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MEETING OF THE

TRANSPORTATION COMMITTEE

Members of the Public are Welcome to Attend In-Person & Remotely
Thursday, November 7, 2024
10:00 a.m. – 11:45 a.m.

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

To Watch or View Only:
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Call-in Number: 1-669-900-6833
Meeting ID: 869 3699 8235

PUBLIC ADVISORY

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

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

Instructions for Attending the Meeting

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

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

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

Instructions for Participating and Public Comments

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

1. **In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, November 6, 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, November 6, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

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

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

General Information for Public Comments

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

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

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

TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Adele Andrade-Stadler 2956 West Shorb Street Alhambra, CA 91803	**Elizabeth Becerra** City of Victorville - City Hall Conference Room A 14343 Civic Drive Victorville, CA 92392	**Brian S. Berkson** City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509
Daniel Brotman City of Glendale - City Hall 613 East Broadway, Suite 200 Glendale, CA 91206	**Denise Delgado** City of Coachella - City Hall 1515 6th Street Coachella, CA 92236	**Jonathan Dumitru** City of Orange - City Hall 300 East Chapman Avenue Orange, CA 92866
J. John Dutrey City of Montclair - City Hall Mayor's Office 5111 Benito Street Montclair, CA 91763	**James Gazeley** City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717	**Jason Gibbs** City of Santa Clarita Orchard Conference Room, 1st Floor 23920 Valencia Boulevard Santa Clarita, CA 91355
Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton CA 92832	**Linda Krupa** City of Hemet - City Hall 445 E. Florida Avenue Hemet, CA 92543	**Bridgett Lewis** City of Torrance - City Hall 3031 Torrance Boulevard Torrance, CA 90503
Malcolm Lilienthal City of Hemet - City Hall Sister City Room 445 E. Florida Avenue Hemet, CA 92543	**Marsha McLean** City of Santa Clarita Orchard Conference Room, 1st Floor 23920 Valencia Blvd. Santa Clarita, CA 91355	**L. Dennis Michael** City of Rancho Cucamonga - City Hall 10500 Civic Center Drive Rancho Cucamonga, CA 91730
Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637	**Ara Najarian** 500 N. Brand Boulevard, Suite 830 Conference Room Glendale, CA 91203	**Frank Navarro** City of Colton – City Hall Council Conference Room 650 N La Cadena Drive Colton, CA 92324
Sharona Nazarian City of Beverly Hills - City Hall 455 N. Rexford Drive, 4th Floor Beverly Hills, CA 90210	**Gil Rebollar** SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243	**Ed Reece** City of Claremont - City Hall 207 Harvard Avenue City Council Office Claremont, CA 91711
Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582	**Zak Schwank** City of Temecula - City Hall 41000 Main Street Third Floor Canyons Conference Room Temecula CA, 92590	**Ward Smith** City of Placentia Civic Center City Council Chambers 401 E. Chapman Avenue Placentia, CA 92870
Wes Speake City of Corona - City Hall 400 S. Vicentia Avenue, 3rd Floor Corona, CA 92882	**Cynthia Sternquist** 6131 Camellia Avenue Temple City, CA 91780	

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

TC - Transportation Committee
Members – November 2024

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

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

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

4. **Hon. Phil Bacerra**
   Orange County, CoC

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

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

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

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

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

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

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

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

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

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

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

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To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

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Southern California's Catalyst for a Brighter Future

OUR CORE VALUES
Be Open | Lead by Example | Make an Impact | Be Courageous

16. Hon. James Gazeley
Lomita, RC District 39

17. Hon. Jason Gibbs
Santa Clarita, NCTC

18. Sup. Curt Hagman
San Bernardino County

19. Hon. Jan C. Harnik
RCTC

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

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

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

23. Hon. Fred Jung
Fullerton, OCCOG

24. Hon. Trish Kelley
TCA Representative

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

26. Hon. Linda Krupa
Hemet, RC District 3

27. Hon. Andrew Lara
Pico Rivera, RC District 31

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

29. Malcolm Lilienthal
Hemet, WRCOG

30. Hon. Richard Loa
Palmdale, NCTC

31. Hon. Clint Lorimore
Eastvale, RC District 4

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32. Hon. Ken Mann
Lancaster, RC District 43

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

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

35. Hon. Larry McCallon
Air District Representative

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

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

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

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

40. Hon. Carol Moore
Laguna Woods, OCCOG

41. Hon. Juan Muñoz-Guevara
Lynwood, GCCOG

42. Hon. Ara Najarian
Glendale, SFVCOG

43. Hon. Frank Navarro
Colton, RC District 6

44. Hon. Sharona Nazarian
Beverly Hills, WSCCOG

45. Hon. Nikki Perez
Burbank, RC District 42

46. Hon. Gil Rebollar
Brawley, RC District 1

47. Hon. Ed Reece
Claremont, SGVCOG

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

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

50. Hon. Crystal Ruiz
San Jacinto, WRCOG

51. Hon. Ali Saleh
Bell, RC District 27

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

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

54. Hon. Zak Schwank
Temecula, RC District 5

55. Hon. Marty Simonoff
Brea, RC District 22

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

57. Hon. Ward Smith
Placentia, OCCOG

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

59. Sup. Hilda Solis
Los Angeles County

60. Hon. Wes Speake
Corona, WRCOG

61. Sup. Karen Spiegel
Riverside County

62. Hon. Cynthia Sternquist
Temple City, SGVCOG

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

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64. Hon. Michael Vargas
Riverside County CoC

65. Hon. Scott Voigts
Lake Forest, OCCOG

66. Sup. Donald Wagner
Orange County

67. Hon. Colleen Wallace
Banning, WRCOG

68. Hon. Alan Wapner
SBCTA

69. Hon. Thomas Wong
Monterey Park, SGVCOG

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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, November 7, 2024
10:00 AM

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

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – September 5, 2024 — PPG. 11

Receive and File

2. Acceptance of Office of Traffic Safety Grant (OTS) Funds 2025: Go Human Campaign — PPG. 21

3. Acceptance of Office of Traffic Safety (OTS) Funds: Safety Modeling — PPG. 26

4. Big Data Program Update — PPG. 31

5. Senate Bill 375: Joint MPO Letter to CARB — PPG. 36

6. REAP 2.0 Program Update — PPG. 43

7. Transportation Committee Agenda Outlook and Future Agenda Items — PPG. 48

ACTION ITEM

8. 2024 Trade Corridor Enhancement Program: SCAG Region Projects Nominations	10 Mins.	PPG. 52

(Prithvi Deore, Associate Regional Planner, SCAG)

RECOMMENDED ACTION:
That the Regional Council approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding.

