No charging scenario				
	short stop (10 min < t < 6h)	Destination charging (public)			Destination charging (depot)	
	long stop (t > 6h)	Overnight charging (public)			Overnight charging (depot)	

Based on the above event types and the specific trip’s origin and destination, the HEVI-LOAD model will assign a dynamic route and decide where these inputs determine that the truck should stop to charge, rest, or complete its trips. Generalized candidate charging locations were placed along highways, major truck routes, and near major freight gateways, assuming a certain number of chargers and electric circuit capacity at each location, and whether a truck is charging at a private depot or public “opportunity” charging site. The focus of the ZETI study is on the need for publicly developed sites to be available to any truck needing charging/fueling.

As the simulation runs, it calculates both the level of electric power/refueling and duration at each location and for each truck in the simulation. Figure 4 shows the charging/fueling network utilized by HEVI-LOAD, and the probability of trucks using specific charger types during a trip. One critical aspect of this approach is that megawatt charging (MCS) is not made available to trucks in the

simulation’s scenario until at least 2030, as commercial deployment is not expected to be possible until then. Therefore, BEV trucks will be served by chargers providing between 150-800kW of power, unless a breakthrough in commercial charging technology is made in the next few years.

Figure 4. Simulated Charging Locations & Charger Type Distribution



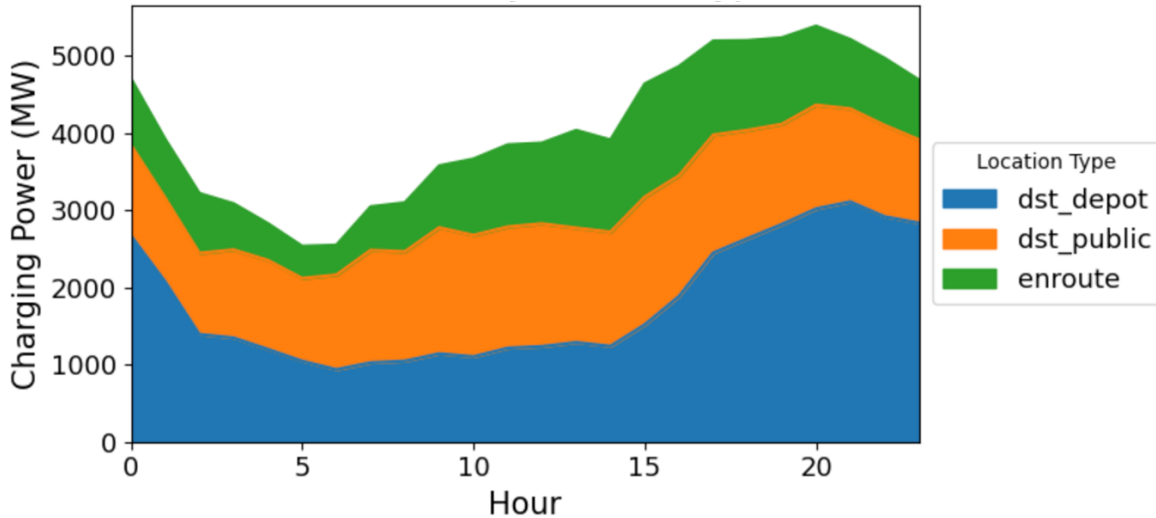
The simulation also assumes a maximum of 100 chargers per site, well in excess of any sites currently in development in North America. This allows HEVI-LOAD to capture the maximum amount of charging/fueling demand at a location, which will help determine whether a single “super-site”, or if multiple locations in close proximity would be more effective in meeting demand.

The simulation has currently been run for a baseline scenario, which will be compared against all future scenarios that assume a shift in MHD ZEV fleets into the future. The baseline scenario was developed to be in alignment with the CEC’s Transportation Energy Demand Forecast (referred to as AATE3), which is based on the requirements of the State’s Advanced Clean Trucks (ACT) and Advanced Clean Fleets (ACF) rules. After a complete simulation, the output charging demand must be calibrated against the expected number of trucks in the fleet and VMT generated by all trips in the database. While the modeling is performed at a statewide level (to support both the ZETI and eTRUC projects), individual truck trips that intersect the SCAG region are specifically being incorporated into the ZETI study. These trips will also be simulated for hydrogen refueling demand, which uses different input parameters than battery electric truck charging simulation.

The results are processed to aggregate charging demand at different geospatial scales as needed (individual sites, traffic analysis zones, or counties), as well as the amount of demand, or “load profile”, across an individual day. One preliminary example from HEVI-LOAD’s baseline scenario is

shown in the Figure 5 below, summarizing statewide charging demand for private, public, and en-route charging across a single day. Additional scenarios are currently in development, which vary the levels of fleet transition across market segments, the scale of infrastructure development, and share of public versus depot charging utilized by individual trucks in future years.

Figure 5. Preliminary Load Profile by Charging Location Type



This charging and fueling demand data for each location is a critical input for the development of future charging sites, which will be supported by the ZETI study’s typology development and eventual assessment of sample candidate sites across the region.

Site Typology Development

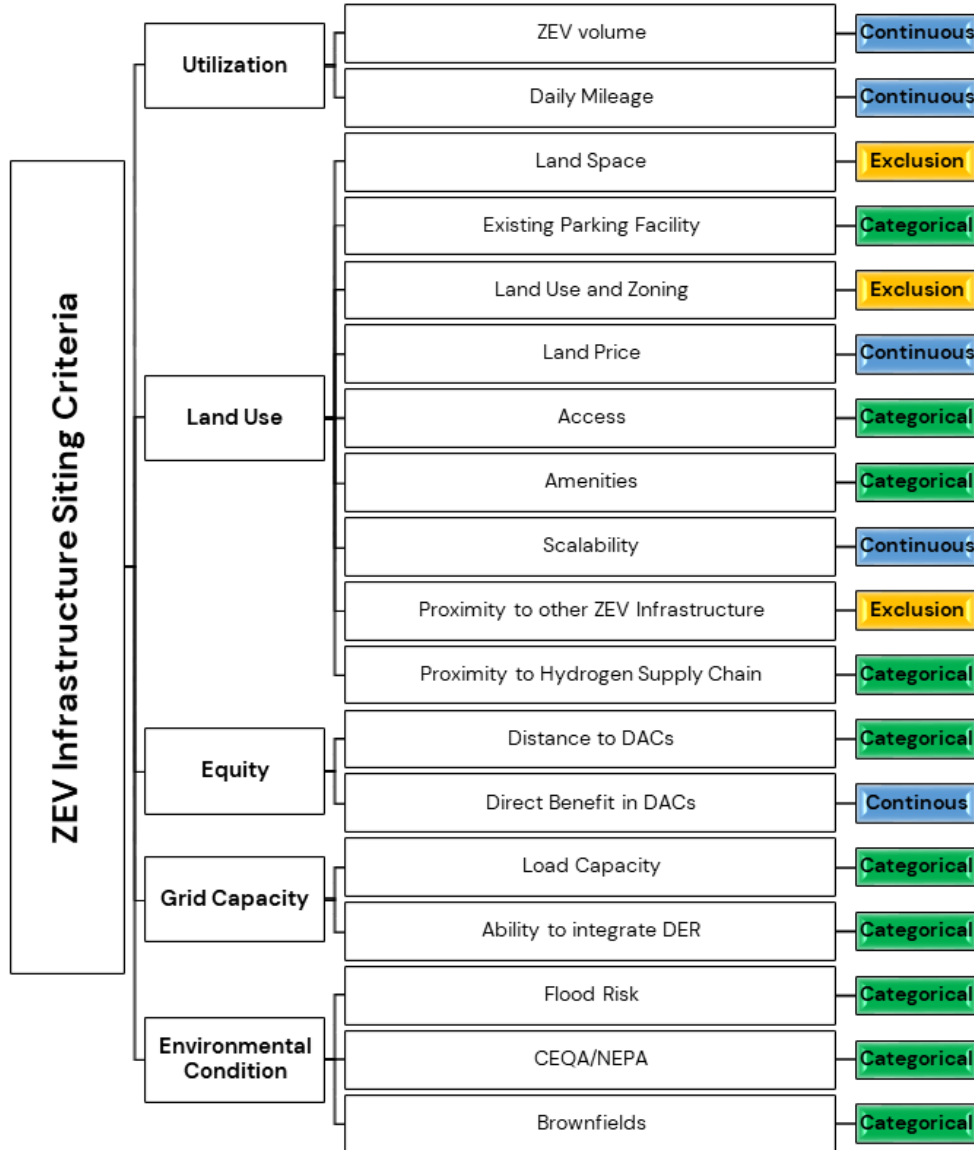
The Medium and Heavy Duty (MD-HD) Zero Emission Vehicle (ZEV) Infrastructure siting tool being developed by the consultant team for the SCAG region is designed to facilitate strategic deployment of ZEV infrastructure sites in the near-term, focusing on a 2 to 3-year horizon. This immediate focus is crucial as long-term projections may not be as relevant for the rapidly evolving landscape of ZEV infrastructure requirements and opportunities. The siting tool is tailored to assist in pinpointing sites where electric vehicle supply equipment (EVSE) could be most effectively implemented, thereby maximizing the chances of securing both developer interest and outside funding from both Federal and State grant programs, as well as private investment.

The draft site prioritization criteria for parcels across the SCAG region are summarized in Figure 6. Criteria are categorized in broad groupings: utilization, land use, equity, grid capacity and environmental conditions. Each group contains multiple criteria that function to screen out parcels (i.e. available land or zoning), score qualitative factors (i.e. existing site amenities), or provide a direct measure of conditions i.e. ZEV truck volumes) at a site.



Each criterion is also assigned a weight in the scoring process that was vetted by the ZETI's TAC through a survey instrument that asked the level of importance that criteria carried in their approach to ZEV charging or fueling development. It is important to note that these weights will serve as a baseline for the ZETI study, but the siting tool itself will allow users to adjust weights to meet the specific needs of their jurisdiction.

Figure 6. Draft Charging/Fueling Site Prioritization Criteria



As this siting typology and prioritization process will be utilized by both the ZETI study and the CalSTART/EPRI eTRUC project, details about how measures are calculated or assessed specifically in the SCAG region are still in the process of being finalized. The consultant team is also developing the user interface for a planning-level site prioritization and assessment mapping tool that can be used to develop focused prioritizations within a specific jurisdiction.

Next Steps

While the study is progressing according to the scope, the complexity of the modeling work, across two different analysis platforms has taken longer than anticipated in the original project schedule. The supercomputer used to run the HEVI-LOAD model has also experienced unexpected downtime through January and February 2024. Technical analysis work is now expected to be completed in June 2024, and as a result, the project is projected to be completed by October 31, 2024, with the following tasks remaining.

- Complete scenario development and future year charging/fueling simulations in coordination with state eTRUC project.
- Finalize site classification and identify near, medium, and long-term phasing of charging and fueling infrastructure, including completion of a web-based prioritization tool.
- Incorporate two additional equity-focused discussion groups, and discussion on the projected scenarios for fleet transition and charging/fueling infrastructure phasing over time.
- Prepare a regional action plan and a local government primer for siting ZEV infrastructure.

FISCAL IMPACT:

Work associated with this item is included in the FY 23-24 Overall Work Program (OWP) Task 115.4912.02 Supporting Infrastructure for Zero-Emission Medium and Heavy-Duty Truck Study.



AGENDA ITEM 6
REPORT

Southern California Association of Governments
June 6, 2024

To: Transportation Committee (TC)
From: Priscilla Freduah-Agyemang, Senior Regional Planner
(213) 236-1973, agyemang@scag.ca.gov
Subject: LOSSAN Rail Corridor Resiliency Subcommittee Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The California State Senate Transportation Committee created a new subcommittee led by Senator Catherine Blakespear, representing coastal San Diego County, Dana Point, and Mission Viejo, to study the effects of coastal erosion on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor railroad right-of-way (ROW) where the Amtrak Pacific Surfliner and Metrolink provide daily intercity and commuter rail services. The Southern California Association of Governments (SCAG) is an ex-officio member of both the LOSSAN and Metrolink Boards represented by SCAG Immediate Past President and Buena Park Council Member Art Brown. Senator Blakespear briefed the Transportation Committee members in July 2023 on the subcommittee's proceedings. The subcommittee has since held two additional meetings, in December 2023 and recently in April 2024. This staff report provides highlights from the April 29, 2024, subcommittee informational hearing.

BACKGROUND:

The LOSSAN passenger and freight railroad corridor is a 351-mile-long corridor connecting San Luis Obispo, Los Angeles, and San Diego. The Amtrak Pacific Surfliner and Metrolink commuter rail services operate on the corridor, as well as Amtrak long distance services. The official corridor name was created when stakeholders formed a management and planning Joint Powers Authority (JPA) in 1989 and the corridor included Los Angeles to San Diego. In 2002, the agency expanded to include the entire Pacific Surfliner corridor north to San Luis Obispo. The Amtrak Pacific Surfliner is managed locally by the LOSSAN Agency and is governed by a board of directors. Member agencies include:

- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Ventura County Transportation Commission (VCTC)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- North County Transit District (NCTD)
- San Diego Association of Governments (SANDAG)
- San Diego Metropolitan Transit System (MTS)
- California Department of Transportation Division of Rail and Mass Transportation (DRMT) (ex-officio)
- Southern California Association of Governments (SCAG) (ex-officio)
- Amtrak (ex-officio)

The Pacific Surfliner is the second busiest service in Amtrak’s national network, only behind the Northeast Corridor, and moves nearly nine percent of Amtrak’s total national ridership. Before the COVID-19 pandemic, there were 13 daily round trips between Los Angeles Union Station and San Diego’s Santa Fe Depot, five round trips between Los Angeles and Santa Barbara and Goleta, and two daily round trips serving San Luis Obispo. Additionally, the Metrolink Ventura County, Antelope Valley, Orange County, 91/Perris Valley and Inland Empire/Orange County Lines operate on portions of the corridor as well.

Over the past several years, rail service has been severely impacted by intense weather conditions and erosion along the corridor, leading to periodic and lengthy service suspensions. Most recently, on January 24, 2024, it was reported that debris from the hillside slope along the Mariposa Trail Bridge in San Clemente fell onto the ROW and the railroad tracks, affecting approximately one-half mile of the corridor north of the San Clemente Pier Metrolink Station. All rail movements were stopped through the San Clemente area until limited service resumed on the corridor in early March, with regular passenger rail service resuming on March 25, 2024.

The Subcommittee on LOSSAN Rail Corridor Resiliency was formed by the California State Senate and charged with “working with rail stakeholders to identify and secure investment opportunities to remediate the coastal erosion issues and ensure the corridor is positioned to be a high-quality, transportation option for generations to come.” In addition to Chair Blakespear, other subcommittee members include Senator Monique Limón (Santa Barbara and Ventura Counties), Senator Josh Newman (Orange County), Senator Janet Nguyen (Orange County) and Senator Thomas J. Umberg (Orange County).

Since the last staff update to the Transportation Committee, the LOSSAN Subcommittee has held two informational hearings, on December 11, 2023 and on April 29, 2024. The April subcommittee hearing focused on resiliency of the corridor, with the City of San Clemente, the LOSSAN Agency,

Metrolink and OCTA providing updates. The LOSSAN Agency highlighted the impacts to revenue and ridership from the last rail closure in San Clemente, as well as the positive effects on ridership and revenue due to the coordinated implementation of limited Amtrak Pacific Surfliner service during construction of the catchment wall in San Clemente. OCTA discussed the Coastal Rail Resiliency Study (CRRS), stressing the importance of stakeholder coordination and expedited regulatory permitting for protection solutions in San Clemente, including sand nourishment, catchment walls, and rock revetments. City of San Clemente emphasized the need for adequate sand nourishment to protect beaches and revetments. Metrolink stressed the need for funding and partnerships from all stakeholders, including state agencies to support work on the corridor, and highlighted the need for technology such as inclinometer monitoring devices to provide information on slope movement.

In addition, the California Coastal Commission highlighted the commission's willingness to collaborate with stakeholders to address vulnerabilities in San Clemente and similar initiatives in Del Mar. The California State Transportation Agency (CalSTA) provided an overview of the funding invested in the corridor and the State's commitment to both short- and mid-term solutions, as well as the State's leadership in long-term planning for potential relocation where necessary.

Meeting materials, including video recordings for the all the subcommittee meetings can be found here: <https://stran.senate.ca.gov/slrcr>.

NEXT STEPS:

Staff will continue to update the Transportation Committee periodically on the LOSSAN Rail Corridor Resiliency Subcommittee's proceedings and other developments along the Corridor.

FISCAL IMPACT:

Staff work related to this project is included in the FY24 Overall Work Program (OWP) in project 140.0121.02 Passenger Rail Planning.



AGENDA ITEM 7
REPORT

Southern California Association of Governments
June 6, 2024

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

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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.

However, the future of transit/rail is at a crossroads. The significant effects of the COVID-19 pandemic on travel patterns nationwide and within the SCAG region persist. As reported to TC in last month's Transportation Trends Update, bus ridership is still approximately 17 percent below pre-pandemic levels overall. Notably, however, many transit agencies continue to see ridership recovery on their systems. In April, Metro announced a 9.4 percent increase in total system ridership in March 2024 compared to March 2023 with nearly 26 million boardings, a 16th consecutive month of the year-over-year ridership growth. Specifically, Metro's average weekday rail ridership saw a 6.4 percent increase in boardings over March 2023, surpassing 200,000 boardings for the second time since the beginning of the pandemic. Metro's March total bus and rail ridership combined was at 81.5 percent of its March 2019 pre-pandemic level. 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.

SCAG continues to explore ways to advance transit in the region and as part of implementing Connect SoCal 2024. At the recent General Assembly, the "Transit Recovery and Beyond – Means, Methods and Better Mousetraps" panel, featuring Madeline Brozen (UCLA), David Aguirre (ICTC), Gillian Gillet (Caltrans) and Zahirah Mann (South Los Angeles Transit Empowerment Zone), the panelists discussed improvements, adaptations, new offerings, and strategies to improve customer experience and attract new riders, including innovative approaches to coordinating services across a mega-region.