INFORMATION ITEMS

9. Senate Bill 1121 State and Local Transportation Needs Assessment	10 Mins.	PPG. 63

(Frances Dea-Sanchez, Associate Deputy Director, California Transportation Commission)

10. Connect SoCal 2024: Implementation Strategies Update	10 Mins.	PPG. 74

(Camille Guiriba, Senior Regional Planner, SCAG)

11. Regional Pilot Initiatives (RPI) Program Update	10 Mins.	PPG. 101

(Kate Kigongo, Manager of Partnerships, Innovation, and Technology, SCAG)

12. Future Communities and Smart Cities Update	15 Mins.	PPG. 111

Marisa Laderach, Principal Regional Planner, SCAG

CHAIR'S REPORT
(The Honorable Mike Judge, Vice Chair)

METROLINK REPORT
(The Honorable Art Brown, SCAG Representative)

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

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments
November 7, 2024

MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, SEPTEMBER 5, 2024

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

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

Members Present:

Hon.	Mike T. Judge (Vice Chair)		VCTC
Hon.	Adele Andrade-Stadler	*Alhambra*	SGVCOG
Hon.	Liz Becerra	*Victorville*	District 65
Hon.	Brian Berkson	*Jurupa Valley, Pres. Appt.*	Member at Large
Hon.	Russel Betts	*Desert Hot Springs*	CVAG
Hon.	Daniel Brotman	*Glendale*	AVCJPA
Hon.	Art Brown	*Buena Park*	District 21
Hon.	Ross Chun	*Aliso Viejo*	OCCOG
Hon.	Jonathan Dumitru	*Orange*	District 17
Hon.	John Dutrey	*Montclair*	SBCTA
Hon.	James Gazeley	*Lomita*	District 39
Hon.	Curt Hagman		San Bernardino County
Hon.	Jan Harnik		RCTC
Hon.	Laura Hernandez	*Port Hueneme*	District 45
Hon.	Lauren Hughes-Leslie	*Lancaster*	NCTC JPA
Hon.	Fred Jung	*Fullerton*	OCCOG
Hon.	Trish Kelley		TCA
Hon.	Andrew Lara	*Pico Rivera*	District 31
Hon.	Bridgett Lewis	*Torrance, Pres. Appt.*	Member at Large
Hon.	Malcolm Lilienthal	*Hemet*	WRCOG
Hon.	Richard Loa	*Palmdale*	NCTC
Hon.	Clint Lorimore	*Eastvale*	District 4
Hon.	Steve Manos	*Lake Elsinore*	District 63
Hon.	Ray Marquez	*Chino Hills*	District 10

Hon.	Larry McCallon		Air District Representative
Hon.	Marsha McLean	*Santa Clarita, Pres. Appt.*	Member at Large
Hon.	Carol Moore	*Laguna Woods*	OCCOG
Hon.	Ara Najarian	*Glendale*	SFVCOG
Hon.	Sharona Nazarian	*Beverly Hills*	WSCCOG
Hon.	Gil Rebollar	*Brawley*	District 1
Hon.	Ed Reece	*Claremont*	SGVCOG
Hon.	Crystal Ruiz	*San Jacinto*	WRCOG
Hon.	Ali Saleh	*Bell*	District 27
Hon.	Steve Sanchez	*La Quinta*	District 66
Hon.	Suely Saro	*Long Beach*	District 29
Hon.	Marty Simonoff	*Brea*	District 22
Hon.	Ward Smith	*Placentia*	OCCOG
Hon.	Jose Luis Solache	*Lynwood*	District 26
Hon.	Wes Speake	*Corona*	WRCOG
Hon.	Karen Spiegel		Riverside County
Hon.	Cynthia Sternquist	*Temple City*	SGVCOG
Hon.	Don Wagner		Orange County
Hon.	Colleen Wallace	*Banning*	WRCOG
Hon.	Alan Wapner		SBCTA
Mr.	Marlon Regisford	*Caltrans District 7*	Ex-Officio Member

Members Not Present:

Hon.	Kathryn Barger		Los Angeles County
Hon.	Jeanette Burns		Morongo Band of Mission Indians
Hon.	Denise Delgado	*Coachella, Pres. Appt.*	Member at Large
Hon.	Andrew Do	*Orange County*	CoC
Hon.	Jason Gibbs	*Santa Clarita*	NCTC
Hon.	Mike T. Goodsell	*Holtville*	ICTC
Hon.	Heather Hutt	*Los Angeles*	District 57
Hon.	Paul Krekorian	*Los Angeles*	District 49
Hon.	Linda Krupa	*Hemet*	District 3
Hon.	Ken Mann	*Lancaster*	District 43
Hon.	Tim McOsker	*Los Angeles*	District 62
Hon.	L. Dennis Michael	*Rancho Cucamonga*	District 9
Hon.	Linda Molina	*Calimesa, Pres. Appt.*	Member at Large
Hon.	Juan Munoz-Guevara	*Lynwood*	GCCOG
Hon.	Frank Navarro	*Colton*	District 6
Hon.	Nikki Perez	*Burbank*	District 42
Hon.	Celeste Rodriguez	*San Fernando*	District 67

Hon.	Tim Sandoval (Chair)	*Pomona*	District 38
Hon.	Zak Schwank	*Temecula*	District 5
Hon.	Jeremy Smith	*Canyon Lake, Pres. Appt.*	Member at Large
Hon.	Hilda Solis		Los Angeles County
Hon.	Steve Tye	*Diamond Bar*	District 37
Hon.	Michael Vargas	*Riverside County*	CoC
Hon.	Scott Voigts	*Lake Forest*	OCCOG
Hon.	Thomas Wong	*Monterey Park*	SGVCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Vice Chair, Mike Judge, Simi Valley, VCTC, called the meeting to order at 10:02 a.m. Hon. Ray Marquez, Chino Hills, District 10, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

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

There were no public comments.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize the agenda item.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – June 6, 2024

2. Amended ATP Cycle 7 Regional Guidelines and 2024 SCP Active Transportation and Safety Guidelines

Receive and File

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

4. 2024 Trade Corridor Enhancement Program

5. CalSTA Transit Transformation Task Force Update

6. National V2X Deployment Plan

7. Broadband Last Mile Project Assessment

Committee Counsel announced a single vote can be taken on the Consent Calendar and agenda item 8 and suggested holding the vote after a presentation on item 8.

ACTION ITEMS

8. Approval of 2025 Federal Transportation Improvement Program (FTIP) and Amendment 1 to Connect SoCal 2024

There were no public comments on Item No. 8.

Warren Whiteaker, SCAG staff, reported on the 2025 Federal Transportation Improvement Program and Amendment 1 to Connect SoCal 2024. He noted the FTIP is a federally mandated list of transportation investments from across the six SCAG counties. These projects are federally funded, require a federal action or are considered regionally significant from a transportation conformity perspective. The 2025 FTIP is a multimodal list of capital investment projects totaling over $38.8 billion and contains over 1,100 projects covering a six (6) year period. The county transportation commissions are principally responsible for prioritizing and determining the projects that go into their respective Transportation Improvement Programs (TIPs).

Mr. Whiteaker addressed Connect SoCal Amendment 1 and noted Connect SoCal 2024 was approved by the Regional Council April 4, 2024. Amendment 1 contains approximately 350 project modifications that have been requested by the county transportation commissions. He reported that on July 12, 2024, SCAG released the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for a 30-day public review and comment period spanning July 12, 2024, through August 12, 2024. The draft 2025 FTIP received 21 comments, five general and 16 project specific. The draft Connect SoCal 2024 Amendment 1 received eight comments.

A MOTION was made (Brown) to recommend that the Regional Council (RC) approve the 2025 Federal Transportation Improvement Program (FTIP) and Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy Amendment 1 as well as Consent Calendar

Item 1; and Receive and File items 2 through 7. The motion was SECONDED (Solache) and passed by the following roll call votes.

AYES: Andrade-Stadler, Becerra, Berkson, Betts, Brown, Chun, Dutrey, Gazeley, Hagman, Harnik, Hernandez, Hughes-Leslie, Judge, Jung, Kelley, Lara, Lewis, Lilienthal, Loa, Manos, Marquez, McCallon, McLean, Moore, Najarian, Nazarian, Rebollar, Reece, Ruiz, Saleh, Saro, Simonoff, Smith, Solache, Sternquist, Wagner, Wallace, Wapner (38)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

9.   Transportation Committee Agenda Outlook and Future Agenda Items

There were no public comments on Item No. 9.

Annie Nam, SCAG staff, provided an update on the committee agenda outlook. Ms. Nam noted that following the adoption of Connect SoCal 2024 in April, staff assembled a twelve-month outlook of policy priorities and Connect SoCal implementation strategies. She stated most agenda items will fall under three areas; Connect SoCal, local assistance program, and regional updates. Connect SoCal items will speak to the investments and strategies of the plan, local resources refer to programs administered by SCAG such as Sustainable Communities Strategies and Regional Early Action Program and regional updates speak to projects of regional significance and may involve guest speakers to address current activities.

Hon. Sharona Nazarian, Beverly Hills, WSCCOG, suggested an agenda item on batteries such as those used in electric vehicles. It would be useful to understand their lifecycle, replacement and environmental implications.

Hon. Karen Spiegel, Riverside County, suggested regular updates on coordination for the 2028 Olympics.

Hon. Wes Speake, Corona, WRCOG, suggested a discussion on tolling and issues around public perception of tolling charges.

10. Broadband Permit Streamlining Report and Ordinance

There were no public comments on Item No. 10.

Phillip Law, SCAG staff, provided an update on Broadband Permit Streamlining Report. Mr. Law stated there were gaps in regional access to broadband coverage which limits the economic, education and social access for segments of the population sometimes referred to as the digital divide. These can include rural areas, low income or lower educational level households. This effort involves examining ways to streamline the permitting process to enable the efficient delivery of broadband infrastructure.

The report identified several practices to improve permit streamlining both regionally and statewide. Those include uniform permit fees, no extra fees for broadband, inclusive zoning practices to facilitate broadband development across districts, leverage public and utility facilities, dedicated staff for broadband permits, permit processors for small jurisdictions, enhanced utility mapping, use of micro trenching and develop online application portals specifically for broadband that provide real-time status. Further, the development of a standardized broadband ordinance would be beneficial and can act as a practical guide for all jurisdictions, especially smaller ones. He noted the study will be shared and offered as a resource.

Hon. Russell Betts, Desert Hot Springs, related his city's experience with installation and suggested increased industry standards on work performed. He also noted there is some disruption even with micro trenching and while aerial distribution can resolve some problems, some neighborhoods are seeking fewer elevated transmission and utility poles.

Hon. Steve Sanchez, La Quinta, District 66, raised the concern about using micro trenching in areas that experience higher temperatures such as the Coachella Valley.

Hon. Jan Harnik, Palm Desert, RCTC, commented that high temperatures can affect micro trenching as well as existing geographic features and noted that applications may vary between jurisdictions.

11. Goods Movement Update: Southern California Zero Emissions Truck Infrastructure Study & Comprehensive Sustainable Freight Plan
There were no public comments on Item No. 11.

Jonathan Raspa, SCAG staff, reported on Southern California Zero Emissions Truck Infrastructure Study & Comprehensive Sustainable Freight Plan. Mr. Raspa reviewed goods movement studies already completed including Last Mile Freight Program Phase I which supports deployment of zero emission medium duty and heavy-duty trucks in partnership with the Mobile Source Air Pollution Reduction Committee. Also, the Goods Movement Communities Opportunities Assessment which examined community impacts of freight movement. He reviewed SCAG's 2023 Goods Movement Resolution which affirms that the region's goods movement system needs a guiding vision and SCAG

was in the best position to develop and advance that effort. He also reviewed the Zero Emission Truck Infrastructure Study indicating the work was near completion including a significant freight modeling effort to better understand the current charging network and what is needed in the future to build a zero-emission freight infrastructure.

Mr. Raspa reviewed efforts on the Comprehensive Sustainable Freight Plan. He noted the plan updates SCAG's 2013 freight plan and reviewed its elements including stakeholder engagement, systemwide needs assessment of infrastructure, warehousing and other aspects. It assesses zero emission, alternative technology and e-commerce freight flow analyses. He reviewed the freight plan development timeline noting the work will begin in 2025 and will conclude in conjunction with Connect SoCal 2028.

Ms. Lucy Dunn provided public comment raising awareness of AB 98. She stated it is a warehouse bill which takes away local control and is strongly opposed by the business community. Ms. Dunn recommends that SCAG move in opposition to AB 98.

Hon. Larry McCallon, SBCTA, District 7, asked if SCAG's goods movement studies examine the use of hydrogen. Mr. Raspa responded that hydrogen is considered though it is in limited use currently. Mr. McCallon stated that hydrogen is the likely solution for long haul freight movement and encouraged attention regarding its potential. He noted battery power can be used for drayage trucks.

Hon. Suely Saro, Long Beach, District 29, encouraged proper support for hydrogen. She noted our climate goals are ambitious and there may be cities interested in being hydrogen hubs as part of a supportive clean freight infrastructure.

12. Transportation Trends Update

There were no public comments on Item No. 12.

Jeremy Marks, SCAG staff, provided an update on transportation trends. Mr. Marks stated that an update on transportation trends was provided to the committee regularly, which looks particularly at post pandemic trends in transit ridership, vehicle miles travelled, and work from home trends. Transit was reviewed and it was noted that bus ridership remains below pre pandemic levels but has been steadily improving. For LA Metro specifically, both bus and rail ride ridership has been recovering but remains below pandemic levels. Metrolink ridership is recovering more slowly while data on vehicle miles travelled shows it at only 5% below pre-pandemic levels. He noted the data indicates steady and improved use of transit.