Transit Transformation Task Force

As was reported in the April 4, 2024 staff update to TC, SB 125 required the establishment of the Transit Transformation Task Force, led by the CalSTA, and including representatives from Caltrans, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders across the state. SCAG's Executive Director, Kome Ajise serves on the Task Force, along with other Southern California representatives from Metro, Move LA, RCTC and UCLA ITS. 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 third bimonthly meeting on April 15 to review transit availability, by geography and trip purpose. Members also discussed how customer experience needs to change to meet the state's goals including:

- Aligning the set of prioritized customer goals and metrics, and
- Developing a list of issues and policies, both directly and indirectly related to transit, that impact California's ability to meet those goals and metrics.

Members discussed the challenges to transit availability and attractiveness as a viable mode, as cars continue to have the ability to access more destinations at the same time or better than transit. Additional challenges include equity, accessibility, frequency of service, and affordability. Members noted transit improvements should include first/last mile improvements, as walkability complements transit use. Task Force members highlighted the understanding that prioritization of customer service goals will depend on several other factors and will be unique depending on the transit agency's context and challenges. Goals should take into account customer peak and off-peak travel needs, overall transit flexibility and transit load factors, as well as equity, enhancing/improving flexibility, speed improvements and safety, connectivity and consistency in experience.

The Task Force also discussed additional transformative changes that are indirectly related to transit, but equally necessary to drive significant changes, including:

- Workforce development,
- Address process improvements,
- Address governance and policy issues,
- Clarity on planning purposes, and
- Sustainable, predictable and stable transit funding.

Meeting materials and updates on the work of the Task Force can be found online here: <https://calsta.ca.gov/subject-areas/sb125-transit-program>. The next meeting of the Task Force will be held on June 17 in San Francisco, where members will discuss the level/types of service the expected transit outcomes require.

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

NEXT STEPS:

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

FISCAL IMPACT:

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



AGENDA ITEM 8
REPORT

Southern California Association of Governments
June 6, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Agustin Barajas, Senior Regional Planner
(213) 236-1846, barajas@scag.ca.gov

Subject: Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1 - Release for
Public Review and Comment

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council (RC) 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.

RECOMMENDED ACTION FOR RC:

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.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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 (Caltrans), the county transportation commissions (CTCs), and public transit operators.

SCAG, in cooperation with its stakeholders, has developed the draft 2025 FTIP. Additionally, SCAG staff has developed the draft Amendment 1 to Connect SoCal 2024, which serves as a concurrent amendment with the 2025 FTIP. Given the absence of Transportation Committee (TC) and Regional Council (RC) meetings in July 2024, SCAG staff seeks the TC's recommendation for the RC to authorize the SCAG Executive Director to release both drafts in mid-July for a 30-day comment period. Today, the Energy & Environment Committee (EEC) will also review a recommendation for the RC to authorize the SCAG Executive Director to release the draft transportation conformity analyses accompanying the draft 2025 FTIP and draft Connect SoCal Amendment 1. Pending approval by the EEC, TC, and RC at their respective meetings, the drafts will undergo a 30-day public review starting July 12, 2024. After considering public comments, the TC will be asked to

recommend RC approval of the proposed final 2025 FTIP and Connect SoCal 2024 Amendment 1 in September 2024. The EEC will similarly be asked for approval of the final transportation conformity analyses. In October 2024, SCAG staff will seek adoption of the proposed final 2025 FTIP and Connect SoCal 2024 Amendment 1, along with the associated transportation conformity analyses, from RC.

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 CTCs, 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 CTCs throughout the region to develop the draft 2025 FTIP. The draft 2025 FTIP is a programming document totaling \$38.8 billion in programming and containing 1,128 projects covering a six (6) year period. The draft 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), Carbon Reduction Program (CRP) 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 CTCs.

Concurrent with the draft 2025 FTIP, staff has also developed the draft 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 FTIP that will be carried forward as part of the 2025 FTIP. In summary, Amendment 1 consists of 348 project modifications. Of these, 14 projects have been deleted and 20 new projects have been added. Despite project modification, deletions, additions, the 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 draft 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 1,128 projects in the draft 2025 FTIP, 27 projects are new projects. All projects in the draft 2025 FTIP satisfy all five transportation conformity requirements (which are discussed below) including financial constraint.

The Connect SoCal 2024 Amendment 1 and 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)

Upon approval from the RC to authorize the SCAG Executive Director to release both drafts, the draft 2025 FTIP and draft Amendment 1 to Connect SoCal 2024 will be available for public review

and comment for a thirty (30) day public review and comment period beginning on July 12, 2024, and ending on August 12, 2024, at 5:00 p.m. SCAG will hold two telephonic/videoconference public hearings on July 23, 2024, and on July 30, 2024. The draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 will be posted on SCAG's website and noticed in major county newspapers including in Chinese, Korean, Vietnamese, and Spanish newspapers. A link to the draft documents will be shared to stakeholders in the region in mid-July 2024.

At its meeting today, the Energy and Environment Committee (EEC) is considering recommended approval to the RC on the same day to authorize the Executive Director to release the associated draft transportation conformity analyses for the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for the same 30-day public review and comment period.

After the public review and comment period, SCAG staff will address all comments in the proposed final 2025 FTIP and proposed final Connect SoCal 2024 Amendment 1, along with the accompanying transportation conformity analyses, by September 2024. This timing will allow the TC and the EEC to recommend RC adoption in September, followed by RC's adoption in October 2024.¹ 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 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2023-2024 and 2024-2025 Overall Work Program (010.0170.01: RTP Amendments, Management, and Coordination and 030.0146.02: Federal Transportation Improvement Program).

ATTACHMENT(S):

1. PowerPoint Presentation - Draft 2025 FTIP and A1

¹ SCAG staff is performing an environmental evaluation of Connect SoCal 2024 Amendment 1 pursuant to the requirements of the California Environmental Quality Act (CEQA) to determine the appropriate CEQA document which will be presented to SCAG's Energy and Environment Committee and RC for review and consideration prior to RC's adoption of Connect SoCal Amendment 1.



Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1

June 6, 2024

WWW.SCAG.CA.GOV

Attachment: PowerPoint Presentation - Draft 2025 FTIP and A1 (Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1 - Release for

Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1

Purpose and Agenda Overview

Purpose

Recommended TC Action:

Recommend that the RC authorize the Executive Director to release the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for Public Review and Comment

Recommended RC Action:

Authorize the Executive Director to release the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for Public Review and Comment

Agenda Overview

- FTIP*
- Plan Amendments*
- Draft Highlights
- Next Steps

* Cliff Notes Version

FTIP: Federal Transportation Improvement Program

What is the FTIP?

- List of regionwide transportation investments that are federally funded, require a federal action, and/or regionally significant from a transportation conformity perspective
- Prepared by SCAG in coordination and consultation with the County Transportation Commissions (CTCs) every two years
- Follows a predominately bottom-up approach and includes a multimodal investments programmed with various federal, state, and local fund sources proposed over a six-year period

What is the FTIP? (continued)

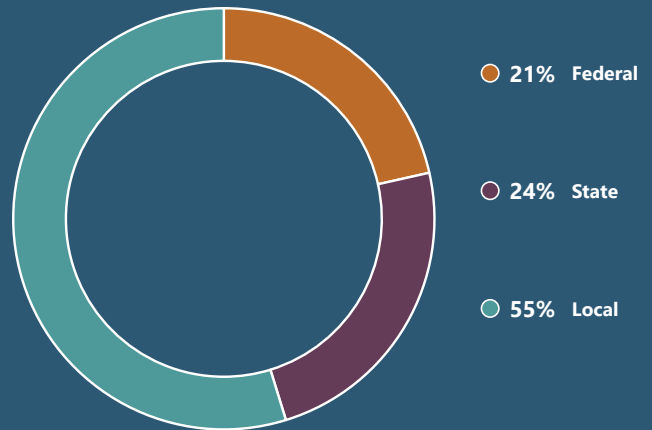
- A key means of implementing Connect SoCal (RTP/SCS) and regional priorities, particularly capital projects
- A dynamic document that is amended frequently to reflect updates to funding, schedules, and program priority changes

2025 FTIP Funding Sources

Summary of 2025 FTIP by Funding Source
(in \$000's)

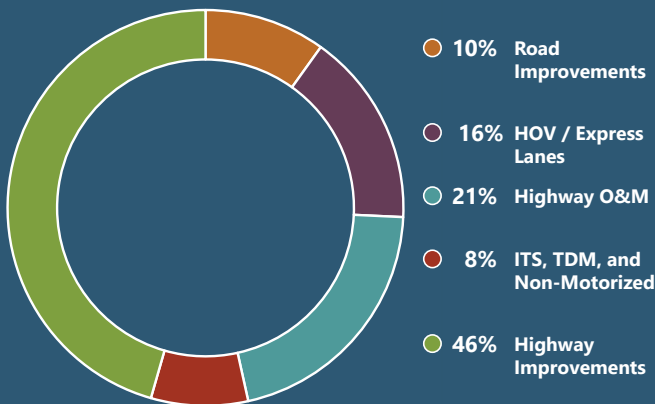
Federal Fiscal Year	Federal	State	Local
FFY 24-25	\$3,015,638	\$3,407,994	\$6,106,501
FFY 26-26	\$2,055,832	\$2,634,464	\$4,569,947
FFY 26-27	\$1,303,906	\$1,600,715	\$4,734,554
FFY 27-28	\$898,971	\$1,061,991	\$4,568,253
FFY 28-29	\$535,556	\$412,567	\$634,552
FFY 29-30	\$535,498	\$103,949	\$651,913
Totals	\$8,345,401	\$9,221,680	\$21,265,720

Summary of 2025 FTIP by Funding Source

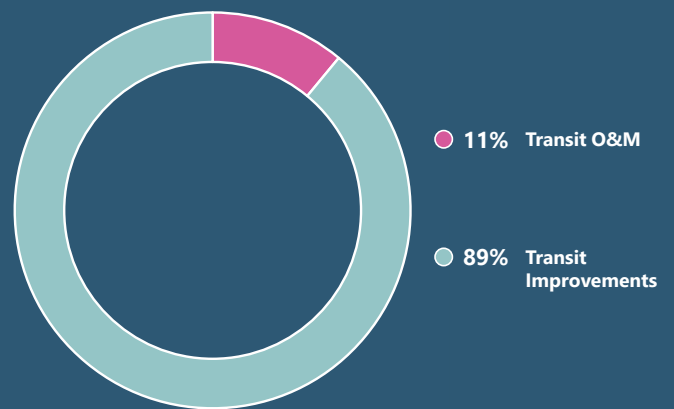


2025 FTIP Investment Categories

Highway/Road Investment: \$22.9 billion



Transit Investment: \$16.0 billion



Approximately **1,128** projects across the region, representing an investment of **\$38.8** billion over a six-year period

Equity and the 2025 FTIP

- 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
- 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
 - FTIP mapping captures the location and extent of all projects
 - SCAG will encourage CTCs to use these resources in selecting and prioritizing projects for inclusion in their County TIPs, which are ultimately incorporated into the FTIP

Transportation Conformity and the 2025 FTIP

The 2025 FTIP meets the five tests for transportation conformity

- 1. Consistent with Adopted 2024 RTP/SCS**
The FTIP is consistent with the Connect SoCal 2024
- 2. Regional Emissions Analysis**
Updates the regional emissions analysis for Connect SoCal 2024. Projects in the 2025 FTIP meet the applicable emissions budget tests for all milestones, attainment, and planning horizon years set forth in the State Implementation Plan (SIP)
- 3. Timely Implementations of Transportation Control Measures (TCMs)**
The FTIP includes TCM projects listed in the applicable SIPs and meets this test
TCMs reduce criteria pollutants emissions from on-road transportation sources by reducing vehicle use or congestion conditions
- 4. Financial Constraint**
The 2025 FTIP complies with federal financial constraint requirement
- 5. Public Participation/Interagency Consultation**
The FTIP was presented to the Transportation Conformity Working Group (TCWG) throughout its development
The FTIP will be released for a 30-day public review period
SCAG will hold two public hearings on July 23 and July 30, 2024

Need for Plan Amendments

- To reflect significant changes to the projects contained in the Connect SoCal 2024
 - Project additions or deletions or a major change in project scope, cost, and schedule
- To maintain eligibility for state and federal funding
- To move forward with project approval/environmental document (PA/ED) phase, a project must be part of a conforming RTP/SCS

Project Modification Summary

Connect SoCal 2024 Amendment 1 consists of 348 project modifications

Sample projects with modifications:

- Operation and Capital Assistance for Transit System (Imperial County)
- Purple Line Westside Subway Extension Section 1 (Los Angeles County)
- SR 57 Interchange Improvement (Orange County)
- SR 79 South Overpass Reconstruction (Riverside County)
- US 395 Freight Mobility and Safety Project, Phase 3 (San Bernardino County)
- Bus Purchase for Transit Line Expansion (Ventura County)

Connect SoCal 2024 Amendment 1 Assessment

Based on analysis of project modifications, SCAG staff concludes:

- Draft Amendment 1 does not adversely impact the financial constraint of the Connect SoCal 2024 and the Plan remains financially constrained
- Draft Amendment 1 passes all five tests of transportation conformity
- With the Draft Amendment 1, Connect SoCal 2024 remains compliant with SB 375

Next Steps

July 12, 2024	Release draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for 30-day public review and comment
July 23 & July 30, 2024	Public Hearings
August 12, 2024	Close of public review and comment period
September 2024	SCAG staff seeks approval of proposed final 2025 FTIP and proposed final Connect SoCal 2024 Amendment 1 from TC
October 2024	SCAG staff seeks approval of proposed final 2025 FTIP and proposed final Connect SoCal 2024 Amendment 1 from RC
December 2024	Federal approval of the final transportation conformity determination



THANK YOU!

For more information, please visit:

www.scag.ca.gov



AGENDA ITEM 9
REPORT

Southern California Association of Governments
June 6, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Rachel Om, Senior Regional Planner
213-630-1550, om@scag.ca.gov

Subject: 2024 SCP Active Transportation & Safety Guidelines and Call for Projects

RECOMMENDED ACTION FOR TC:

Recommend 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.

RECOMMENDED ACTION FOR RC:

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.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Following the adoption of Connect SoCal every four years, SCAG develops calls for applications through the Sustainable Communities Program (SCP) to provide local technical assistance in support of Connect SoCal implementation. SCAG develops funding categories that align with the goals and policies of Connect SoCal to support implementation of shared regional planning goals and meet the needs of local communities. 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 regional planning policies and strategies outlined in Connect SoCal.

Following the Regional Council's adoption of Connect SoCal 2024, SCAG developed a call for applications for the SCP focused on Active Transportation and Safety to fund the development of active transportation-related plans and the implementation of quick-build projects. The 2024 SCP Active Transportation and Safety call for applications is estimated to include \$10.4 million, funded by Active Transportation Program (ATP) Cycle 7 regional funds and a Safe Streets and Roads for All

federal grant. The available funding may be updated given the governor's proposed budget cuts to the ATP.

The 2024 SCP Active Transportation and Safety guidelines were developed in partnership with the six county transportation commissions, and draft guidelines were shared on the program website with an open comment period from April 8 to April 26, 2024. SCAG will release the call for Active Transportation and Safety applications pending approval from the Regional Council (specific date TBD), with online applications anticipated to be due to SCAG this fall. SCAG staff will hold at least two workshops and office hours during the application period. Approval of application rankings are anticipated to be sought from the Regional Council in April 2025.

BACKGROUND:

Sustainable Communities Program Overview

SCAG's Sustainable Communities Program (SCP) provides technical assistance and resources to local jurisdictions that support local planning and implementation of Connect SoCal. 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 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.

Since 2016, SCAG has provided technical assistance to 57 local agencies and has funded 110 projects, totaling over \$21.6 million.

2024 SCP Active Transportation and Safety

Following the Regional Council's adoption of Connect SoCal 2024, staff developed guidelines for projects in the Active Transportation and Safety component of the SCP, which supports the Connect SoCal 2024 mobility goal to build and maintain an integrated multimodal transportation network. The available funding for the 2024 SCP Active Transportation and Safety call for applications is estimated to be \$10.4 million, comprising ATP Cycle 7 regional funds and a Safe Streets and Roads for All federal grant. The available funding may be updated given the governor's proposed budget cuts to the ATP.

The 2024 SCP Active Transportation and Safety call for applications 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.

Project Types

The 2024 SCP Active Transportation and Safety call for applications solicits two project types: Communitywide & Area Plans and Quick-Build Projects.

- **Communitywide & Area Plans:** Per the State ATP guidelines, plans must benefit a disadvantaged community, defined as SCAG's Priority Equity Communities or other disadvantaged community definitions identified in the State ATP guidelines (e.g. Median Household Income, CalEnviroScreen, Healthy Places Index, etc.). Examples of eligible plans include, but are not limited to, Bicycle and/or Pedestrian Master Plans, Active Transportation Plans, First/Last Mile Plans (focused on active transportation), and Transportation Safety-Focused Plans (focused on active transportation). The maximum award for Community/Areawide Plan projects is \$500,000. There is no required minimum funding request, and applicants may submit multiple applications.
- **Quick-Build Projects:** 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 in place 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 maximum aware for quick-build projects is \$900,000. There is no minimum funding request, and applicants may submit multiple applications.

There is no match required for either project type. Applicants, especially those with projects that exceed the respective project type funding caps, are encouraged to provide matching funds.

Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for 2024 SCP Active Transportation and Safety Call 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.

Outreach and Engagement

Over the past few months, staff conducted extensive engagement to inform the development of the 2024 SCP Active Transportation and Safety guidelines and to ensure prospective applicants were aware of the funding opportunity.

- Feedback Survey: SCAG released an online survey on March 6 to gather feedback from stakeholders that would inform the development of the 2024 SCP Active Transportation and Safety guidelines. The purpose of the survey was to understand potential obstacles to submitting applications and the types of projects that are of most interest to prospective applicants. It also served as early announcement of the upcoming call for applications. The survey was publicized through e-mail newsletters sent by SCAG and county transportation

commissions. The survey closed on March 22 and received 121 responses with representation from all six counties in the SCAG region.