CHAIR'S REPORT

Vice Chair Judge welcomed new members Andrew Lara, Pico Rivera, District 3, Adele Andrade-Stadler, Alhambra, SGVCOG, and Mike Goodsell, Holtville, ICTC. He reported that registration was open for 2024 Southern California Demographic Workshop to be held at SCAG on September 24, 2024. Additionally, SCAG's Go Human Community Streets grant program awardees completed 15 traffic safety community engagement projects throughout the region.

METROLINK REPORT

Hon. Art Brown, Buena Park, District 21, reported that Metrolink was hosting its annual rail safety month raising awareness of rail safety throughout the region. He also noted that Darren Kettle, CEO of Metrolink, would be providing an update at the Regional Council meeting.

STAFF REPORT

Ivette Macias, SCAG staff, reported that SCAG's Active Transportation and Safety call for applications was open until September 27, 2024.

ADJOURNMENT

There being no further business, Vice Chair Judge adjourned the meeting of the Transportation Committee at 11:49 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]
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Transportation Committee Attendance Report														
2024- 25														**Total Mtgs Attended To Date**
MEMBERS	**Representing**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	
Andrade-Stadler, Adele	**Alhambra, SGVCOG**				1									**1**
Barger, Kathryn	**Los Angeles County**													**0**
Becerra, Liz	**Victorville, RC District 65**				1									**1**
Berkson, Brian	**Jurupa Valley, Pres. Appt. (Member at Large)**	1			1									**2**
Betts, Russell	**Desert Hot Springs, CVAG**	1			1									**2**
Brotman, Daniel	**Glendale, AVCJPA**	1			1									**2**
Brown, Art	**Buena Park, RC District 21**	1			1									**2**
Burns, Jeanette	**Morongo Band of Mission Indians**													**0**
Chun, Ross	**Aliso Viejo, OCCOG**	1			1									**2**
Delgado, Denise	**Coachella, Pres. Appt. (Member at Large)**													**0**
Do, Andrew	**Orange County CoC**	1												**1**
Dumitru, Jonathan	**Orange, RC District 17**	1			1									**2**
Dutrey, J. John	**Montclair, SBCTA**	1			1									**2**
Gazeley, James	**Lomita, RC District 39**	1			1									**2**
Gibbs, Jason	**Santa Clarita, NCTC**	1												**1**
Goodsell, Mike	**Holtville, ICTC**													**0**
Hagman, Curt	**San Bernardino County**	1			1									**2**
Harnik, Jan	**RCTC**	1			1									**2**
Hernandez, Laura	**Port Hueneme, RC District 45**	1			1									**2**
Hughes-Leslie, Lauren	**Lancaster, NCTC JPA**	1			1									**2**
Hutt, Heather	**Los Angeles, RC District 57**													**0**
Judge, Mike	**VCTC**	1			1									**2**
Jung, Fred	**Fullerton, OCCOG**	1			1									**2**
Kelley, Trish	**TCA Representative**	1			1									**2**
Krekorian, Paul	**Los Angeles, RC District 49/Public Transit Rep.**													**0**
Krupa, Linda	**Hemet, RC District 3**	1												**1**
Lara, Andrew	**Pico Rivera, Dist 31**				1									**1**
Lewis, Bridgett	**Torrance, Pres. Appt. (Member at Large)**	1			1									**2**
Lilienthal, Malcolm	**Hemet, WRCOG**	1			1									**2**
Loa, Richard	**Palmdale, NCTC**				1									**1**
Lorimore, Clint	**Eastvale, RC District 4**	1			1									**2**
Mann, Ken	**Lancaster, RC District 43**	1												**1**
Manos, Steve	**Lake Elsinore, RC District 63**	1			1									**2**
Marquez, Ray	**Chino Hills, RC District 10**	1			1									**2**
McCallon, Larry	**Air District Representative**	1			1									**2**
McLean, Marsha	**Santa Clarita, Pres. Appt. (Member at Large)**	1			1									**2**
McOsker, Tim	**Los Angeles, RC District 62**	1												**1**
Michael, L. Dennis	**Rancho Cucamonga, RC District 9**													**0**
Molina, Linda	**Calimesa, Pres. Appt. (Member at Large)**	1												**1**
Moore, Carol	**Laguna Woods, OCCOG**	1			1									**2**
Munoz-Guevara, Juan	**Lynwood, GCCOG**	1												**1**
Najarian, Ara	**Glendale, SFVCOG**	1			1									**2**
Navarro, Frank	**Colton, RC District 6**	1												**1**
Nazarian, Sharona	**Beverly Hills, WSCCOG**	1			1									**2**
Perez,Nikki	**Burbank, District 42**													**0**
Rebollar, Gil	**Brawley, RC District 1**				1									**1**
Reece, Ed	**Claremont, SGVCOG**	1			1									**2**

Name	Affiliation															Total
Regisford, Marlon	Caltrans, District 7, Ex-Officio Member	1		1												2
Rodriguez, Celeste	San Fernando, RC District 67	1														1
Ruiz, Crystal	Sna Jacinto, WRCOG	1		1												2
Saleh, Ali	Bell, RC District 27	1		1												2
Sanchez, Steve	La Quinta, District 66	1		1												2
Sandoval, Tim	Pomona, RC District 38	1														1
Saro, Suely	Long Beach, RC District 29	1		1												2
Schwank, Zak	Temecula, RC District 5															0
Simonoff, Marty	Brea, RC District 22	1		1												2
Smith, Jeremy	Canyon Lake, Pres. Appt. (Member at Large)															0
Smith, Ward	Placentia, OCCOG			1												1
Solache, Jose Luis	Lynwood, RC District 26	1		1												2
Solis, Hilda	Los Angeles County															0
Speake, Wes	Corona, WRCOG	1		1												2
Spiegel, Karen	Riverside County	1		1												2
Sternquist, Cynthia	Temple City, SGVCOG	1		1												2
Tye, Steve	Diamond Bar, RC District 37															0
Vargas, Michael	Riverside County CoC	1		1												2
Voigts, Scott	Lake Forest, OCCOG															0
Wagner, Don	Orange County	1		1												2
Wallace, Colleen	Banning, WRCOG	1		1												2
Wapner, Alan	SBCTA	1		1												2
Wong, Thomas	Montery Park, SGVCOG	1														1

Southern California Association of Governments
November 7, 2024

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Executive/Administration Committee (EAC) Transportation Committee (TC) Regional Council (RC)	*Kome Ajise*
From:	Jasmin Munoz, Assistant Regional Planner 213-630-1584, munoz@scag.ca.gov	
Subject:	Acceptance of Office of Traffic Safety Grant (OTS) Funds 2025: Go Human Campaign	

RECOMMENDED ACTION FOR EAC:
That the Executive Administration Committee recommend that the Regional Council approve Resolution No. 24-668-3 authorizing SCAG to accept Office of Traffic Safety grant funds in the amount of $1,357,337.00 million to support the *Go Human* Campaign and authorize the Executive Director to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

RECOMMENDED ACTION FOR TC:
Receive and file.

RECOMMENDED ACTION FOR RC:
Approve Resolution No. 24-668-3 authorizing SCAG to accept Office of Traffic Safety grant funds in the amount of $1,357,337.00 million to support the *Go Human* Campaign and authorize the Executive Director to execute all necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority

EXECUTIVE SUMMARY:
On May 1, 2014, the General Assembly adopted the Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG applied for Pedestrian/Bicycle Safety funds from the California Office of Traffic Safety in the amount of $1,357,337.00 to conduct an eighth round of Go Human safety programming and engagement across the region. On July 8, SCAG was informed that the grant award was being tentatively offered. SCAG is seeking Regional Council (RC) approval to receive the funds and authorization for

the Executive Director to execute necessary agreements and other documents as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

BACKGROUND:
In the six-county SCAG region, walking or bicycling accounts for 9.9% of all trips, but more than 30% of all roadway fatalities, according to Connect SoCal, SCAG's Adopted 2020-2045 Regional Transportation Plan (RTP). To address this, the SCAG 2014 General Assembly passed Resolution No. GA 2014-2, titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative" to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured $2.3 million through California Department of Transportation (Caltrans) grant funding from the statewide 2014 Active Transportation Program (ATP) call for projects to coordinate a Southern California Active Transportation Safety and Encouragement Campaign.

Using these grant resources, SCAG successfully initiated the *Go Human* Campaign with the launch of a first round of advertising and outreach in September of 2015 as well as seven additional grant opportunities through the Office of Traffic Safety to implement safety strategies. The advertising campaign has secured more than one billion impressions to date (each time an ad is seen) regionwide through a combination of SCAG's initial investment, as well as leveraged and donated media from local and county partners. SCAG has also completed and extended other components of the initial grant scope of work which include implementing a series of *Go Human* events in partnership with local cities, awarding grants to community-based organizations for community engagement, and other programming to create active transportation champions.

To continue the *Go Human* Campaign's momentum, SCAG applied for additional funding in January 2024 in the amount of $1,357,337.00 from the Office of Traffic Safety to extend the campaign through FFY25. On July 8, 2024, SCAG received notice that an award in the amount of $1,357,337.00 was being tentatively offered, given final approval from National Highway Traffic Safety Administration, in October 2024. This funding will be used to conduct traffic safety engagement strategies and programming. Funds will be used to take a community-driven approach by providing consistent and effective "*Go Human*" engagement campaign resources directly to local communities. Funds will engage County Transportation Commissions (CTCs), Public Health departments, and local community organizations to ensure messages are appropriately localized.

Funded activities will include the development, design, and testing of new messaging content to launch *Go Human*'s tenth year of programming in 2025. Additionally, funds will evaluate the *Go Human* Kit of Parts program and Community Grants program to identify areas to improve accessibility and provide recommendations for new and/or improved elements or processes for the programs to ensure equitable utilization and distribution. Funding will support the development of hosting a traffic safety summit and will be provided to local community experts to facilitate traffic

safety trainings and share best practices. SCAG is seeking Regional Council approval to accept the funds.

FISCAL IMPACT:

SCAG will receive $1,357,337.00 in grant funds from the Office of Traffic Safety for the Southern California Active Transportation Safety and Encouragement Campaign. This project is programmed through OWP 225.3564.21, FY25 OTS – Pedestrian and Bicycle Safety Program.

ATTACHMENT(S):

1. Resolution No. 24-668-3 Acceptance of Traffic Safety Grant Funds - Go Human Campaign

RESOLUTION NO. 24-668-3

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING SCAG TO ACCEPT OFFICE OF TRAFFIC SAFETY GRANT FUNDS IN THE AMOUNT OF $1,357,337 TO SUPPORT THE SOUTHERN CALIFORNIA GO HUMAN CAMPAIGN

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six-county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

WHEREAS, on average, 1,600 people are killed and 140,000 are injured in traffic collisions throughout the SCAG region every year;

WHEREAS, SCAG has applied for an award of $1,357,337.00 in Office of Traffic Safety, Pedestrian/Bicycle Safety Funds ("Grant Funds"), to support the Active Transportation Safety and Encouragement Campaign;

WHEREAS, the mission of the California Office of Traffic Safety is to "Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways"; and

WHEREAS, the Grant Funds will be used for the Southern California Active Transportation Safety and Encouragement Campaign, which will involve consulting services to extend the Go Human Safety and Encouragement Campaign and support an accessibility assessment and regional advertising strategies focused on traffic safety.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council that SCAG is authorized to accept and administer the Grant Funds to support the Southern California Active Transportation Safety and Encouragement Campaign.

BE IT FURTHER RESOLVED THAT:

1. That the Regional Council hereby authorizes SCAG to accept the Grant Funds in the amount of $1,357,337.00 Office of Traffic Safety to support the Southern California Active Transportation Safety and Encouragement Campaign.

2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the Southern California Active Transportation Safety and Encouragement Campaign.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of November 2024.

_____

Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

_____

Kome Ajise
Executive Director

Approved as to Form:

_____

Jeffery Elder
Chief Counsel

To:	Executive/Administration Committee (EAC)	**EXECUTIVE DIRECTOR'S APPROVAL**
	Transportation Committee (TC)	
	Regional Council (RC)	
From:	Michael Gainor, Senior Regional Planner	*Kome Ajise*
	(213) 236-1822, gainor@scag.ca.gov	
Subject:	Acceptance of Office of Traffic Safety (OTS) Funds: Safety Modeling	

RECOMMENDED ACTION FOR EAC:
That the Executive/Administration Committee recommend that the Regional Council approve Resolution No. 24-668-4 authorizing SCAG to accept, if awarded, Office of Traffic Safety (OTS) grant funds in the amount of $922,456 to support the continued development of the SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform and authorizing the Executive Director, or his designee, the Chief Financial Officer, to execute all necessary agreements and other documents as they relate to supporting this project.

RECOMMENDED ACTION FOR RC:
Approve Resolution No. 24-668-4 authorizing SCAG to accept, if awarded, Office of Traffic Safety (OTS) grant funds in the amount of $922,456 to support the continued development of the SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform and authorizing the Executive Director, or his designee, the Chief Financial Officer to execute all necessary agreements and other documents as they relate to supporting this project.

RECOMMENDED ACTION FOR TC:
Receive and File

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

EXECUTIVE SUMMARY:
On January 31, 2024, SCAG submitted a grant application to the State of California Office of Traffic Safety (OTS) in the amount of $922,456 to fund the continued development of a regional transportation safety predictive modeling and analysis platform that was initiated with the support of a previous OTS grant awarded to SCAG in October 2023. On July 8, 2024, SCAG was informed by OTS that the subsequent grant was tentatively awarded, pending final approval. SCAG is now seeking Regional Council (RC) approval to receive the anticipated grant funding and

authorization for the Executive Director to execute all necessary agreements and other documents as they relate to supporting development of the proposed SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform.