- **Draft Guidelines Public Review:** On April 8, SCAG published the 2024 SCP Active Transportation and Safety draft guidelines on the SCP webpage for public review and feedback. Staff alerted stakeholder of this opportunity through several notices in several e-mail newsletters. SCAG staff additionally met with county transportation commission staff through ATP Subcommittee meetings and one-on-one meetings to review the draft guidelines. Staff accepted feedback through April 26, which is detailed in Attachment 2, Summary of Feedback for 2024 SCP Active Transportation and Safety Draft Guidelines.
- **External Presentations:** SCAG staff gave presentations and made announcements at over twenty working group meetings, such as county transportation commission technical advisory committee and council of governments meetings, and have additional presentations scheduled for future dates.
- **One-on-One Meetings:** SCAG staff have had over ten one-on-one meetings with local jurisdictions to discuss project ideas and answer questions. SCAG staff will be available for additional one-on-one meetings with regular office hours available throughout the application period.

NEXT STEPS

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 hold at least two virtual workshops to provide an overview of the call for applications and guidance on how to select projects and prepare a competitive application. In addition, Staff will have office hours available throughout the application period. Pending Regional Council approval, the anticipated schedule can be found below:

2024 SCP Active Transportation and Safety Milestone	Anticipated Date
Call for Applications Opens	Summer 2024
Application Workshops (held online with same content covered in both workshops)	Summer 2024
Call for Applications Deadline	Fall 2024
SCAG Regional Council Approval of the 2024 SCP Active Transportation and Safety Application Rankings*	April 3, 2025
Final 2024 SCP Active Transportation and Safety Award Announcements*	June 2025

**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.*

FISCAL IMPACT:

Staff's work budget for the SCP and funding for selected SCP projects are included in the FY24 Overall Work Program (OWP) 275-4882.03 Sustainable Communities Program (SCP) - Project Delivery (FY24 SB 1 Formula).

ATTACHMENT(S):

1. 2024 SCP Active Transportation and Safety Program Guidelines
2. Summary of Feedback for 2024 SCP Active Transportation & Safety Draft Guidelines
3. 2024 SCP Active Transportation & Safety Call Presentation

Connect SoCal 2024 Sustainable Communities Program Active Transportation & Safety Program Guidelines

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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 & 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 follow 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 be impactful for the entire Southern California region and particularly for 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 be traveling to these events themselves, either to glimpse the events as spectators or to work them, and goods will have to be delivered to the venues. Everyone else will still need to carry on with their lives while the events are occurring. A great deal of preparation will be needed.

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. The *Go Human* elements are available at no cost; any costs would come from project-specific needs, such as local event/traffic permits or publicity/advertisements.

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 designs 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.

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)

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-Builds 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, and 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, or a combination of ATP and SS4A 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 program anticipates awarding approximately \$10.4 million, with up to \$2.4 million available for planning projects benefiting disadvantaged communities and a minimum of \$7.5 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 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 fundings 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 in fall 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 in ranking the projects 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 future rounds of funding are 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.

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	Summer 2024
SCP-ATS Application Workshops	Summer 2024
SCP-ATS Call for Applications Deadline	Fall 2024
SCAG Regional Council Approval of the 2024 SCP-ATS Application Projects*	April 3, 2025
Final 2024 SCP-ATS Award Announcements*	June 2025

*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 is anticipated on April 3, 2025 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.

SCAG Connect SoCal 2024 Sustainable Communities Program

Active Transportation and Safety Draft Guidelines

Summary of Public Comment

SCAG’s 2024 Sustainable Communities Program (SCP) Active Transportation and Safety Draft Guidelines were widely shared with the public through email blasts, newsletters, and made available on the SCAG SCP webpage. The public comment period was open from April 8 to April 26, 2024. Nine public comment letters were received during the comment period, from Active SGV, City of Burbank, City of Huntington Beach, Good Citizens Media Group, Inland Empire Biking Alliance and Bicycle Commuter Coalition of the Inland Empire, LA Metro, City of Mission Viejo, Orange County Transportation Authority, and Riverside County Transportation Commission. This document summarizes comments received in writing. Based on the comments received, SCAG generated the following summary of themes. Within each theme, SCAG provided either a change reflected in the final proposed 2024 SCP Active Transportation and Safety Guidelines or a direct response to the comment.

Theme 1: Disadvantaged Communities (DACs)

Feedback was received that SCAG should broaden the definition of disadvantaged communities to include using other tools, such as the Metro Equity Focus Communities tool and the U.S. EPA Climate and Environmental Justice mapping tool, and to clarify the meaning of “within reasonable proximity to a disadvantaged community” to determine if an applicant would be eligible for funding to develop a plan. In addition, there was a request that SCAG clarify if a project must be located in or benefit a disadvantaged community to qualify for the different project types and more clarity on the meaning of repairing “historic and current inequities.”

Response – The 2024 SCP Active Transportation and Safety guidelines are informed by the State Active Transportation Program (ATP) Cycle 7 Guidelines (available on the [California Transportation Commission website](#) and included as Attachment A in the SCP Active Transportation & Safety Guidelines). The ATP guidelines note that all plans must be within a disadvantaged community or, for area-wide plans, encompass at least one disadvantaged community. The 2024 SCP Active Transportation & Safety guidelines were updated to be consistent with the disadvantaged community requirements described for plans in the State ATP guidelines and to specify that quick-build projects are not required to be located in a disadvantaged community. However, disadvantaged community designations are part of the evaluation for both project types, which connect to the goal of prioritizing projects to repair historic and current inequities.

The eligible disadvantaged community definitions for the 2024 SCP Active Transportation and Safety call for applications is governed by the State ATP, which includes Median Household Income, the Climate and Economic Justice mapping tool, CalEnviroScreen, and regional definitions adopted through a Regional Transportation Plan/Sustainable Communities Strategy, such as SCAG’s Priority Equity Communities. As a result, the Metro Equity Focus Communities tool would not be an eligible definition.

Theme 2: Project Management

Feedback was received that SCAG should clarify that the project consultant would be selected by SCAG versus the applicant and the responsibilities of the project consultant. In addition, feedback was received to have an option for an applicant to use their own resources to procure and manage a project in-house and to revise if, and when, administrative fees, risk assessments, and pass through funds would be necessary.

Response – The 2024 SCP Active Transportation and Safety guidelines were clarified to indicate plans would be developed through a SCAG-procured consultant and quick-builds would be developed through a SCAG-procured consultant and implemented by the local jurisdiction, either by the local jurisdiction procuring a contractor or assigning local staff (typically from Public Works). The 2024 SCP Active Transportation & Safety call for applications maintains the structure of delivering projects primarily through technical assistance (i.e., a SCAG-procured consultant), but the final proposed guidelines no longer include the 5% grant administration fee for each project. Depending on the final project list, SCAG will assess the amount of SCAG staff time needed to administer the program overall and will request funding as a percentage (likely 5%) from the program when requesting allocation of funds from Caltrans and the California Transportation Commission.

Theme 3: Scoring Rubric

Feedback was received to adjust the weight given to disadvantaged communities, to prioritize funding under the awards for planning projects for communities that do not already have an existing plan, and to prioritize funding under quick-builds for projects that address existing gaps in the pedestrian/bicycle infrastructure network, support a cohesive network, and/or incorporate multiple jurisdictions. In addition, feedback was provided inquiring if county transportation commissions would have an additional opportunity to provide input on the scoring rubric. One comment also requested clarity on how SCAG will consider applications that were submitted through the statewide ATP Call for Applications, but were not funded through the statewide call, and if there was any priority given to projects that were rejected in the statewide call.

Response – The scoring criteria for the 2024 SCP Active Transportation and Safety call for applications is governed by the ATP Cycle 7 Regional Guidelines that were developed by SCAG in partnership with the six county transportation commissions and approved by the SCAG Regional Council on April 4, 2024. The ATP Cycle 7 Regional Guidelines include details that plan and quick-build applications submitted to the statewide competition but unsuccessful in receiving funding will carry over their statewide competition score and be compared to the applications submitted through the SCP Active Transportation & Safety call. SCAG has flagged comments about the scoring criteria to discuss and coordinate with the county transportation commissions for the next ATP Cycle (Cycle 8).

The applications and scoring criteria for plans and quick-build projects ask applicants to describe mobility and safety needs and how the proposed project will address those needs; these questions will respond to the feedback shared about the scoring criteria. The scoring criteria have been shared with the county transportation commissions as part of the ongoing coordination through the ATP Subcommittee (comprised of SCAG staff and county transportation commission staff), which develops the ATP Regional Guidelines and associated regional supplemental call for projects, which is administered through SCAG’s SCP.

Theme 4: Funding

Feedback was received to remove the maximum limit for funding awards and to provide clarity around the definition of “pass through funds.” In addition, one comment requested more information on how much of the application budget should be allocated to Go Human activities. Finally, feedback was received to clarify how the timely use of funds differs for state and federal funds.

Response – The funding caps for the 2024 SCP Active Transportation and Safety call for applications is governed by the ATP Cycle 7 Regional Guidelines that were developed by SCAG in partnership with the six county transportation commissions and approved by the SCAG Regional Council on April 4, 2024. The intent of the funding caps is to facilitate geographic equity and distribution of projects across the region. Applicants can submit multiple applications and have the option to prioritize their applications. The other funding comments were incorporated into the guidelines with clarifying language.

Theme 5: Text Edits and Application Process

Other feedback related to formatting, minor text edits, updating the quick-build supplemental guidance to the most up to date version from the State, sharing suggestions for alternative safe biking routes and support for grade separated paths as a potential use

of funding. Additionally, one comment suggested SCAG have a two-step application process to pre-award applicants for funding prior to completing an entire application.

Response – The text edits and requests for clarification were incorporated into the proposed 2024 SCP Active Transportation and Safety guidelines. The SCP application is intended to be straightforward and require relatively less time (compared to other state and federal grants) for applicants to prepare an application if the projects were identified through community engagement and serve to address a clear need.



2024 Sustainable Communities Program Active Transportation & Safety

Transportation Committee

June 6, 2024

WWW.SCAG.CA.GOV

Sustainable Communities Program: Overview

- Since 2005, SCAG has provided resources and direct technical assistance to local jurisdictions through the Sustainable Communities Program (SCP).
- The SCP aims to support Connect SoCal implementation and meet the needs of local communities.

2024 SCP Active Transportation & Safety: Overview

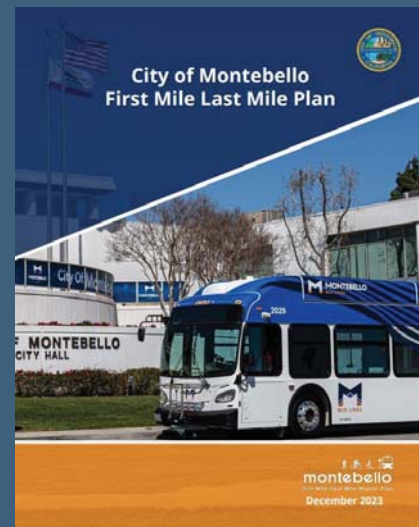
- Following adoption of Connect SoCal 2024, the SCP is hosting a call for applications focused on Active Transportation & Safety
- Anticipated \$10.4M* funded by:
 - Active Transportation Cycle 7 Regional Funds
 - Safe Streets and Roads for All Federal Grant

**pending governor's budget and State ATP final funding availability*

2024 SCP Active Transportation & Safety: Project Types

Development of **Plans**

- Examples include:
 - Active Transportation Plan
 - Bicycle and/or Pedestrian Master Plan
 - First/Last Mile Plans
 - Safe Routes Plan
- Must benefit disadvantaged community per ATP State Guidelines
- Up to \$500K available per plan



Montebello First Mile Last Mile Plan funded through Connect SoCal 2020 SCP Active Transportation & Safety Call

2024 SCP Active Transportation & Safety: Project Types

Implementation of Quick-Builds

- Projects include:
 - Engagement
 - Design & Implementation
 - Evaluation
 - Maintenance or Modification
- Up to \$900K available per project



East Pico Safety Project

Project Overview

The City of Santa Monica's Local Roadway Safety Plan Identified East Pico Boulevard is among the 14% of roadways that account for 50% of the fatal and severe traffic collisions in Santa Monica. The East Pico Safety Project will explore improvements to maximize pedestrian safety on Pico Boulevard, between 27th Street and Centinela Avenue. This

Santa Monica East Pico Quick Build funded through Connect SoCal 2020 SCP Active Transportation & Safety Call

SCP Mobility Goals in Action: Long Beach (2022)



Washington neighborhood, Before



Washington neighborhood, After

SCP Mobility Goals in Action: Calexico (2023)



Rockwood Avenue, Before



Rockwood Avenue, After

SCP Mobility Goals in Action: Glendale (2024)



Brand Boulevard, Before



Brand Boulevard, After

Photo source: Joe Linton/Streetsblog

SCP Active Transportation & Safety: Guidelines Development

- **Online survey:** March 6 – 22 to identify priorities and obstacles to applying
- **Draft guidelines public comment:** April 8 – 26
- **Presentations and announcements** at county transportation commission, council of governments, and working group meetings
- **One-on-one meetings** with local jurisdictions
- **Email newsletters**

SCP Active Transportation & Safety: Continued Engagement

- **Presentations and announcements**
- **One-on-one meetings**
- **Email newsletters**
- **Virtual Workshops**
- **Office Hours**

SCP Active Transportation & Safety: Key Dates*

- Call for Projects Opens: Summer 2024
- Virtual Workshops: Summer 2024
- SCP Active Transportation & Safety Applications Due: Fall 2024

- SCAG Regional Council Approval of Application Rankings: April 2025
- Final Project Announcements: June 2025

**dates may change due to governor's budget and State ATP schedule*



THANK YOU!

For more information, please visit:

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

Rachel Om, AICP
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AGENDA ITEM 10
REPORT

Southern California Association of Governments
June 6, 2024

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Heidi Busslinger, Principal Regional Planner
213-630-1541, busslinger@scag.ca.gov

Subject: 2023-2026 CRP-CMAQ-STBG Project Selection and Award
Recommendations

RECOMMENDED TC ACTION:

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.

RECOMMENDED RC ACTION:

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.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

SCAG staff is seeking approval of the 2023-2026 CRP-CMAQ-STBG project award and contingency lists consistent with the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Program Guidelines approved by the Transportation Committee (TC) and Regional Council (RC) on June 1, 2023, and the Carbon Reduction Program (CRP) Program Guidelines approved by Executive Administration Committee (EAC) on December 6, 2023. The project award list consists of 61 projects totaling \$279.7 million. Due to obligation deadlines for federal funding, SCAG staff is bringing this approval request to both TC and RC simultaneously. Upon approval of the recommendation, SCAG staff will work with project sponsors to program these funds in the Federal Transportation Improvement Program (FTIP), allowing project sponsors to begin the project obligation process.

BACKGROUND:

The CMAQ program is a federal funding source for transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The STBG program is a federal funding source that may be used for projects to preserve and improve the conditions and performance of highways, bridges, and public roads, pedestrian and bicycle infrastructure, and transit capital projects. Roughly \$300 million in CMAQ and \$300 million in STBG funds for a combined amount of \$600 million annually is apportioned to the Southern California Association of Governments (SCAG) region. As of July 1, 2023, SCAG is responsible for the selection of CMAQ/STBG-funded projects in the SCAG region.

The CMAQ/STBG program guidelines outline a process in which:

- SCAG determines the availability of STBG and CMAQ funding;
- SCAG initiates a regional call for project nominations;
- The County Transportation Commissions (CTCs) assist in the process by outreaching to eligible project sponsors, conducting an initial screening against the selection criteria, and identifying county-level project priorities; and
- SCAG evaluates project nominations against program criteria and recommends a list of projects for RC approval.

The CRP is a new program established by the Infrastructure Investment and Jobs Act (IIJA) and provides funding for transportation projects that reduce carbon dioxide emissions from on-road transportation sources. Under the program, each state is required to develop a Carbon Reduction Strategy by November 15, 2023, which identifies projects and strategies to reduce transportation emissions. The Carbon Reduction Strategy for California was developed by Caltrans and establishes a framework for eligible priority project categories that can use CRP funds in California:

- Zero-emission vehicles and supporting infrastructure,
- Active transportation,
- Rail and transit, and
- Conversion of existing highway lanes to priced managed lanes.

SCAG is responsible for the selection of CRP-funded projects in the SCAG region. In April 2023, the RC approved expedited project selection of Fiscal Year 2021-22 (FY2022) CRP funds. SCAG staff, in consultation with the region's CTCs, developed program guidelines for the selection of CRP-funded projects for FY2023 through FY2026. As outlined in the guidelines, SCAG will use 65 percent of regional CRP funds (approximately \$92 million for FY2023 through FY2026) for a solicitation for project nominations in partnership with the region's CTCs. The CRP Program Guidelines outline a process in which:

- SCAG determines the availability of CRP funding;
- SCAG initiates a regional solicitation for project nominations;
- The CTCs assist in the process by outreaching to eligible project sponsors, conducting an initial screening against the selection criteria, and identifying county-level project priorities; and
- SCAG evaluates project nominations against program criteria and recommends a list of projects for RC approval.

All CRP, CMAQ, and STBG projects approved by the RC for funding will be programmed in the FTIP.

OUTREACH:

SCAG conducted outreach supporting the solicitation for project nominations through RC meeting announcements, newsletter blurbs, and postings on the SCAG website. SCAG collaborated with the CTCs on outreach efforts.

Per the CMAQ/STBG and CRP guidelines, the CTCs were required to demonstrate countywide outreach and engagement with stakeholders and the public to solicit project ideas. Many CTCs conducted their own call for projects to satisfy the public outreach requirement. The CTCs documented their public outreach and stakeholder engagement process and provided the information to SCAG as part of their nomination submittal. A summary of the outreach activities by each CTC is provided below.

CTC	Outreach Activities
Imperial County Transportation Commission (ICTC)	<ul style="list-style-type: none"> • ICTC held an expedited Call for Projects which opened on November 9, 2023, and concluded on January 26, 2024. • Announcements of the Call were made at the following ICTC meetings: Technical Advisory Committee, Management Committee, and Commission meetings. • Information posted on ICTC’s website.
Los Angeles County Metropolitan Transportation Authority (LA Metro)	<ul style="list-style-type: none"> • LA Metro held a call for project nominations which concluded on February 16, 2024. • A presentation was made at the Technical Advisory Committee. • Email notifications were sent to the Councils of Government Executive Directors, regional partners, and local agencies. • Metro Board Box developed to inform Metro Board members and their staff of the nomination process. • LA Metro provided weekly office hours to potential applicants.

CTC	Outreach Activities
Orange County Transportation Authority (OCTA)	<ul style="list-style-type: none"> • OCTA conducted a Complete Streets Call for Projects. • OCTA held a kickoff session and provided individual meetings with potential applicants.
Riverside County Transportation Commission (RCTC)	<ul style="list-style-type: none"> • Presentations to RCTC’s Technical Advisory Committee, RCTC’s bimonthly Transit Roundtable group, RCTC’s Budget and Implementation Committee and full Board. • Email blasts to the Technical Advisory Committee and other relevant individuals who have opted in to receive programming-related email blasts from RCTC, the Transit Roundtable, and known Tribal Governments staff. • Office hours made available to eligible agencies. • One-on-one consultations with eligible applicants throughout the SCAG call period. • Strategic review and feedback of eligible agencies’ draft nominations.
San Bernardino County Transportation Authority (SBCTA)	<ul style="list-style-type: none"> • SBCTA contacted members of the Transportation Technical Advisory Committee and City/County Manager’s Technical Advisory Committee soliciting projects. • Projects were also identified through the development of the 2021 Update to the 10-Year Delivery Plan, which requires extensive outreach and coordination with all jurisdictions in San Bernardino County.
Ventura County Transportation Commission (VCTC)	<ul style="list-style-type: none"> • Projects were nominated from various plans developed by VCTC including the 101 Communities Connected (Multimodal Corridor Plan), the Ventura County Freight Corridors Study, and the VCTC Strategic Plan which went through extensive public outreach efforts including digital outreach and in-person public workshops. • Projects from VCTC’s recent call for projects and its SB 125 transit needs were also considered. • VCTC discussed the prioritization approach with the Transit Operators Committee and the Transportation Technical Advisory Committee.

SUMMARY OF REVIEW PROCESS:

On January 4, 2024, SCAG released the 2023-2026 CRP-CMAQ-STBG Solicitation for Project Nominations. Prior to closing the Solicitation on March 29, 2024, SCAG met with the CTCs to discuss their prioritization process and made office hours available to applicants. SCAG received a total of 95 projects requesting over \$472 million.

Review criteria included:

- Eligibility: SCAG staff reviewed submitted documentation to ensure CTC, potential implementing agency, and project compliance with applicable federal, state, and regional policies. Project elements were reviewed to ensure eligibility for the fund source requested.
- Average score: Proposals were reviewed and scored by five-member panels according to the scoring rubric in the CMAQ/STBG Guidelines and the CRP Guidelines and scoring criteria in the 2023-2026 CRP-CMAQ-STBG Application.
- Program balancing: To achieve programmatic investment thresholds, and ensure a balanced program of projects, SCAG staff adjusted project prioritization based on the following factors:
 - Ensuring that at least 40 percent of funding positively benefit Priority Equity Communities,
 - County targets (as detailed in the SCAG RC-approved STBG/CMAQ Compliance Action Plan),
 - Relative funding availability, and
 - Overall program balancing for a variety of project types, equitable investments, and regional diversity.

The project applications recommended for CMAQ funding were sent to the local air districts within the region for review and concurrence.

SUMMARY OF AWARD RECOMMENDATIONS:

SCAG recommends funding 61 projects. A full list of project awards and contingency list is available in Attachment 1. These projects are well-aligned with the federal funding program’s intent and SCAG goals. A summary of awards across counties is provided below.

County	Projects Requested	Fully Funded	Partially Funded	Unfunded	Total Award
Imperial	12	10		2	\$3,109,00
Los Angeles	29	18		11	\$147,863,107
Orange	22	10		12	\$48,469,200
Riverside	13	2	3	8	\$34,458,016
San Bernardino	8	8			\$34,224,000
Ventura	11	10	1		\$11,558,714
Total SCAG Region	95	58	4	33	\$279,682,037

Project awards are split across the three fund sources:

- \$57 million of CMAQ funding awarded
- \$130 million of STBG funding awarded
- \$92.8 million of CRP funding awarded

With the CRP-CMAQ-STBG project awards, SCAG will fund a diverse set of multimodal transportation projects throughout the region which further the goals of Connect SoCal 2024.

Please note that contingency projects will be awarded as funding becomes available (e.g., due to an awarded project's inability to deliver within the obligation timeline or due to increased apportionment estimates). Available funding will be prioritized for partially awarded projects and projects on the contingency list with a Highly Recommended ranking.

NEXT STEPS:

Upon approval, SCAG staff will work with project sponsors and the CTCs to program these funds into the FTIP, which will allow the sponsors to begin the obligation process.

FISCAL IMPACT:

Work associated with this item is included in the FY2024 Overall Work Program (030.0146.03: Federal Project Selection, Monitoring, and Management).

ATTACHMENT(S):

1. CRP-CMAQ-STBG Program Award and Contingency and Not Recommended Lists
2. PowerPoint Presentation - CRP-CMAQ-STBG Award Recommendations

2023-2026 CRP-CMAQ-STBG Project Award List

CTC	Agency	Project Name	SCAG Ranking	Requested Fund Source	Requested Amount	Recommended Fund Source	Recommended Funding Award	CMAQ	STBG	CRP
ICTC	City of Imperial	Aten Blvd Sidewalk Installation Project, Phase I	Highly Recommended	CMAQ	\$132,000	CMAQ	\$132,000	\$132,000		
ICTC	City of Imperial	Aten Blvd Sidewalk Installation Project, Phase II	Highly Recommended	CMAQ	\$112,000	CMAQ	\$112,000	\$112,000		
ICTC	City of Imperial	Aten Blvd Sidewalk Installation Project, Phase III	Highly Recommended	CMAQ	\$144,000	CMAQ	\$144,000	\$144,000		
ICTC	City of Imperial	EV Electric Charging Station Installation of EV Purchase, Phase III	Highly Recommended	CRP	\$311,000	CRP	\$311,000			\$311,000
ICTC	ICTC	Imperial County Region EV Charging Station Feasibility Study	Highly Recommended	CRP	\$150,000	CRP	\$150,000			\$150,000
ICTC	City of Imperial	P Street Rehabilitation from Aten Blvd to Rosarito Drive, Phase I	Highly Recommended*	STBG	\$519,000	STBG	\$519,000		\$519,000	
ICTC	City of El Centro	ROW Utility Relocations for the S. Imperial Ave Phase IV	Highly Recommended*	STBG	\$520,000	STBG	\$520,000		\$520,000	
ICTC	City of Brawley	Western Avenue Improvement Project	Highly Recommended*	STBG	\$599,000	STBG	\$599,000		\$599,000	
ICTC	City of Imperial	EV Charging Station Installation of EV Purchase, Phase I	Recommended	CRP	\$311,000	CRP	\$311,000			\$311,000
ICTC	City of Imperial	EV Charging Station Installation of EV Purchase, Phase II	Recommended	CRP	\$311,000	CRP	\$311,000			\$311,000
LA Metro	City of Pasadena	17 Fuel Cell Electric Buses for Pasadena Transit System Legacy Project	Highly Recommended	CRP	\$2,500,000	CRP	\$2,500,000			\$2,500,000
LA Metro	City of Glendale	City of Glendale Electrification of Beeline Bus Fleet and Maintenance Facility	Highly Recommended	CMAQ	\$7,680,000	CMAQ	\$7,680,000	\$7,680,000		
LA Metro	San Gabriel Valley COG	City of Pomona Transit Improvement Program	Highly Recommended	CRP	\$8,144,500	CRP	\$8,144,500			\$8,144,500
LA Metro	City of Torrance	City of Torrance Traffic Signal Safety Updates	Highly Recommended*	STBG	\$1,667,595	CRP	\$1,667,595			\$1,667,595
LA Metro	LA Metro	EB SR-91 Atlantic to Cherry Improvements Project	Highly Recommended	STBG	\$24,333,000	STBG	\$24,333,000		\$24,333,000	
LA Metro	LADOT	Exposition II West Bikeways - Northvale Gap Closure	Highly Recommended	CMAQ	\$13,279,500	CMAQ/STBG	\$13,279,500	\$9,779,500	\$3,500,000	
LA Metro	City of Culver City	Jefferson Enhanced Transit Service	Highly Recommended	CMAQ	\$9,530,321	CMAQ	\$9,530,321	\$9,530,321		
LA Metro	San Gabriel Valley COG	La Verne A Line Transit Oriented Development Pedestrian Bridge	Highly Recommended	STBG	\$16,000,000	STBG	\$16,000,000		\$16,000,000	
LA Metro	LA County	Link Willowbrook and Kind Medical Center Shuttles Zero Emission Vehicles	Highly Recommended	CMAQ	\$1,327,950	CRP	\$1,327,950			\$1,327,950
LA Metro	City of Culver City	Metro Bike Share Westside Connectivity Project	Highly Recommended	CRP	\$1,018,614	CRP	\$1,018,614			\$1,018,614
LA Metro	LA Metro	Metro Bus Division 18 Charging Infrastructure Project	Highly Recommended	CRP	\$24,000,000	CRP	\$24,000,000			\$24,000,000
LA Metro	LADOT	Mid-City Low Stress Bicycle Enhancement Corridors	Highly Recommended	CMAQ	\$1,810,419	CMAQ	\$1,810,419	\$1,810,419		
LA Metro	City of Culver City	MOVE Culver City Sepulveda and Jefferson Corridors	Highly Recommended	CRP	\$1,674,248	CRP	\$1,674,248			\$1,674,248
LA Metro	City of Pico Rivera	Regional Trail Entrances and City Entry Points Safety Improvements Project	Highly Recommended*	STBG	\$2,434,664	CRP	\$2,434,664			\$2,434,664
LA Metro	LA County	South Whittier Community Bikeway Access Improvement Project	Highly Recommended*	STBG	\$17,060,021	STBG	\$17,060,021		\$17,060,021	
LA Metro	City of Long Beach	Stuebaker Corridor Complete Streets Project	Highly Recommended	STBG	\$5,000,000	STBG	\$5,000,000		\$5,000,000	
LA Metro	LA County	Sunshine Shuttle Zero Emission Vehicles	Highly Recommended	CMAQ	\$3,762,525	CRP	\$3,762,525			\$3,762,525
LA Metro	City of LA	Western Our Way - Walk and Wheel Improvement Project	Highly Recommended*	STBG	\$6,639,750	CRP	\$6,639,750			\$6,639,750
OCTA	OCTA	Zero Emission Bus Purchase	Highly Recommended	CRP	\$15,048,000	CRP	\$15,048,000			\$15,048,000
OCTA	City of Huntington Beach	Banning Avenue Roundabout & Southeast Corridor Complete Streets Improvements	Highly Recommended	CMAQ/STBG	\$5,000,000	CMAQ/STBG	\$5,000,000	\$4,016,000	\$984,000	
OCTA	City of Fullerton	Harbor Blvd Complete Streets Improvement Project	Highly Recommended	CMAQ/STBG	\$4,854,000	STBG	\$4,854,000		\$4,854,000	
OCTA	City of Irvine	Harvard Avenue Complete Streets and Safety Improvements	Highly Recommended	CMAQ/STBG	\$4,312,000	CMAQ/STBG	\$4,312,000	\$3,608,000	\$704,000	
OCTA	City of Tustin	Main Street Enhancement Project	Highly Recommended	CMAQ/STBG	\$3,172,000	CMAQ/STBG	\$3,172,000	\$802,360	\$2,369,640	
OCTA	City of Mission Viejo	Mission Viejo Quad Cities Trail	Highly Recommended	CMAQ	\$4,787,200	CMAQ	\$4,787,200	\$4,787,200		
OCTA	City of Buena Park	Orangethorpe Avenue Complete Streets Planning Study	Highly Recommended	STBG	\$308,000	STBG	\$308,000		\$308,000	
OCTA	City of Orange	Riverdale Avenue Complete Streets Improvements	Highly Recommended	CMAQ/STBG	\$2,573,000	CMAQ/STBG	\$2,573,000	\$2,127,200	\$445,800	
OCTA	City of Laguna Niguel	South Forbes Road Oso Creek Trail Active Transportation Enhancements	Highly Recommended	CMAQ/STBG	\$3,415,000	STBG	\$3,415,000		\$3,415,000	
OCTA	City of Irvine	Venta Spur Trail & Jeffrey Road Pedestrian and Bicycle Bridge	Highly Recommended	CMAQ/STBG	\$5,000,000	CMAQ/STBG	\$5,000,000	\$4,000,000	\$1,000,000	
RCTC	Coachella Valley Association of Governments	Addressing Climate Change, Emergencies, and Sandstorms (ACCESS)	Highly Recommended	STBG	\$33,350,000	STBG	\$7,589,150		\$7,589,150	
RCTC	City of Banning	Electric Charging Infrastructure to Support City of Banning's Transition to Zero Emissions	Highly Recommended	CRP	\$488,666	CRP	\$488,666			\$488,666
RCTC	RCTC	I-15 Express Lanes Project Southern Extension (I-15 ELPSE)	Highly Recommended	STBG	\$24,000,000	STBG	\$18,700,000		\$18,700,000	
RCTC	Riverside Transit Agency	Purchase of Five Replacement Zero-Emission Vehicles	Recommended	CRP	\$6,469,350	CRP	\$5,000,000			\$5,000,000
RCTC	SunLine Transit Agency	SunLine Hydrogen Fueling Station - Division III	Recommended*	CRP	\$2,680,200	CRP/STBG	\$2,680,200		\$1,210,850	\$1,469,350
SBCTA	Town of Apple Valley	Bear Valley Bridge Active Transportation Project Elements	Highly Recommended	CRP	\$1,382,200	CRP	\$1,382,200			\$1,382,200
SBCTA	City of Rancho Cucamonga	City Center Boulevard Design - Haven Avenue & Foothill Boulevard	Highly Recommended	CRP	\$3,000,000	CRP	\$3,000,000			\$3,000,000
SBCTA	San Bernardino County	Del Rose Sidewalks	Highly Recommended	CRP	\$961,000	CRP	\$961,000			\$961,000

Attachment: CRP-CMAQ-STBG Program Award and Contingency and Not Recommended Lists (2023-2026 CRP-CMAQ-STBG Project Selection

2023-2026 CRP-CMAQ-STBG Project Award List

CTC	Agency	Project Name	SCAG Ranking	Requested Fund Source	Requested Amount	Recommended Fund Source	Recommended Funding Award	CMAQ	STBG	CRP
SBCTA	City of Montclair	Fremont Avenue - Arrow Highway Active Transportation Improvements	Highly Recommended	CRP	\$975,000	CRP	\$975,000			\$975,000
SBCTA	SBCTA	I-10 Corridor Freight and Managed Lane Project	Highly Recommended	CMAQ/STBG	\$23,000,000	CMAQ/STBG	\$23,000,000	\$7,000,000	\$16,000,000	
SBCTA	City of Fontana	San Sevaine Trail	Highly Recommended	CRP	\$1,500,000	CRP	\$1,500,000			\$1,500,000
SBCTA	City of San Bernardino	Arrowhead Grove EV Charging Stations Installation	Recommended	CRP	\$1,405,800	CRP	\$1,405,800			\$1,405,800
SBCTA	SBCTA	Regional San Bernardino County VMT Mitigation Bank	Recommended	CRP	\$2,000,000	CRP	\$2,000,000			\$2,000,000
VCTC	City of Oxnard	City of Oxnard Accessible Pedestrian Enhancements Project	Highly Recommended	CRP	\$699,765	CRP	\$699,765			\$699,765
VCTC	VCTC	Countywide Community Outreach for Public Transit	Highly Recommended	CMAQ	\$171,000	CMAQ	\$171,000	\$171,000		
VCTC	Gold Coast Transit District	Going Green - Hydrogen Fuel Transition Project	Highly Recommended	CRP	\$2,500,000	CRP	\$2,500,000			\$2,500,000
VCTC	City of Thousand Oaks	Lynn Road Class IV Bike Lanes and Pedestrian Improvements	Highly Recommended	STBG	\$2,000,000	STBG	\$1,350,000		\$1,350,000	
VCTC	City of Camarillo	Pleasant Valley Road Bike Lanes Class II (ST-5006)	Highly Recommended	STBG	\$1,500,000	STBG	\$1,500,000		\$1,500,000	
VCTC	Oxnard Harbor District/Port of Hueneme	Port of Hueneme North Terminal Shore Power Project	Highly Recommended	CRP	\$1,469,949	CRP	\$1,469,949			\$1,469,949
VCTC	VCTC	Santa Paula Branch Line Trail Master Plan Update and EIR-EIS	Highly Recommended	STBG	\$1,600,000	STBG	\$1,600,000		\$1,600,000	
VCTC	Ventura County	Ventura Avenue Pedestrian and Bike Lane Improvements	Highly Recommended	CMAQ	\$500,000	CRP	\$500,000			\$500,000
VCTC	VCTC	Ventura County Community Traffic Calming and Pedestrian and Bicycle Safety Program (CTCP)	Highly Recommended	STBG	\$300,000	STBG	\$300,000		\$300,000	
VCTC	Gold Coast Transit District	Ventura Road Demonstration Route	Highly Recommended	CMAQ	\$1,300,000	CMAQ	\$1,300,000	\$1,300,000		
VCTC	City of Simi Valley	Simi Valley Electric Bus Portable Battery Chargers	Recommended	CRP	\$168,000	CRP	\$168,000			\$168,000

*Ranking updated for Program Balancing purposes

\$312,862,237

\$279,682,037

\$57,000,000

\$129,861,461

\$92,820,576

Attachment: CRP-CMAQ-STBG Program Award and Contingency and Not Recommended Lists (2023-2026 CRP-CMAQ-STBG Project Selection