BACKGROUND:

The SCAG region continues to experience unacceptably high levels of fatalities and injuries incurred due to collisions occurring on our regional multimodal transportation system. A coordinated regional approach is required to help address this enduring travel safety crisis. Local and regional planning and investment strategies need to be focused toward the most effective treatments for improving safety conditions on our regional roadways. This requires developing a proactive strategy for reducing risk through the use of a standardized set of data resources and analytical tools. Transportation safety continues to be among the region's planning priorities in Connect SoCal 2024. With the emergence of new and more dynamic data resources and safety analytical methods, SCAG is committed to fully leveraging these opportunities to significantly enhance the safety of the SCAG regional multimodal transportation system for all users.

The overall objective of the OTS grant-funded project is to improve the safety performance of the SCAG regional multimodal transportation system through the continued development and refinement of a web-based transportation safety data predictive modeling and analytical platform. This was initiated through a previous OTS grant awarded to SCAG in 2023. The ability to model, predict, and analyze regional multimodal transportation system safety risks will promote a data-focused decision-making process to support safety planning throughout the region. The dynamic information and proactive roadway safety insights provided through the platform will effectively serve to help reduce the number and ameliorate the severity of collisions occurring throughout the region. The platform will leverage innovative technologies, such as in-vehicle information systems and newly available safety modeling capacities to improve the ability of SCAG and local safety planning agencies to measure, monitor, and anticipate current and future transportation system safety conditions and performance.

To procure continued funding for this project, SCAG applied for a grant through the California Office of Traffic Safety (OTS) in January 2024 for an amount totaling $922,456 to continue development of the platform and to secure the requisite real-time traffic data. On July 8, 2024, SCAG received notification that the requested grant award was being tentatively offered, pending final approval from the National Highway Traffic Safety Administration (NHTSA). If awarded, this funding will be used to continue the development and enhancement of the SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform and to obtain the requisite licensing to access the proprietary traffic safety performance datasets that enable the analytical and predictive modeling elements of the project.

FISCAL IMPACT:

If awarded, SCAG will receive $922,456 in grant funding from the State of California Office of Traffic Safety (OTS) to be utilized for the continued development and enhancement of the SCAG Regional Transportation Safety Predictive Modeling and Analysis Platform. Upon execution of the grant agreement, the grant funding will be included and reconciled in a future budget amendment during FY 2024-25 and the general fund will be reimbursed for grant expenditures.

ATTACHMENT(S):
1. Resolution No. 24-668-4 OTS Grant Acceptance: Safety Modeling

RESOLUTION NO. 24-668-4

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
APPROVING SCAG TO ACCEPT, IF AWARDED, OFFICE OF TRAFFIC
SAFETY GRANT FUNDS IN THE AMOUNT OF $922,456 FOR THE CONTINUED
DEVELOPMENT OF THE REGIONAL TRANSPORTATION SAFETY PREDICTIVE
MODELING AND ANALYSIS PLATFORM**

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization for the six-county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

WHEREAS, on average, 1,600 people are killed and 140,000 are injured in traffic collisions throughout the SCAG region every year;

WHEREAS, SCAG has applied for an award of $922,456 in State of California Office of Traffic Safety (OTS) Transportation Safety Funds ("Grant Funds"), to support the continued development and enhancement of a Regional Transportation Safety Predictive Modeling and Analysis Platform;

WHEREAS, the mission of the California Office of Traffic Safety is to "Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways"; and

WHEREAS, the Grant Funds will be used for the development and enhancement of a Regional Transportation Safety Predictive Modeling and Analysis Platform, which will involve consulting services to secure the use of a traffic data platform, and to develop the requisite analytical and predictive modeling capabilities to support efforts to reduce roadway fatalities and serious injuries throughout the SCAG region;

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council, that SCAG is authorized to accept and administer the Office of Traffic Safety Grant Funds to continue development of the Regional Transportation Safety Predictive Modeling and Analysis Platform.

BE IT FURTHER RESOLVED THAT:
1. That the Regional Council hereby authorizes SCAG to accept the tentative State of California Office of Traffic Safety Grant Award in the amount of $922,456 to support the continued development of the Regional Transportation Safety Predictive Modeling and Analysis Platform.

2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to supporting the continued development and enhancement of the Regional Transportation Safety Predictive Modeling and Analysis Platform.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 7th day of November 2024.

_____
Curt Hagman
President, SCAG
County of San Bernardino

Attested by:

_____
Kome Ajise
Executive Director

Approved as to Form:

_____
Jeffery Elder
Chief Counsel

Southern California Association of Governments
November 7, 2024

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
From:	Kate Kigongo, Department Manager (213) 236-1808, kigongo@scag.ca.gov	*Kome Ajise*
Subject:	Big Data Program Update	

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:
The Southern California Association of Governments (SCAG) established its Big Data Program as a REAP 2.0 Early Action Initiative, aiming to leverage big data analytics for informed decision-making in the region. Through a multi-year subscription with big data provider StreetLight InSight®, SCAG provides its member agencies with access to a powerful big data platform and several custom data tools at no cost to users. Since its launch in March 2023, the Program has garnered over 4,200 total logins with 3,700 analyses conducted. SCAG staff has implemented various initiatives to promote platform adoption, provide training and support, and foster a collaborative community of practice. While the program has demonstrated the value of big data analytics, SCAG continues to examine challenges and opportunities around data quality, methodology, and user capacity to further maximize the benefits of the Big Data Program and drive data-driven decision-making in the region. This update provides a mid-point overview for the four-year program.

BACKGROUND:
SCAG's Regional Early Action Planning Grants of 2021 (REAP 2.0) Development Framework was approved by the Regional Council on July 7, 2022. The REAP 2.0 Development Framework allowed SCAG to guide the development of specific funding programs and projects to be included in the full REAP 2.0 Program Application to the State's Department of Housing and Community Development (HCD). SCAG's REAP 2.0 program areas consist of the Early Action Initiatives, Transportation Partnerships, and Programs to Accelerate Transformative Housing (PATH) programs.

One of the primary components of the REAP 2.0 Early Action Initiatives is the Decision-Making Tools and Technical Assistance (DMTTA), program. The DMTTA administers three primary components: 1) the Big Data Program; 2) the Disadvantaged Communities Active Transportation Tool; and 3) the Regional Performance Dashboard.

SCAG leveraged funds in its REAP 2.0 Early Program Initiatives program area to procure and deploy a Big Data Program. In September 2022, SCAG released a Request for Proposals (RFP) for big data providers. SCAG's contract with StreetLight InSight® was approved by the Regional Council on February 2, 2023.

SCAG entered a multi-year subscription to big data platform StreetLight InSight® on March 13, 2023 and began providing access to real-time, anonymized, and aggregated travel and safety information for the six-county region. The contract, which runs through June 30, 2026, includes four custom data tools (listed below). Along with direct access to the platform and its analytical tools, users also get access to trainings, workshops, and technical assistance. The StreetLight InSight® platform provides both real-time traffic count estimates along with additional features including inferred trip and traveler attributes, zone and segment activity analysis, commercial vehicle segmentation, and various advanced analysis types. SCAG's contract provides 210 licenses for the StreetLight InSight® Software as a Service (SaaS) platform to users throughout the six-county region and includes unlimited licenses for academic partners.