2023-2026 CRP-CMAQ-STBG Contingency List

CTC	Agency	Project Name	SCAG Ranking	Requested Fund Source	Requested Amount
OCTA	City of Brea	Birch Street Community Connections Project	Highly Recommended	CMAQ/STBG	\$3,247,000
OCTA	City of Brea	Laurel Elementary School Safety Project	Highly Recommended	CMAQ/STBG	\$589,600
OCTA	City of Los Alamitos	Los Alamitos Reimagine Downtown Streets & Bicycle Corridor	Highly Recommended	CMAQ/STBG	\$5,000,000
OCTA	Orange County	Los Patrones Parkway Bikeway Widening and Safety Improvements	Highly Recommended	CMAQ/STBG	\$2,764,000
OCTA	City of Huntington Beach	Magnolia Street Corridor Complete Streets Improvements	Highly Recommended	CMAQ/STBG	\$4,687,000
OCTA	City of Orange	Santiago Creek Bike Trail Gap Closure	Highly Recommended	CMAQ/STBG	\$4,992,000
RCTC	Riverside County	Interstate 10 and Monroe Street Interchange	Highly Recommended	STBG	\$10,000,000
LA Metro	City of Hawaiian Gardens	Citywide Street Restriping, Speed Feedback, and Traffic Calming	Recommended	STBG	\$1,500,000
LA Metro	LADOT	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	Recommended	STBG	\$2,200,000
LA Metro	City of LA	Mission Mile Sepulveda Visioning for a Safe and Active Community	Recommended	STBG	\$15,000,000
LA Metro	LA Bureau of Engineering	SR-710 Valley BI Multi Modal Transportation Improvements	Recommended	STBG	\$10,000,000
LA Metro	LA Metro	Universal Basic Mobility - Mobility Wallet Pilot Phase 2	Recommended	CMAQ	\$10,000,000
OCTA	City of Laguna Beach	Coast Highway Sidewalk Gap Closures to Achieve Complete Streets	Recommended	CMAQ/STBG	\$5,000,000
OCTA	City of Huntington Beach	Hamilton Avenue Corridor Complete Streets Improvements	Recommended	CMAQ/STBG	\$3,971,000
OCTA	City of Stanton	Orangewood Complete Streets	Recommended	CMAQ/STBG	\$3,266,400
OCTA	City of Buena Park	Stanton Avenue Complete Streets Planning Study	Recommended	STBG	\$308,000
OCTA	City of Yorba Linda	Valley View Safety Project	Recommended	CMAQ/STBG	\$511,000
RCTC	City of Menifee	Scott Road - Bundy Canyon Road Widening	Recommended	STBG	\$10,000,000
ICTC	City of Imperial	Aten Blvd Pavement Rehabilitation from Railroad Right-of-Way to	Contingency	STBG	\$260,000
ICTC	City of Imperial	P Street Rehabilitation from 1st Street to Barioni Blvd, Phase II	Contingency	STBG	\$518,000
LA Metro	City of Bell Gardens	Bell Gardens Pedestrian Bridge Over I-710 and Los Angeles River	Contingency	STBG	\$2,323,913
LA Metro	City of Huntington Park	Concrete Paving of Arterial Street Intersections	Contingency	STBG	\$5,000,000

\$101,137,913

Please note that contingency projects will be awarded as funding becomes available (e.g., due to an awarded project's inability to deliver within the obligation timeline or due to increased apportionment estimates). Available funding will be prioritized for partially awarded projects and projects on the contingency list with a Highly Recommended ranking.

2023-2026 CRP-CMAQ-STBG Not Recommended List

CTC	Agency	Project Name	SCAG Ranking	Requested Fund Source	Requested Amount
LA Metro	City of Culver City	Culver City Hydrogen Bus Pilot Project	Not Recommended	STBG	\$4,239,879
LA Metro	LA County	San Gabriel River Bike Path Rehabilitation Project	Not Recommended	STBG	\$3,947,376
LA Metro	LA County	San Jose Creek Regional Access	Not Recommended	STBG	\$1,602,300
LA Metro	LA Metro	World Cup Celebrate Streets - Open Streets Events and Transformation Quick-Build	Not Recommended	CRP	\$10,000,000
OCTA	OCTA	I-5 Managed Lane Project from San Diego Line to Avenida Pico	Not Recommended	CMAQ	\$16,200,000
RCTC	City of Jurupa Valley	Limonite Avenue Widening Project	Not Recommended	STBG	\$8,053,500
RCTC	City of Menifee	McCall Blvd I-215 Interchange Improvements	Not Recommended	STBG	\$3,000,000
RCTC	City of Jurupa Valley	SR-60 Rubidoux Blvd Interchange Project	Not Recommended	STBG	\$5,300,000
RCTC	SunLine Transit Agency	SunLine SunRide	Not Recommended	CMAQ	\$3,971,250
RCTC	City of Moreno Valley	Traffic Signal Coordination	Not Recommended	CMAQ	\$240,000
RCTC	City of Moreno Valley	Traffic Signal Fiber Installation on Bay Avenue and Cottonwood Avenue	Not Recommended	CMAQ	\$2,328,000

\$58,882,305



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

June 6, 2024

WWW.SCAG.CA.GOV

Funding Programs



Congestion Mitigation and Air Quality (CMAQ) Improvement Program: To fund transportation projects or programs that reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for criteria air pollutants.

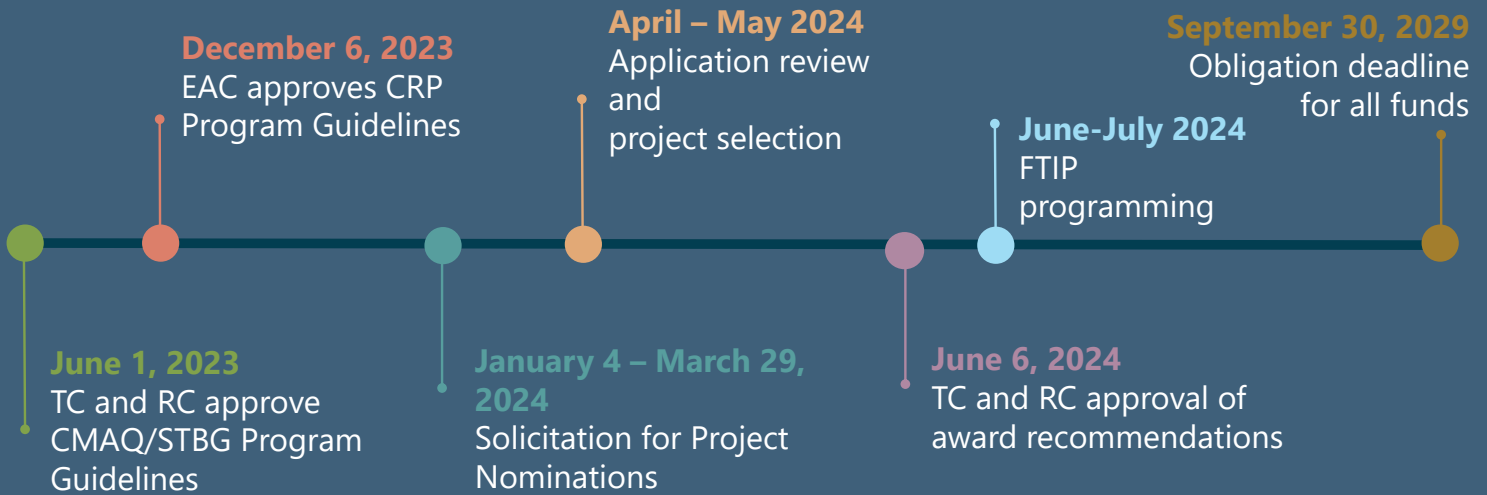


Surface Transportation Block Grant (STBG) Program: Promotes flexibility in State and local transportation decisions and provides flexible funding to address State and local transportation needs.



Carbon Reduction Program (CRP): To fund projects that decrease transportation emissions, defined as the carbon dioxide (CO₂) emissions that result from on-road highway sources.

Timeline



CMAQ/STBG Scoring Overview

- 5 sections
- 110 points total (including Air Quality for CMAQ; otherwise 100 points for STBG)
- Designed for simple and consistent scoring

SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization	50 Points
Regional Priorities: Project implements SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies	20 Points
Performance Measures: Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): <ul style="list-style-type: none"> • Location Efficiency, • Mobility and Accessibility, • Safety and Public Health, • Environmental Quality, • Economic Opportunity, • Investment Effectiveness, • Transportation System Sustainability, and • Environmental Justice 	20 Points
Equity: Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	10 Points
Air Quality Improvements: For CMAQ-eligible projects, expected criteria air pollutant (CAP) emissions reductions and relative cost effectiveness of projects in reducing CAP emissions in the SCAG region Air Basins	10 Points

CRP Scoring Overview

- 5 sections
- 100 points total
- Designed for simple and consistent scoring

SCORING CRITERIA	POSSIBLE POINTS
CTC Prioritization: Relative CTC project prioritization	Up to 25 Points
Regional Priorities: Project implements SCAG’s adopted RTP/SCS, including future adopted Plan policies and strategies	Up to 20 Points
Performance Measures: Project demonstrates support for Connect SoCal Performance Measures (including but not limited to Federal Transportation Performance Management Goals): <ul style="list-style-type: none"> • Location Efficiency, • Mobility and Accessibility, • Safety and Public Health, • Environmental Quality, • Economic Opportunity, • Investment Effectiveness, • Transportation System Sustainability, and • Environmental Justice 	Up to 15 Points
Equity: Project demonstrates direct and/or indirect benefit that positively impact Priority Equity Communities	Up to 15 Points
Carbon Reduction: Expected carbon reduction and relative cost effectiveness of projects in reducing carbon emissions in the SCAG region	Up to 25 Points

SCAG Ranking Overview

Ranking	CMAQ/STBG	CRP
Highly Recommended	110-90 points	100-85 points
Recommended	89-75 points	84-70 points
Contingency	74-70 points	69-65 points
Not Recommended	69-0 points	64-0 points

Program Balancing: To achieve programmatic investment thresholds, and ensure a balanced program of projects, SCAG staff adjusted project prioritization based on the following factors:

- Ensuring that at least 40 percent of funding positively benefit Priority Equity Communities
- County targets
- Relative funding availability, and
- Overall program balancing for a variety of project types, equitable investments, and regional diversity

Applications Overview

County	Quantity Submitted	Quantity Full Funded	Quantity Partially Funded	Quantity Contingency List	Quantity Not Recommended
Imperial	12	10		2	
Los Angeles	29	18		7	4
Orange	22	10		11	1
Riverside	13	2	3	2	6
San Bernardino	8	8			
Ventura	11	10	1		
TOTAL	95	58	4	22	11

Recommended Awards Overview

County	CMAQ	STBG	CRP	Total
Imperial	\$388,000	\$1,638,000	\$1,083,000	\$3,109,000
Los Angeles	\$28,800,240	\$65,893,021	\$53,169,846	\$147,863,107
Orange	\$19,340,760	\$14,080,440	\$15,048,000	\$48,469,200
Riverside	\$0	\$27,500,000	\$6,958,016	\$34,458,016
San Bernardino	\$7,000,000	\$16,000,000	\$11,224,000	\$34,224,000
Ventura	\$1,471,000	\$4,750,000	\$5,337,714	\$11,558,714
TOTAL	\$57,000,000	\$129,861,461	\$92,820,576	\$279,682,037

COUNTY RECOMMENDED AWARD LISTS

County Recommended Award Lists

Imperial County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Imperial	Aten Blvd Sidewalk Installation Project, Phase I	Highly Recommended	CMAQ	\$132,000	Full funding
City of Imperial	Aten Blvd Sidewalk Installation Project, Phase II	Highly Recommended	CMAQ	\$112,000	Full funding
City of Imperial	Aten Blvd Sidewalk Installation Project, Phase III	Highly Recommended	CMAQ	\$144,000	Full funding
City of Imperial	EV Electric Charging Station Installation of EV Purchase, Phase III	Highly Recommended	CRP	\$311,000	Full funding
ICTC	Imperial County Region EV Charging Station Feasibility Study	Highly Recommended	CRP	\$150,000	Full funding
City of Imperial	P Street Rehabilitation from Aten Blvd to Rosarito Drive, Phase I	Highly Recommended*	STBG	\$519,000	Full funding
City of El Centro	ROW Utility Relocations for the S. Imperial Ave Phase IV	Highly Recommended*	STBG	\$520,000	Full funding
City of Brawley	Western Avenue Improvement Project	Highly Recommended*	STBG	\$599,000	Full funding
City of Imperial	EV Charging Station Installation of EV Purchase, Phase I	Recommended	CRP	\$311,000	Full funding
City of Imperial	EV Charging Station Installation of EV Purchase, Phase II	Recommended	CRP	\$311,000	Full funding
City of Imperial	Aten Blvd Pavement Rehabilitation from Railroad Right-of-Way to Clark Road	Contingency			Contingency list
City of Imperial	P Street Rehabilitation from 1st Street to Barioni Blvd, Phase II	Contingency			Contingency list
TOTAL:				\$3,109,000	

*Updated ranking for Program Balancing purposes

Los Angeles County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Pasadena	17 Fuel Cell Electric Buses for Pasadena Transit System Legacy Project	Highly Recommended	CRP	\$2,500,000	Full funding
City of Glendale	City of Glendale Electrification of Beeline Bus Fleet and Maintenance Facility	Highly Recommended	CMAQ	\$7,680,000	Full funding
San Gabriel Valley COG	City of Pomona Transit Improvement Program	Highly Recommended	CRP	\$8,144,500	Full funding
City of Torrance	City of Torrance Traffic Signal Safety Updates	Highly Recommended*	CRP	\$1,667,595	Full funding
LA Metro	EB SR-91 Atlantic to Cherry Improvements Project	Highly Recommended	STBG	\$24,333,000	Full funding
LADOT	Exposition II West Bikeways - Northvale Gap Closure	Highly Recommended	CMAQ/STBG	\$13,279,500	Full funding
City of Culver City	Jefferson Enhanced Transit Service	Highly Recommended	CMAQ	\$9,530,321	Full funding
San Gabriel Valley COG	La Verne A Line Transit Oriented Development Pedestrian Bridge	Highly Recommended	STBG	\$16,000,000	Full funding
LA County	Link Willowbrook and Kind Medical Center Shuttles Zero Emission Vehicles	Highly Recommended	CRP	\$1,327,950	Full funding
City of Culver City	Metro Bike Share Westside Connectivity Project	Highly Recommended	CRP	\$1,018,614	Full funding
LA Metro	Metro Bus Division 18 Charging Infrastructure Project	Highly Recommended	CRP	\$24,000,000	Full funding
LADOT	Mid-City Low Stress Bicycle Enhancement Corridors	Highly Recommended	CMAQ	\$1,810,419	Full funding
City of Culver City	MOVE Culver City Sepulveda and Jefferson Corridors	Highly Recommended	CRP	\$1,674,248	Full funding
City of Pico Rivera	Regional Trail Entrances and City Entry Points Safety Improvements Project	Highly Recommended*	CRP	\$2,434,664	Full funding
LA County	South Whittier Community Bikeway Access Improvement Project	Highly Recommended*	STBG	\$17,060,021	Full funding
City of Long Beach	Studebaker Corridor Complete Streets Project	Highly Recommended	STBG	\$5,000,000	Full funding
LA County	Sunshine Shuttle Zero Emission Vehicles	Highly Recommended	CRP	\$3,762,525	Full funding
City of LA	Western Our Way - Walk and Wheel Improvement Project	Highly Recommended*	CRP	\$6,639,750	Full funding

*Updated ranking for Program Balancing purposes

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Los Angeles County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Hawaiian Gardens	Citywide Street Restriping, Speed Feedback, and Traffic Calming Project	Recommended			Contingency list
LADOT	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	Recommended			Contingency list
City of LA	Mission Mile Sepulveda Visioning for a Safe and Active Community	Recommended			Contingency list
LA Bureau of Engineering	SR-710 Valley Bl Multi Modal Transportation Improvements	Recommended			Contingency list
LA Metro	Universal Basic Mobility - Mobility Wallet Pilot Phase 2	Recommended			Contingency list
City of Bell Gardens	Bell Gardens Pedestrian Bridge Over I-710 and Los Angeles River	Contingency			Contingency list
City of Huntington Park	Concrete Paving of Arterial Street Intersections	Contingency			Contingency list
City of Culver City	Culver City Hydrogen Bus Pilot Project	Not Recommended			Not recommended
LA County	San Gabriel River Bike Path Rehabilitation Project	Not Recommended			Not recommended
LA County	San Jose Creek Regional Access	Not Recommended			Not recommended
LA Metro	World Cup Celebrate Streets - Open Streets Events and Transformation Quick-Build	Not Recommended			Not recommended
TOTAL:				\$147,863,107	

Continued from prior slide

Orange County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Huntington Beach	Banning Avenue Roundabout & Southeast Corridor Complete Streets Improvements	Highly Recommended	CMAQ/STBG	\$5,000,000	Full funding
City of Fullerton	Harbor Blvd Complete Streets Improvement Project	Highly Recommended	STBG	\$4,854,000	Full funding
City of Irvine	Harvard Avenue Complete Streets and Safety Improvements	Highly Recommended	CMAQ/STBG	\$4,312,000	Full funding
City of Tustin	Main Street Enhancement Project	Highly Recommended	CMAQ/STBG	\$3,172,000	Full funding
City of Mission Viejo	Mission Viejo Quad Cities Trail	Highly Recommended	CMAQ	\$4,787,200	Full funding
City of Buena Park	Orangethorpe Avenue Complete Streets Planning Study	Highly Recommended	STBG	\$308,000	Full funding
City of Orange	Riverdale Avenue Complete Streets Improvements	Highly Recommended	CMAQ/STBG	\$2,573,000	Full funding
City of Laguna Niguel	South Forbes Road Oso Creek Trail Active Transportation Enhancements	Highly Recommended	STBG	\$3,415,000	Full funding
City of Irvine	Venta Spur Trail & Jeffrey Road Pedestrian and Bicycle Bridge	Highly Recommended	CMAQ/STBG	\$5,000,000	Full funding
OCTA	Zero Emission Bus Purchase	Highly Recommended	CRP	\$15,048,000	Full funding
City of Brea	Birch Street Community Connections Project	Highly Recommended			Contingency list
City of Brea	Laurel Elementary School Safety Project	Highly Recommended			Contingency list
City of Los Alamitos	Los Alamitos Reimagine Downtown Streets & Bicycle Corridor Improvement Project	Highly Recommended			Contingency list
Orange County	Los Patrones Parkway Bikeway Widening and Safety Improvements	Highly Recommended			Contingency list
City of Huntington Beach	Magnolia Street Corridor Complete Streets Improvements	Highly Recommended			Contingency list

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Orange County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Orange	Santiago Creek Bike Trail Gap Closure	Highly Recommended			Contingency list
City of Laguna Beach	Coast Highway Sidewalk Gap Closures to Achieve Complete Streets	Recommended			Contingency list
City of Huntington Beach	Hamilton Avenue Corridor Complete Streets Improvements	Recommended			Contingency list
City of Stanton	Orangewood Complete Streets	Recommended			Contingency list
City of Buena Park	Stanton Avenue Complete Streets Planning Study	Recommended			Contingency list
City of Yorba Linda	Valley View Safety Project	Recommended			Contingency list
OCTA	I-5 Managed Lane Project from San Diego Line to Avenida Pico	Not Recommended			Not recommended
TOTAL:				\$48,469,200	

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Riverside County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Banning	Electric Charging Infrastructure to Support City of Banning's Transition to Zero Emissions	Highly Recommended	CRP	\$488,666	Full funding
SunLine Transit Agency	SunLine Hydrogen Fueling Station - Division III	Recommended*	CRP/STBG	\$2,680,000	Full funding
Riverside Transit Agency	Purchase of Five Replacement Zero-Emission Vehicles	Recommended	CRP	\$5,000,000	Partial funding
Coachella Valley Association of Governments	Addressing Climate Change, Emergencies, and Sandstorms (ACCESS)	Highly Recommended	STBG	\$7,589,150	Partial funding
RCTC	I-15 Express Lanes Project Southern Extension (I-15 ELPSE)	Highly Recommended	STBG	\$18,700,000	Partial funding
Riverside County	Interstate 10 and Monroe Street Interchange	Highly Recommended			Contingency list
City of Menifee	Scott Road - Bundy Canyon Road Widening	Recommended			Contingency list
City of Jurupa Valley	Limonite Avenue Widening Project	Not Recommended			Not recommended
City of Menifee	McCall Blvd I-215 Interchange Improvements	Not Recommended			Not recommended
City of Jurupa Valley	SR-60 Rubidoux Blvd Interchange Project	Not Recommended			Not recommended
SunLine Transit Agency	SunLine SunRide	Not Recommended			Not recommended
City of Moreno Valley	Traffic Signal Coordination	Not Recommended			Not recommended
City of Moreno Valley	Traffic Signal Fiber Installation on Bay Avenue and Cottonwood Avenue	Not Recommended			Not recommended
TOTAL:				\$34,458,016	

*Updated ranking for Program Balancing purposes

San Bernardino County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
Town of Apple Valley	Bear Valley Bridge Active Transportation Project Elements	Highly Recommended	CRP	\$1,382,200	Full funding
City of Rancho Cucamonga	City Center Boulevard Design - Haven Avenue & Foothill Boulevard	Highly Recommended	CRP	\$3,000,000	Full funding
San Bernardino County	Del Rose Sidewalks	Highly Recommended	CRP	\$961,000	Full funding
City of Montclair	Fremont Avenue - Arrow Highway Active Transportation Improvements	Highly Recommended	CRP	\$975,000	Full funding
SBCTA	I-10 Corridor Freight and Managed Lane Project	Highly Recommended	CMAQ/STBG	\$23,000,000	Full funding
City of Fontana	San Sevaine Trail	Highly Recommended	CRP	\$1,500,000	Full funding
City of San Bernardino	Arrowhead Grove EV Charging Stations Installation	Recommended	CRP	\$1,405,800	Full funding
SBCTA	Regional San Bernardino County VMT Mitigation Bank	Recommended	CRP	\$2,000,000	Full funding
TOTAL:				\$34,224,000	

Ventura County Award Summary

Agency	Project Name	SCAG Ranking	Recommended Fund Source	Recommended Funding Award	Recommendation
City of Oxnard	City of Oxnard Accessible Pedestrian Enhancements Project	Highly Recommended	CRP	\$699,765	Full funding
VCTC	Countywide Community Outreach for Public Transit	Highly Recommended	CMAQ	\$171,000	Full funding
Gold Coast Transit District	Going Green - Hydrogen Fuel Transition Project	Highly Recommended	CRP	\$2,500,000	Full funding
City of Camarillo	Pleasant Valley Road Bike Lanes Class II (ST-5006)	Highly Recommended	STBG	\$1,500,000	Full funding
Oxnard Harbor District/Port of Hueneme	Port of Hueneme North Terminal Shore Power Project	Highly Recommended	CRP	\$1,469,949	Full funding
VCTC	Santa Paula Branch Line Trail Master Plan Update and EIR-EIS	Highly Recommended	STBG	\$1,600,000	Full funding
Ventura County	Ventura Avenue Pedestrian and Bike Lane Improvements	Highly Recommended	CRP	\$500,000	Full funding
VCTC	Ventura County Community Traffic Calming and Pedestrian and Bicycle Safety Program (CTCP)	Highly Recommended	STBG	\$300,000	Full funding
Gold Coast Transit District	Ventura Road Demonstration Route	Highly Recommended	CMAQ	\$1,300,000	Full funding
City of Simi Valley	Simi Valley Electric Bus Portable Battery Chargers	Recommended	CRP	\$168,000	Full funding
City of Thousand Oaks	Lynn Road Class IV Bike Lanes and Pedestrian Improvements	Highly Recommended	STBG	\$1,350,000	Partial funding
TOTAL:				\$11,558,714	

Next Steps

- Begin FTIP programming process
- Project sponsors to start obligation request process with Caltrans Local Assistance
- All funds awarded in this call must be obligated by September 30, 2029



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/stbg-cmaq-program>

<https://scag.ca.gov/carbon-reduction-program>



AGENDA ITEM 11
REPORT

Southern California Association of Governments
June 6, 2024

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Rongsheng Luo, Planning Supervisor
(213) 236-1994, luo@scag.ca.gov
Subject: 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

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Information Only – No Action Required

RECOMMENDED ACTION FOR RC, EAC AND EEC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On February 2, 2024, U.S. Environmental Protection Agency (EPA) published in the Federal Register a proposed disapproval of South Coast Air Quality Management District's (AQMD) 2019 Contingency Measure State Implementation Plan (SIP) for the 1997 federal ozone standard in the South Coast Air Basin. The EPA action was a follow-up to a proposed consent decree regarding the two lawsuits filed respectively by the AQMD and three environmental organizations to compel EPA to act on the SIP. If finalized as proposed, the disapproval would trigger a 24-month highway sanction clock. Furthermore, if the underlying issue is not fully addressed within the 24-month highway sanction clock period, a highway sanction and a federal air plan would be imposed in the South Coast Air Basin, which covers the entire Orange County and the urbanized areas of Los Angeles, Riverside, and San Bernardino counties. Dr. Sarah Rees, Deputy Executive Officer of the South Coast AQMD, will provide an update regarding the EPA's proposed action, including background on the need for federal actions to reduce emissions and potential pathways forward.

BACKGROUND:**I. Notices of Intent (NOIs) to Sue EPA and Subsequent Lawsuits**

Staff previously provided RC and Policy Committees with a comprehensive update on the potential lawsuits that the South Coast Air Quality Management District (AQMD) and Earthjustice (a non-profit environmental law organization) intended to file against the U.S. Environmental Protection Agency (EPA). The July 7, 2022 staff report covered background information on AQMD's 2019 Contingency Measure State Implementation Plan (SIP and also referred as "Plan") for the 1997 federal 8-hour ozone standard, summary of two separate notices of intent (NOIs), and implications of the NOIs (<https://scag.ca.gov/sites/main/files/file-attachments/rc070722fullpacket.pdf>, Item 24).

Subsequently in April and May 2023, AQMD and three environmental organizations (East Yard Communities for Environmental Justice, People's Collective of Environmental Justice, and Sierra Club) followed through on their respective NOIs and sued EPA. The lawsuits alleged that EPA had failed to act on AQMD's 2019 Contingency Measure SIP by the statutory deadline of July 1, 2021 and were filed to compel EPA to take action on the SIP. In November 2023, the two lawsuits were consolidated into one lawsuit (collectively, "AQMD et al.").

II. Proposed Consent Decree

On January 18, 2024, EPA published a notice of proposed consent decree in the Federal Register (<https://www.govinfo.gov/content/pkg/FR-2024-01-18/pdf/2024-00827.pdf>). The proposed consent decree is to address the consolidated lawsuit and is a complete settlement of all claims mutually agreed by AQMD et al. and EPA.

Pursuant to the proposed consent decree, EPA must take one of four actions on AQMD's 2019 Contingency Measure Plan no later than July 1, 2024: 1) fully approve; 2) fully disapprove; 3) conditionally approve; or 4) approval in part and disapprove in part. In response to public comments, the July 1, 2024 deadline has been extended to July 31, 2024. Additionally, under the proposed Consent Decree, AQMD et al., through CARB, has the option to withdraw the Plan. Then, EPA does not need to take any action on the Plan. Although the proposed consent decree establishes a deadline for EPA's final action, it does not indicate or imply which action EPA must take. The proposed consent decree is scheduled to be finalized by July 31, 2024, and dismissal of the consolidated lawsuit is expected to occur afterwards.

III. EPA Proposed Disapproval of AQMD's 2019 Contingency Measure Ozone SIP

On February 2, 2024, EPA published a proposed rule to disapprove AQMD's 2019 Contingency Measure SIP in the Federal Register (<https://www.govinfo.gov/content/pkg/FR-2024-02-02/pdf/2024-02082.pdf>). In the proposed rule, EPA identified two deficiencies in AQMD's 2019 Contingency Measure SIP to support the proposed disapproval. First, CARB/AQMD portion of contingency measures could not be implemented because they were not yet developed at the time when the Plan was submitted. This was inconsistent with the federal CAA provisions, which require

submission of contingency measures that can be implemented in the event the Extreme ozone nonattainment area fails to attain as a result of the state's inability to fully implement new technology measures. Second, AQMD's 2019 Contingency Measure's assignment of NOx emission reductions to federal measures and sources subject to federal authority is not approvable as a matter of law. Specifically, states (e.g., CARB/AQMD) do not have authority under the federal CAA or the U.S. Constitution to assign or shift SIP responsibilities to federal government. The deadline for EPA to finalize the proposed action has also been extended to July 31, 2024.

IV. Sanction Clocks and Sanctions

Pursuant to federal CAA, local air districts and the CARB are responsible for preparing air quality SIPs in California to fulfill air quality planning requirements to attain applicable national ambient air quality standards established by EPA. A SIP deficiency (e.g., SIP disapproval or finding of failure to submit a required SIP) and, if finalized by EPA, will trigger: an 18-month stationary sanction clock and a 24-month highway sanction clock.

If the underlying deficiency is not resolved within 18 months, the first imposed sanction would be the offset sanction on stationary sources impacting the AQMD's ability to issue new or modified permits for major facilities. Major facilities may include, but not limited to, refineries, landfills, manufacturing facilities, water treatment and recycling facilities, and waste management facilities that are located within the South Coast Air Basin portion of the AQMD's jurisdiction.

If within six additional months (or 24 months after disapproval becomes effective) the underlying deficiency is still not resolved, highway sanction will apply. A highway sanction is prohibition on federal approval or award of any federal grants to highway projects in the sanctioned area unless projects are exempt. It is important to note that a highway sanction was previously imposed in Imperial County in 2012, triggered by EPA's disapproval of a rule of the Imperial County Air Pollution Control District that is not directly related to any transportation plan, program, or project.

Both offset and highway sanctions are federal CAA-mandatory sanctions (not discretionary) (CAA Section 179). To turn off the sanction clocks that are triggered by EPA disapproval, AQMD/CARB must complete their respective public process to develop, adopt, and submit a subsequent SIP revision to correct deficiencies identified in EPA's disapproval, and then EPA must approve the corrective actions before the highway sanction imposition deadline.

In this case, given the extraordinary difficulty in resolving the underlying issues identified in AQMD's 2019 Contingency Measure SIP, there are no easy solutions to resolve the deficiencies and lift the highway sanction once imposed.

Highway sanction has serious consequences on transportation projects and the region's economy and jobs. If EPA finalizes disapproval of AQMD's 2019 Contingency Measure SIP by July 31, 2024, and the underlying deficiencies are not resolved within the 24-month highway sanction clock period, imposition of highway sanction is anticipated around August 2026 – during the year (2026) when the Los Angeles area is set to host the 2026 FIFA World Cup matches and two years before Los Angeles hosts the 2028 Summer Olympics.

V. Federal Implementation Plan (FIP)

In addition to the sanctions, EPA's disapproval of AQMD's 2019 Contingency Measure SIP, if finalized as proposed, would trigger a requirement on EPA to promulgate a non-discretionary FIP within 24 months upon effectiveness of final disapproval (CAA Section 110(c)). The highway sanction and FIP clock commence in parallel when EPA's disapproval is effective. In other words, the FIP clock also runs for 24 months when EPA finalizes the disapproval. The FIP is turned off only after EPA approves a subsequent SIP revision before the promulgation. Based on a review of EPA's recent proposed FIP for the San Joaquin Valley's PM_{2.5} Contingency Measure Plan, a FIP can include state and local measures, not limited to only federal measures.

VI. SCAG's Effort to Address the Proposed SIP Disapproval

SCAG staff at all levels takes the potential highway sanction from the EPA proposed disapproval very seriously and has been actively tracking, evaluating, reporting on, and addressing the proposed disapproval in collaboration with the management, legal, and planning staff of EPA, the South Coast AQMD, as well as the four County Transportation Commissions within the South Coast AQMD jurisdiction. As part of the effort, SCAG staff submitted two separate comment letters to EPA to request a 30-day extension of the public comment period on the proposed consent decree and on the proposed SIP disapproval, respectively. As noted above, both public comment periods were subsequently extended by one month.

SCAG President Curt Hagman led a small delegation to Washington, D.C. from Tuesday, May 14, through Thursday, May 16, to advocate for SCAG's federal legislative priorities. Included in those priorities was an update on South Coast AQMD and CARB's 2019 Contingency Measure Plan (Plan). Joined by SCAG's First Vice President Cindy Allen, Second Vice President Ray Marquez, Legislative/Communications and Membership Committee Vice Chair José Luis Solache, Executive Director Kome Ajise, Chief Operating Officer Darin Chidsey, Chief Government and Public Affairs Officer Javiera Cartagena, Legislative Affairs Manager Kevin Gilhooley, and Senior Legislative Affairs Analyst Francisco Barajas, the delegation was able to meet with key federal agencies, Congressional representatives and staff. Meetings where the EPA's proposed action were discussed directly included Mr. Joseph Goffman with the U.S. Environmental Protection Agency, Representatives Pete Aguilar, Robert Garcia, Young Kim, Jay Obernolte, Michelle Steel, Mark Takano, and Norma Torres,



the offices of Representatives Grace Napolitano and Adam Schiff, and the office of Senator Alex Padilla.

Additionally, SCAG has been working with Mobility 21, a coalition of public, business, and community stakeholders pursuing regional solutions to the transportation challenges facing Southern California, as they prepared for their Washington, D.C. advocacy trip from June 4 through June 5. As part of our collaborative efforts, we worked with the group to have an update on the Plan included in their leave behind for discussion during meetings with agency and Congressional representatives.

Staff will provide periodic updates to RC, EAC, EEC, and/or the TC in the future as appropriate.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2023-24 Overall Work Program (24-025.0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. PowerPoint Presentation - Update on USEPA Proposed Action on South Coast AQMD 2019 Contingency Measure Plan

Update on U.S. EPA's Proposed Action on South Coast AQMD's Plan to Meet the 1997 Ozone Standard

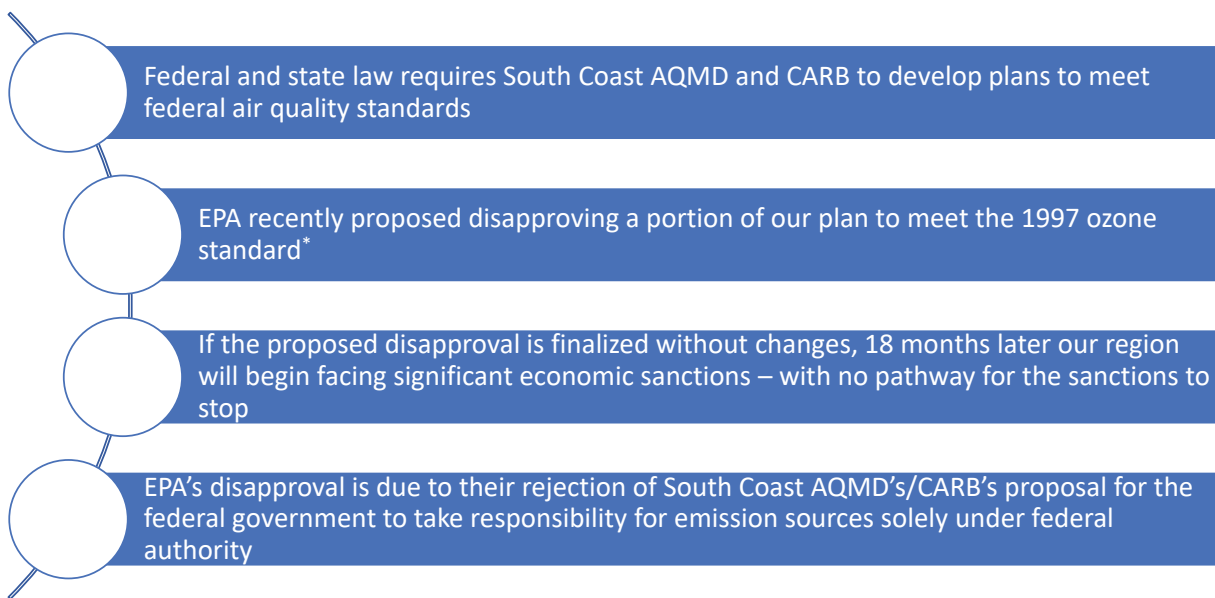
SCAG Transportation Committee Meeting

June 6, 2024

Sarah Rees, Ph.D.
Deputy Executive Officer
South Coast Air Quality Management District