SCAG StreetLight InSight® users also get access to four custom data tools (with coverage to the SCAG region):

1. **Commercial Truck/Freight data request form (GeoTab®):** provides real-time information on commercial trucks/freight activity including their locations, speeds, stops, and general driver behavior. This data can help public agencies to identify traffic patterns, improve road safety, and plan for future needs for truck and freight networks.
2. **Transportation Network Company (TNC) data request form (Gridwise®):** provides data on anonymized ride-hail and food delivery driver activity (Uber and Lyft), including earnings, expenses, and trip details. This data can help public agencies understand ride-hailing trends and evaluate impacts on traffic.
3. **Safety Performance dashboard (HIVE®):** an interactive data dashboard that allows users to visualize and understand crash data in their area of interest by crash severity, injuries, and roadway conditions. This data can help public agencies identify crash hotspots and safety hazards, evaluate the effectiveness of safety interventions, and address geographic disparities in crash rates.
4. **Near Real-Time and Typical Speeds dashboard (TomTom®):** an interactive data dashboard that allows users to visualize near-real time speeds, updated on a 48-hour basis, and compared to typical speeds on all major roadways in the region. This data can help public

agencies identify congestion hotspots, evaluate the impact of transportation and construction projects, support emergency response, and enhance public transit operations.

Key SCAG objectives for the Big Data Program include ensuring widespread access throughout the region; promoting broad adoption and user success, identifying and elevating valuable use cases that advance data intelligence; understanding the platform's strengths, weaknesses, and value; and fostering a culture of compliant and responsible data stewardship. By achieving these objectives, the agency aims to maximize the benefits of big data analytics for its stakeholders and improve decision-making across various areas.
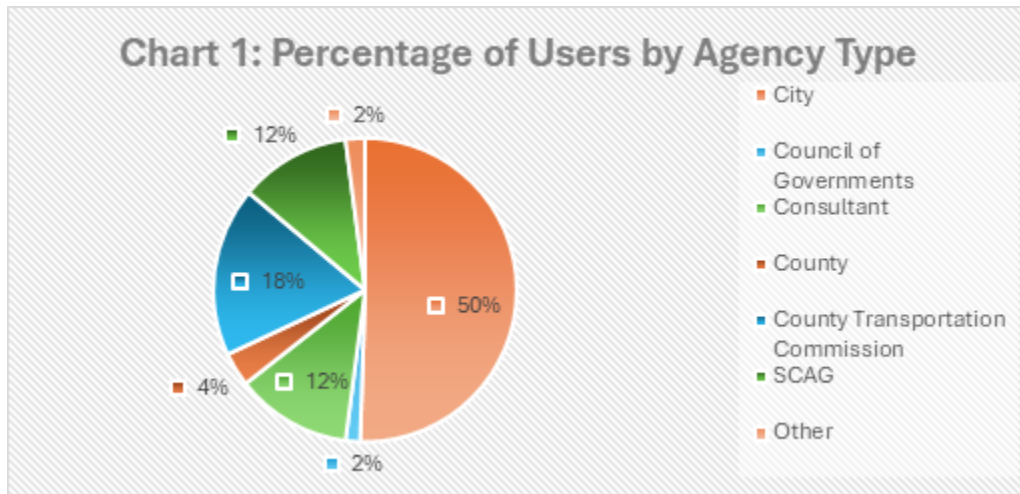
OUTREACH AND PROGRAM DEVELOPMENT:
To ensure value from SCAG's historic investment in the Big Data Program, staff actively engage with the users and provide them with the necessary tools and support to leverage the platform. This includes generating awareness of the platform, facilitating access, providing comprehensive training and technical support, ensuring compliant use, and collecting information to understand and improve the user experience. Staff also focus on helping users make effective use of the platform by ensuring the delivery of high-quality data, providing comprehensive training and technical support, and collecting/analyzing usage data to understand and improve the user experience.

SCAG has implemented several initiatives to foster a thriving and collaborative big data community of practice across the region. These include an internal Big Data Planning Studio, an external Big Data Analytic Platform Discussion Group, a big data technical assistance pilot program, and live trainings and ad-hoc technical support for users across the region.

SCAG staff has seen consistent use of the platform throughout the contract's duration and anticipates a continued increase in usage due to recent outreach efforts. Staff at StreetLight InSight® provide SCAG with back-end data on usage in monthly reports that helps steer outreach and engagement efforts.

As of October 11th, 2024, the SCAG StreetLight InSight® subscription has achieved the following milestones:
- 100% license utilization
- 4,286 total logins and 3,703 total big data analyses
- 6 private training sessions and 8 live trainings hosted
- 100% allocation of all available licenses across the region, with a diverse mix of sectors and county representation:

Chart 1: Percentage of Users by Agency Type

- City
- Council of Governments
- Consultant
- County
- County Transportation Commission
- SCAG
- Other

To continue to satisfy demand with limited capacity, staff have developed and implemented a SCAG StreetLight InSight® Usage Policy that allows staff to free up licenses based on user activity criteria and to understand the level of use across the platform. A Usage Assessment Survey informed the policy, provided SCAG with valuable user feedback, and highlighted use cases across the platform.

SCAG staff have continued to collaborate with users across sectors to understand the value, strengths, and weaknesses of the StreetLight InSight® platform and big data analytics at large. According to user feedback, conducting big data analysis over time (longitudinally) presents some notable challenges. Users have pointed out that the switch from Location-Based Services (LBS) data to Connect Vehicles Data (CVD) has caused inconsistencies in comparing data over time, which poses a risk to the quality of pre- and post-pandemic analyses. Moreover, there's been feedback about the methodologies employed to develop some of the metrics on the platform—including vehicle miles traveled (VMT) and transit ridership counts—and how accurate they are at more localized scales. Without transparency about the methodologies, which are of a proprietary nature, it can be challenging to trust that the data fully and accurately reflects what is happening on the ground. These issues highlight the need for clearer methods to make big data analysis more reliable and trustworthy for different applications.

To further expand capacity and access to big data analytics for smaller agencies, SCAG is creating the Transportation Data Analysis Technical Assistance (TA) Program. The TA Program is a part of the broader Regional Pilot Initiatives (RPI) program, which seeks to test new technologies and innovative models with the potential to scale regionally to achieve transformative impact. Staff are currently developing an RFP to hire a consultant and is scoping the Call for Questions process to select public agency partners.

While there are challenges associated with most evolving and innovative technologies, big data analyses come with significant strengths that make it valuable for transportation planning. Users on the platform have stated that big data provides comprehensive insights for regional travel patterns, which helps planners understand how, when, and where people move. Users have leveraged regional-scale big data analyses to inform the development of different programs, including the Ventura County Transportation Commission's Freeway Service Patrol (FSP). The real-time information supports agencies in the region make real-time decisions, allowing for more responsive and dynamic planning.