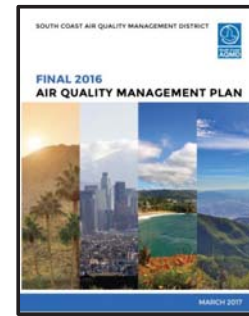
Overview



* 89 FR 7320, <https://www.federalregister.gov/documents/2024/02/02/2024-02082/air-plan-disapproval-california-los-angeles-south-coast-air-basin-1997-8-hour-ozone>

Background

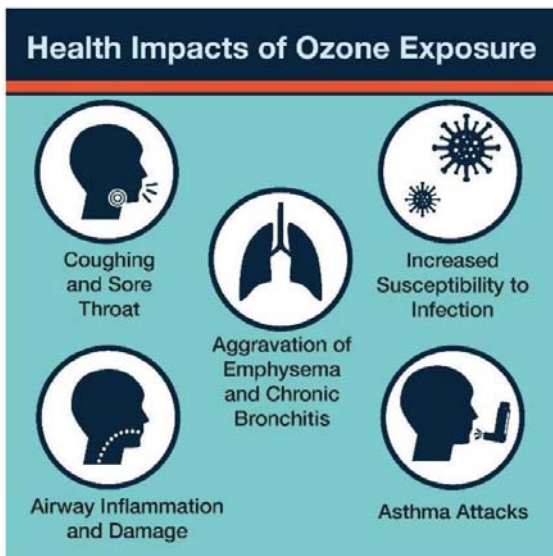
- Under the Clean Air Act, U.S. EPA sets multiple health-based air quality standards that all areas of the country must meet on specified timelines
- In 2017, South Coast AQMD and CARB submitted a plan to meet the federal 1997 ozone standard by the attainment date in 2023
 - Key pollutant = Nitrogen Oxides (NOx)
- The plan relied on flexibility within the Clean Air Act to define specific actions in the future
 - Called 182(e)(5) or ‘black box’ measures
- In 2019, South Coast AQMD and CARB developed a required, supplemental Contingency Measure Plan to address the ‘black box’



Contingency Measure Plan

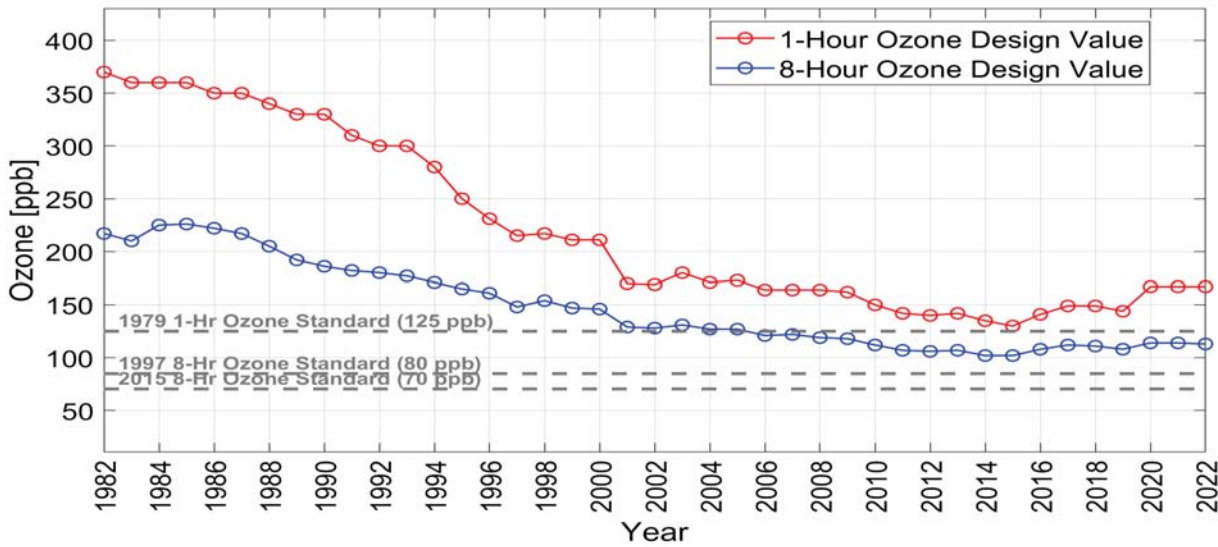


Health Effects of Ozone

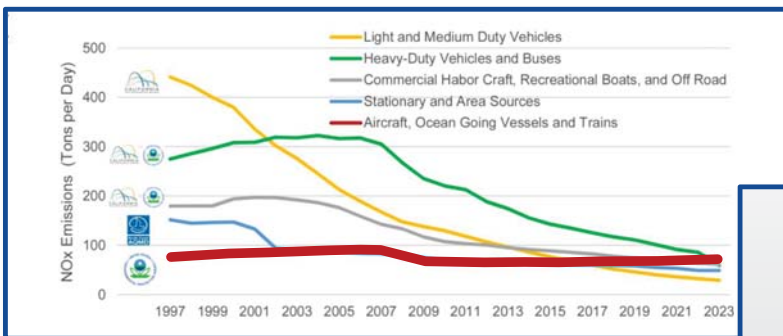


- Clean Air Act requires air quality standards to be solely based on protection of public health
- Attaining air quality standards in our region would avoid:
 - 1,600 premature deaths per year
 - More than \$19 billion per year in monetized public health impacts

Ozone Trends in the South Coast Air Basin

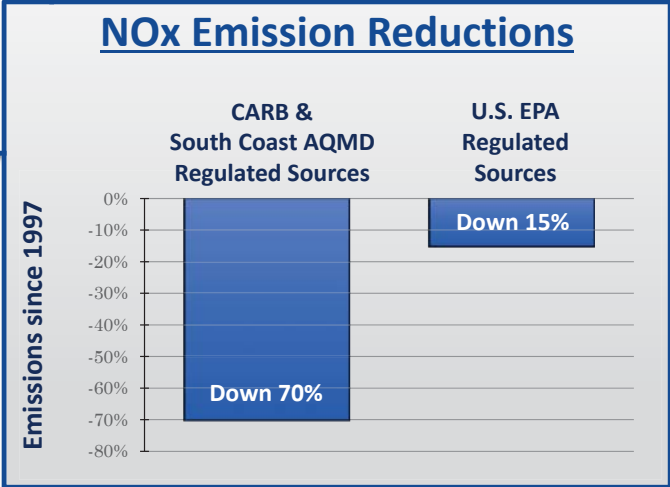


NOx Emissions and the Importance of Federal Sources



Nitrogen oxides (NOx) are most important contributor to ozone

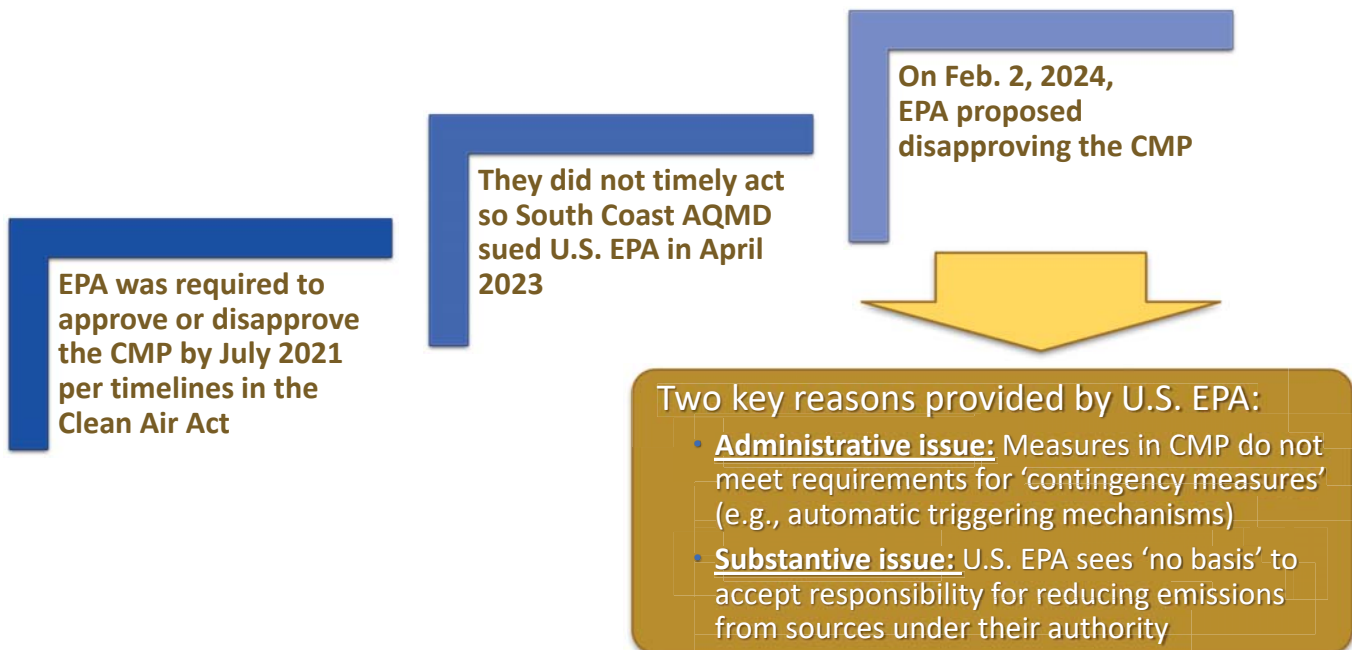
Over 80% of NOx in our region is from mobile sources




Contingency Measure Plan (CMP)

- Proposed approach in CMP required all three agencies (U.S. EPA, CARB, South Coast AQMD) to reduce emissions from sources within each agency's authority
- Almost 2/3rd of needed emission reductions are under federal authority
 - U.S. EPA was asked to address these emission sources in the CMP
 - Specific potential approaches were included in CMP
 - Precedent exists for U.S. EPA to accept this responsibility

U.S. EPA Proposed Action



Two Types of Consequences Mandated by Federal Clean Air Act

1. Planning deficiencies (e.g., disapproval of a plan, failure to submit a plan, etc.)
 - **Sanction 1: Permit emission reduction offsets increase from 1.2:1 to 2:1**
[18 months after EPA finding]
 - **Sanction 2: Prohibition on federal highway funding (except safety and transit)**
[24 months after EPA finding]
 - **Federal Implementation Plan**
[24 months after EPA finding]
2. Failure to attain a standard by due date 
 - Increased fees for major permitted sources (about \$25 million/year total from all sources)
 - A new plan is required that must include measures required by U.S. EPA
- Consequences continue until deficiency is resolved
 - U.S. EPA has not proposed any resolution to address federal emission sources

South Coast AQMD Response to Proposed U.S. EPA Disapproval of CMP

- Requested 30-day extension of comment period; comment period closed April 3rd, 2024
- Detailed comment letter and background materials available at <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/contingency-measure-plan-for-1997-ozone-standard>
- Key points:
 - Federal government must take responsibility for emission sources under its authority
 - This is consistent with Congressional intent of Clean Air Act amendments of 1990
 - U.S. EPA has previously accepted federal responsibility (approval of our 1994 Plan)
 - It's impossible to meet 1997 ozone standard, or other ozone standards, without federal action
 - South Coast AQMD and CARB have strictest rules in the country, yet we will have no way to avoid or turn off sanctions absent federal action

Next Steps

- We believe there can be paths forward that avoid or minimize federal sanctions, but EPA must work with South Coast AQMD and CARB to achieve this
 - EPA has to address federal sources, either by voluntarily agreeing to do so in a plan with CARB and AQMD, or through a FIP
 - The only difference is sanctions
- South Coast AQMD will continue to engage with stakeholders and EPA about this issue
- U.S. EPA currently expected to take final action on CMP by July 31, 2024



AGENDA ITEM 12

REPORT

Southern California Association of Governments
June 6, 2024

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Hina Chanchlani, Associate Regional Planner
213-236-1829, chanchlani@scag.ca.gov

Subject: Highways to Boulevards Regional Study

RECOMMENDED ACTION FOR TC:

Information Only – No Action Required.

RECOMMENDED ACTION FOR EEC:

Receive and File.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

On November 2, 2023, the SCAG Regional Council authorized staff to accept Community Project Funding/Congressionally Directed Spending grant funds to support SCAG’s Highways to Boulevards Regional Study. The Study will identify opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity, and further Connect SoCal’s vision for a more resilient and equitable future. SCAG anticipates engaging stakeholders from across the region from November 2023 through April 2025. Through the Study, SCAG will support local jurisdictions by positioning the region to compete for Federal Reconnecting Communities and Neighborhoods Grant funds and supporting implementation through the development of a best practices report and a local jurisdiction guide. SCAG and the consultant team have been engaging Project Advisory Committee members, reviewing existing projects and plans, and developing an approach for identifying, screening, and prioritizing six to ten projects which can be positioned to apply for Federal Reconnecting Communities and Neighborhood Access grant programs.

BACKGROUND:

The Study will identify opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community

connectivity, and further Connect SoCal’s vision for a more resilient and equitable future. Staff anticipates that the results of this Study will help the region to compete for additional funding going forward, including the Bipartisan Infrastructure Law’s (BIL) Reconnecting Communities Pilot (RCP) discretionary grant program, which provides \$1 billion supporting planning, technical assistance, and construction through fiscal year 2026.

Southern California’s highways and arterials system plays a significant and vital role in the overall transportation network in the SCAG region. The region’s highways and arterials system has approximately 23,000 centerline miles or 73,000 lane miles, on which the region’s residents often experience significant congestion. A substantial portion of the highway network is the result of 20th century major expansions in transportation infrastructure that were motivated by a stimulus of federal funding. In 1911, the newly established California Highway Commission implemented federal policy direction toward the creation of the Interstate Highway System, which included the 1921 and 1944 Federal Aid Highway Acts. As described in SCAG’s *Racial Equity Baseline Conditions Report*,¹ the Commission determined project locations, and both state and local officials routed new freeways through many existing communities of color, displacing thousands of households through eminent domain. Much of this freeway construction was in service of a suburban housing boom that was segregationist. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways and the delivery of transit services. This transportation infrastructure helped reinforce divides, constrain growth, and physically isolate communities.²

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

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

¹ <https://scag.ca.gov/post/racial-equity-baseline-conditions-report>

² DFID (2013), *Social Dimensions of Transport – A Resource for Social Impact Appraisals*, UK Dept. for International Development (<https://bit.ly/2QKouwp>); at <http://tinyurl.com/o3mvpbe>.

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

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

The Study’s overall goals include:

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

Key tasks and anticipated timeframes are as follows.

Task	Timeframe
Task 1 Project Management	Nov 2023 - April 2025
Task 2 Stakeholder Engagement	Nov 2023 - Feb 2025
Task 3 Best Practices and Policy & Planning Context	Nov 2023 - May 2024
Task 4 Existing Conditions Assessment	Jan 2024 - August 2024
Task 5 Priority Projects Identification and Scoring	May 2024 - Jan 2025
Task 6 Local Jurisdiction Guidance	Sept 2024 - Feb 2025
Task 7 Final Report	Nov 2024 - April 2025

The project team has completed Task 3 Best Practices and Policy & Planning Context and the Best Practices report can be found at <https://scag.ca.gov/corridor-planning-documents>. The team is currently working on stakeholder engagement (Task 2), existing conditions assessment (Task 4), and project identification and scoring (Task 5).

Key Takeaways from Best Practices and Planning and Policy Report

As part of Task 3, SCAG staff and the consultant team conducted a thorough review of existing highways to boulevard projects and existing regional plans and policies including projects in the SCAG region to develop a Best Practices and Planning and Policy report. This report includes the following key takeaways:

- **Prioritize Underserved Communities:** The project prioritization process should include a preliminary screen to confirm that the project is located in, and will directly serve, communities in areas of high need that have been unduly burdened by previous transportation decisions and other structural injustices, such as redlining. Projects should be

supported by the community, and successful projects are often those initiated by communities.

- **Leverage overlapping goals:** As communities develop their project concepts and prepare their applications, considering the ways in which these projects serve the dual purpose of addressing climate change and housing in addition to reconnecting communities may position them to be competitive for funding from a wider range of state and federal sources.
- **Think beyond highway caps:** Context-sensitive solutions are key. Projects like complete streets, bus rapid transit lines to disconnected communities, pedestrian walkways and overpasses, linear parks and trails, main street revitalization, and even the redevelopment of rail yards are all eligible for reconnecting communities funds and should be considered in the pool of potential priority projects.
- **Ensure consistency across all levels of planning:** The federal Reconnecting Communities Program requires projects applying for capital construction grants to be consistent with their state's long-range transportation plan and their MPO's long-range plan (if applicable), and included in the state, MPO, or Tribal Transportation Improvement Program (TTIP). As priority projects are selected, the likelihood of support from both a bottom-up and top-down perspective should be considered.
- **Plan for inclusion and affordability from the start:** Infrastructure projects that substantially improve quality of life in a neighborhood often contribute to rising real estate values, which can price out existing residents and small businesses. Getting ahead of this by implementing anti-displacement measures early on is key. As SCAG reviews potential projects, those committed to preventing displacement may be prioritized, and early stage projects should be encouraged to do so.
- **Find a Project Champion:** Individuals and organizations who are passionate about reconnecting their community and will steward the project through a multi-year process are incredible assets. Projects with strong community support, especially those initiated by the community, are likely to be good candidates to undertake a major project. As projects are reviewed, existing advocates or an established framework for support like a neighborhood group or business improvement district should be considered a plus.

The key takeaways will inform our project prioritization, conceptual designs, local jurisdiction guidance, and a final report.

Stakeholder Engagement

SCAG staff and the consultant understand the Highways to Boulevards Regional Study stakeholder engagement process requires a multitude of perspectives to properly implement a comprehensive approach that captures community needs and issues to be addressed by the Study. Input and feedback from Two Project Advisory Committees (PACs) inform two stages of this Study. PAC#1 includes stakeholders involved in corridor planning, including highways planning, transit and

passenger rail planning, active transportation planning, and community-based planning. PAC#2 will be formed to provide guidance on specific projects or locations and will consist of staff and stakeholders affiliated with the jurisdictions where the projects are located.

SCAG staff and the consultant engaged PAC#1 two times (January 2024 and May 2024) and solicited feedback to inform the development of the study. In the first meeting, committee members identified their goals and vision in the discussion and in feedback through surveys, which are summarized in the following seven themes. These main themes serve as the project’s Guiding Principles, which will inform our screening criteria, prioritization criteria, and guide the entirety of the project.

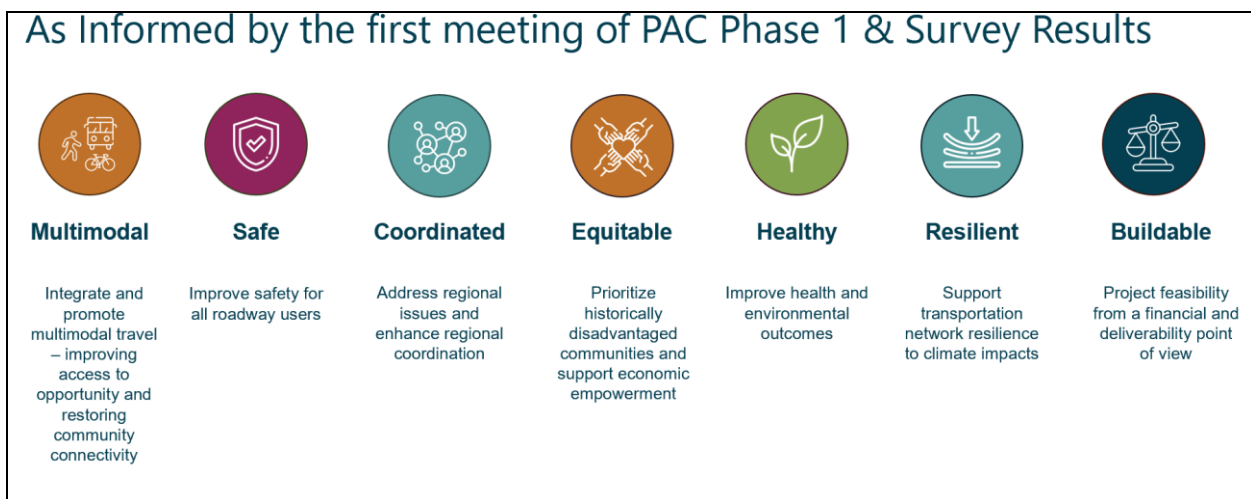


Figure 1 Project Guiding Principles as informed by Project Advisory Committee #1

The guiding principles align with Connect SoCal’s four main goals of Mobility, Communities, Environment, and Economy.

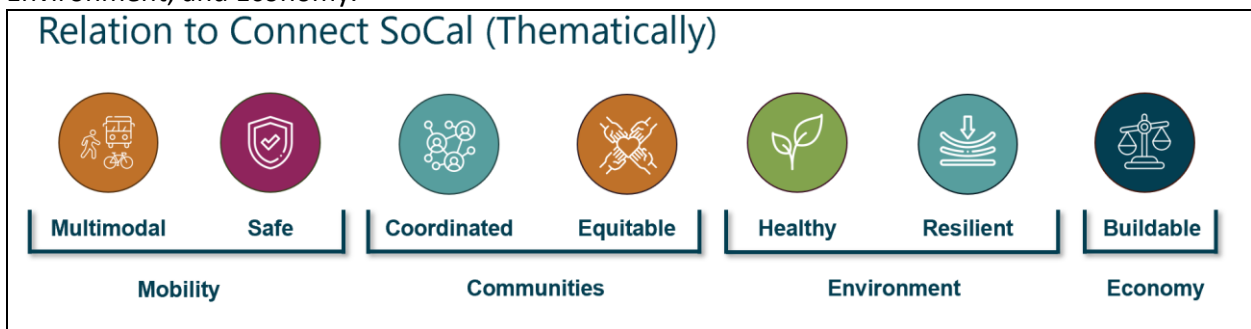


Figure 2 Linking Guiding Principles with Connect SoCal

In the second PAC#1 meeting, PAC members provided input and feedback on the existing conditions methodology and recommended additional data to review as part of the assessment. SCAG staff

and the consultant team will continue to engage the PACs at future meetings to gather feedback on project prioritization, conceptual design, and overall study development. The next PAC #1 meeting is planned for September 2024.

Existing Conditions Assessment

For the existing conditions assessment, SCAG staff and the consultant team identified existing projects from three buckets:

- Existing plans and the Federal Transportation Improvement Program (FTIP)
- Projects identified by community-based organizations, and
- Council or Governments (COG) and County Transportation Commission (CTC) identified projects

These identified projects will be screened considering the USDOT Reconnecting Communities Grant Program criteria, such as proximity to disadvantaged communities, proximity to areas with poor access to jobs, education, healthcare, food, and recreation, and project features that include removing, retrofitting, or mitigating transportation facilities that create barriers. Projects passing these screening criteria (“screened project list”) will undergo an existing conditions assessment using publicly available data which were selected based on the guiding principles. This assessment is underway and will inform the Priority Projects Identification and Scoring.

Priority Projects Identification and Scoring

The screened project list from the existing conditions analysis will undergo a prioritization and scoring process that will lead to a shortlist of 6-10 prioritized projects. Prioritization criteria will be developed with the consultation of PAC#1 and engagement with Community Based Organizations (CBOs). This process began in May 2024 and will continue to advance as further stakeholder input is received this summer. This task will inform the development of the local jurisdiction guide and the final report.

NEXT STEPS

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

FISCAL IMPACT:

Funding for work on the study is included in the FY23/24 Overall Work Program, Tasks 060.0124.01 Multimodal Corridor Planning and 275.4923.01 Highways to Boulevards Regional Study.

ATTACHMENT(S):

1. Highways to Boulevards Presentation



Highways to Boulevards Regional Study

Transportation Committee

Hina Chanchlani – Associate Regional Planner

Mobility Planning and Goods Movement

June 6, 2024

WWW.SCAG.CA.GOV

Connect SoCal 2024 and SCAG's Racial Equity Early Action Plan



Mobility: Build and maintain an integrated multimodal transportation network



Communities: Develop, connect and sustain communities that are livable and thriving



Environment: Create a healthy region for the people of today and tomorrow



Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents

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

Federal, State, and Regional Opportunities

- Highways to Boulevards Regional Study
- Funded via \$480,000 federal earmark
- Aligned with recent federal and state support for this work:
 - **Reconnecting Communities Pilot (RCP) Program:** \$1 billion over the next 5 years in dedicated funding to restore community connectivity
 - **Neighborhood Access and Equity Grants:** \$3 billion over the next 5 years to support neighborhood equity, safety, and affordable transportation access to reconnect communities divided by existing infrastructure barriers
 - **Caltrans Reconnecting Communities Highways to Boulevards Pilot Program** \$150 million for a Highways to Boulevards conversion pilot program

Defining the Project

Highways to Boulevards Regional Study

Aims to identify areas to remove, retrofit, or mitigate the negative impacts of highways and railways through highway to boulevard conversions, freeway caps, and railroad conversions.

Study Goals and Scope

 Identify locations for conversion and mitigation	 Develop methodology to identify potential conversions
 Position the region for federal funding & implementation	 Reknit communities
 Lift up Priority Equity Communities	 Preserve and create safer & healthier communities

- Review existing conditions
- Establish a framework and a set of metrics
- Identify and evaluate potential projects (6-10)
- Develop guide to support locals
- Robust stakeholder engagement

Review of Local Plans

Imperial County	<ul style="list-style-type: none"> • Our Imperial Valley, Our Future, Our Growth Long Range Transportation Plan
Los Angeles County	<ul style="list-style-type: none"> • Los Angeles County Metropolitan Transportation Authority (LA Metro) Vision 2028 Plan • LA Metro Our Next LA Long Range Transportation Plan
Orange County	<ul style="list-style-type: none"> • Beach Boulevard Corridor Study • Orange County Transportation Authority (OCTA) Direction 2045 Long Range Transportation Plan • OCTA State Route 91 Comprehensive Multimodal Corridor Plan • South Orange County Multimodal Transportation Study
San Bernardino County	<ul style="list-style-type: none"> • Active San Bernardino • Inland Empire Comprehensive Multimodal Corridor Plan • San Bernardino Countywide Transportation Plan Update
Riverside County	<ul style="list-style-type: none"> • Riverside County's Long Range Transportation Study • Inland Empire Comprehensive Multimodal Corridor Plan
Ventura County	<ul style="list-style-type: none"> • Ventura County's Comprehensive Transportation Plan • Ventura County Freight Corridors Study • VCTC US 101 Communities Connected Multimodal Corridor Study

Best Practices Key Takeaways

PLAN FOR INCLUSION AND AFFORDABILITY FROM THE START



Infrastructure projects that substantially improve quality of life in a neighborhood often contribute to rising real estate values, which can price out existing residents and small businesses. Getting ahead of this by implementing anti-displacement measures early on is key. As SCAG reviews potential projects, those committed to preventing displacement may be prioritized, and early stage projects should be encouraged to do so.

PRIORITIZING UNDERSERVED COMMUNITIES



As additional relevant projects in the SCAG area are identified and considered as priority projects for this study, they should be screened to verify they are located in underserved communities.

LEVERAGE OVERLAPPING GOALS



As communities develop their project concepts and prepare their applications, considering the ways in which these projects serve the dual purpose of addressing climate change in addition to reconnecting communities may position them to be competitive for funding from a wider range of state—and federal—sources

FIND A PROJECT CHAMPION



Individuals and organizations who are passionate about reconnecting their community and will steward the project through a multi-year process are incredible assets. Projects with strong community support, especially those initiated by the community, are likely to be good candidates to undertake a major project. As projects are reviewed, existing advocates or an established framework for support, like a neighborhood group or business improvement district, should be considered a plus.

THINK BEYOND HIGHWAY CAPS



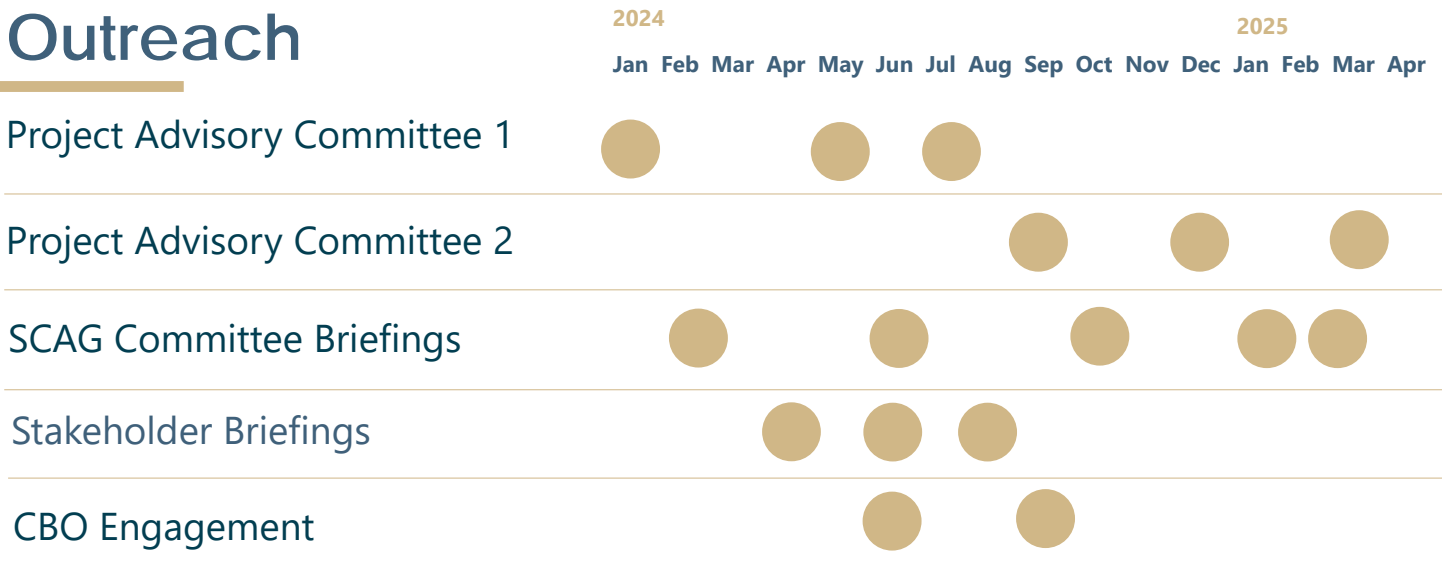
Context-sensitive solutions are key. Projects like complete streets, bus rapid transit lines to disconnected communities, pedestrian walkways and overpasses, linear parks and trails, main street revitalization, and even the redevelopment of railyards are all eligible for reconnecting communities funds and should be considered in the pool of potential priority projects.

CONSISTENCY ACROSS LEVELS OF PLANNING



Reconnecting Communities Pilot Program requires projects applying for capital construction grants to be consistent with their state's long-range transportation plan and their MPO's long-range plan (if applicable), and included in the state, MPO, or Tribal Transportation Improvement Program (TIP). As priority projects are selected, the likelihood of support from both a bottom-up and top-down perspective should be considered.

Outreach



Stakeholder Engagement

Project Advisory Committee (PAC)	Meeting #	Meeting Topics	Schedule
PAC 1	1	Introduction, visioning, goal setting, planning context, and case studies	Completed 1/31
	2	Methodologies, screening and prioritization criteria	Completed 5/9
	3	Corridor identification and selecting priority projects	September 2024
PAC 2	1	Introduction, and showcase of context sensitive design strategies	Oct 2024 – April 2025
	2	Preliminary designs and anti-displacement strategies	Oct 2024 – April 2025
	3	Final designs, implementation, and funding strategies	Oct 2024 – April 2025

Attachment: Highways to Boulevards Presentation (Highways to Boulevards Regional Study)

Guiding Principles

As informed by the first meeting of PAC 1 & Survey Results



Multimodal

Integrate and promote multimodal travel – improving access to opportunity and restoring community connectivity



Safe

Improve safety for all roadway users



Coordinated

Address regional issues and enhance regional coordination



Equitable

Prioritize historically disadvantaged communities and support economic empowerment



Healthy

Improve health and environmental outcomes



Resilient

Support transportation network resilience to climate impacts



Buildable

Project feasibility from a financial and deliverability point of view

Guiding Principles & Connect SoCal

Relation to Connect SoCal (Thematically)



Identification & Screening of Projects

Identify Projects

Screen Projects



1. Is this project located within or adjacent to a disadvantaged community?
2. Is this project located in an area with poor access to jobs, education, healthcare, food, and recreation?
3. Does this project include project elements that remove, retrofit, or mitigate highways or other transportation facilities that create barriers?

Criteria and data informed by USDOT Reconnecting Communities Grant

Prioritization of Projects

Identify Projects



Screen Projects

1. Is this project located within or adjacent to a disadvantaged community?
2. Is this project located in an area with poor access to jobs, education, healthcare, food, and recreation?
3. Does this project include project elements that remove, retrofit, or mitigate highways or other transportation facilities that create barriers?

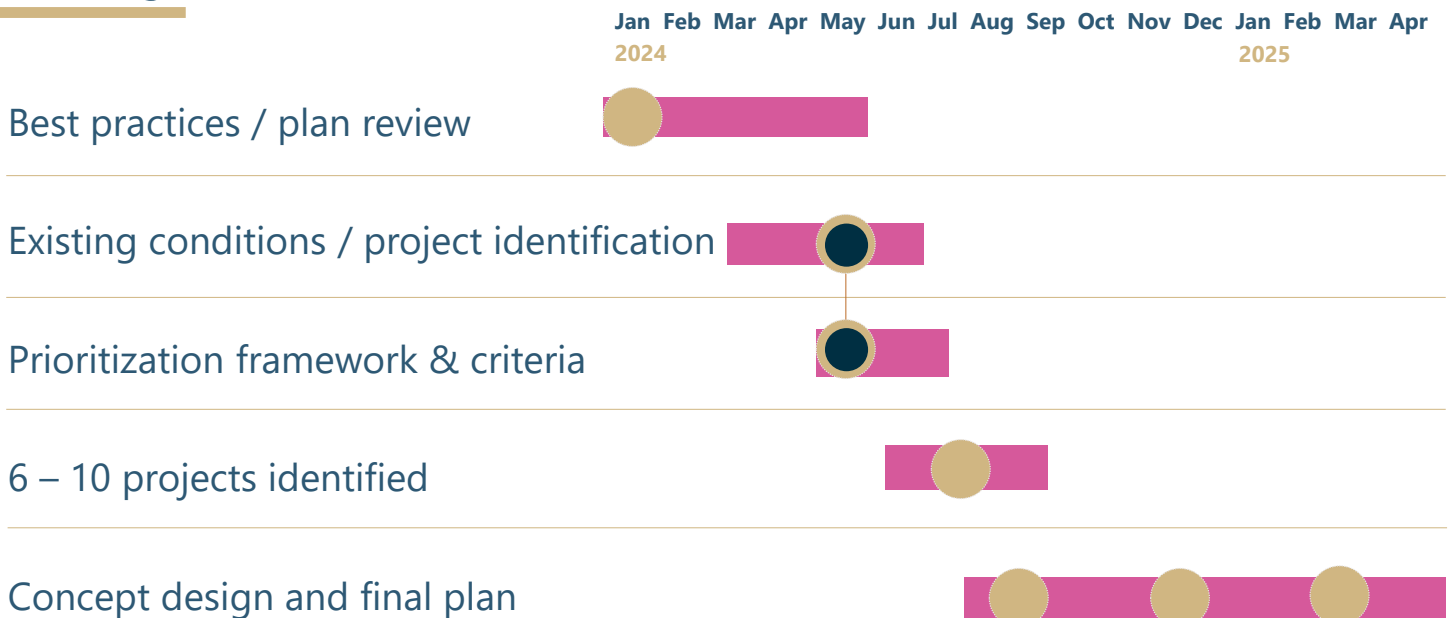
Prioritize

Existing Conditions Data for each project relating to the Guiding Principles



Attachment: Highways to Boulevards Presentation (Highways to Boulevards Regional Study)

Study Timeline



- PAC mtg
- We are here



QUESTIONS OR COMMENTS?

For more information on the study, please contact:

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