NEXT STEPS:

Recent outreach by SCAG has boosted usage and engagement on the StreetLight InSight® platform. By convening practitioners, policymakers, and stakeholders, the big data community of practice can help to enhance the understanding and applications of big data. Sharing successful use cases demonstrates benefits and guides others, leading to more efficient and collaborative transportation solutions for the region.

SCAG aims to foster an environment where users share experiences and insights, enriching big data applications. Staff will continue to train users, administer the Usage Policy, facilitate group discussions, and procure a consultant to provide direct support to local jurisdictions and agencies in answering transportation planning questions using big data analytics.

SCAG staff will return to the Transportation Committee on an annual basis with updates.

FISCAL IMPACT:

SCAG's contract with StreetLight (Contract No. 23-018-C01) is fully funded by REAP 2.0.

Southern California Association of Governments
November 7, 2024

To:	Executive/Administration Committee (EAC)	**EXECUTIVE DIRECTOR'S APPROVAL**
	Community Economic & Human Development Committee (CEHD)	
	Transportation Committee (TC)	
From:	Energy and Environment Committee (EEC)	*Kome Ajise*
	Sarah Dominguez, Planning Supervisor	
	(213) 236-1918, dominguezs@scag.ca.gov	
Subject:	Senate Bill 375: Joint MPO Letter to CARB	

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR EAC, CEHD AND TC:
Receive and File

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region.

EXECUTIVE SUMMARY:
On July 23, 2024, the California Air Resources Board (CARB) held an initial public workshop on the 2026 Senate Bill 375 (SB 375) Regional Target Update and Updates to CARB's SCS Evaluation Process. In response to CARB's request for feedback on proposed guidelines updates and request for information related to target setting, the four largest Metropolitan Planning Organizations (MPOs) in California, including SCAG, submitted a joint letter. This letter requests that CARB pause the current SCS guidelines and SB 375 targets update process in order to conduct a holistic review of SB 375.

BACKGROUND:
In 2006, California passed landmark climate legislation with Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 required reduction of greenhouse gas (GHG) emissions and tasked the California Air Resources Board (CARB) with the authority to adopt regulations and oversee the reduction of GHGs. Given that transportation accounts for nearly half of the state's GHG emissions, Senate Bill 375 (SB 375), the Sustainable Communities and Climate protection Act was passed in 2008 to support the reduction of emissions from cars and light duty trucks and to better integrate transportation and land use planning.

REPORT

As directed by statute, CARB assembled a Regional Target Advisory Committee to advise on factors and methodologies to be considered in the target setting process. These CARB appointed members—including participants from county transportation commissions, metropolitan planning organizations (MPO) and academia—met throughout 2009 before the first targets were set for regions. SCAG's original targets for the first 2012 Regional Transportation Plan/Sustainable Communities Strategy, were to reduce per capita GHG emissions by 8 percent from 2005 levels by 2020 and to reduce emissions by 13 percent from 2005 levels by 2035.

Pursuant to Government Code Section § 65080(b)(2)(A)(iv) CARB shall update regional targets every eight years. SCAG's targets were updated in 2018, keeping the 8 percent reduction from 2005 levels by 2020 and updating the target for 2035 to a 19 percent reduction from 2005 levels. The next target update process must be concluded by 2026 to meet the eight-year requirement.

SB 375 Challenges
In 2017, California's legislature passed Senate Bill 150 (SB 150), requiring CARB to prepare a report every four years on the progress that each MPO has made in meeting the regional GHG emission reduction targets. The most recent, 2022 Progress Report[1] found that California is not reducing GHG emissions from personal vehicle travel as needed under SB 375 which risks California's ability to meet its overall climate commitments. This report also highlighted that achieving SB 375 GHG reduction targets requires a stronger focus on implementation which requires alignment across state, regional, and local actions. The report outlined 56 local, regional, and state actions needed to support SCS implementation. Of the 56 actions needed, 52 required actions by a state agency or the legislature. While regional agencies are responsible for developing the SCS, it is well documented that implementation requires support and action at state level.

Meanwhile, the state has made progress toward a zero-emission transportation sector with the passage of the Advanced Clean Cars II (ACC II) regulation which requires that all new vehicles sold in the state starting in 2035 must be zero emission vehicles (ZEV). However, from an SB 375 perspective, this means that regions can no longer account for any ZEV strategies as part of their GHG emission target achievement. So, despite the $1 billion investment in ZEV rebates in Connect SoCal 2024 and SCAG's past planning work for electric vehicle charging[2], SCAG was unable to account for any related GHG emission reductions in the 19 percent target achievement. In SCAG's previous RTP/SCS, Connect SoCal 2020, ZEV strategies for incentives and charging infrastructure represented -1.76 percent GHG emission reduction, making it the single most effective strategy, more effective than both land use and pricing.

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[1] CARB. (2022). *2022 Progress Report: California's Sustainable Communities and Climate Protection Act*. https://ww2.arb.ca.gov/sites/default/files/2023-05/2022-SB150-MainReport-FINAL-ADA.pdf
[2] SCAG. (2023). SCAG EV Charging Station Study. https://scag.ca.gov/sites/main/files/file-attachments/ev_funding_guide.pdf?1684340967

The SB 375 target and guideline update process could provide an opportunity to ensure that the targets and guidelines reflect known technical issues and provide clarity on the application of ACC II assumptions. However, as currently outlined, the process does not offer a path to clarify the relationship between the suite of state and regional goals nor does it provide a path for state level entities to take action to advance or accelerate implementation of SCSs.

Joint Letter
The four largest Metropolitan Planning Organizations (MPOs) in California wrote a joint letter to CARB requesting that the current SB 375 Targets and SCS Guidelines process be paused to allow for a holistic review of SB 375 (see attachment). Specifically, the MPOs request to engage in a government-to-government dialogue with CARB, the California Transportation Commission, Caltrans and the California Department of Housing and Community Development in order to collaboratively discuss how to achieve multiple state and regional goals and shift the focus towards implementation. SCAG has begun meeting with CARB Board Members and has notified other stakeholders to brief them on the agency's position and intent to seek an improved framework for SB 375 that prioritizes and accelerates the implementation of regional SCSs. SCAG, along with other MPOs from across the state have begun meeting collectively with staff representatives from each of the requested state agencies.

CARB Response
On October 23, 2024, CARB responded to the MPO joint letter (see attachment). CARB expressed commitment to participating in the dialogue between state agencies and MPOs and additionally offered to meet with any organization. However, CARB stated that they cannot commit to pausing the SB 375 target update process given the statutory requirements and necessity to advance "analytical staff work, support an inclusive public dialogue, and conduct an environmental review on these topics".

FISCAL IMPACT:
Work associated with this item is included in the FY 24-25 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):
1. Joint Letter to CARB from SCAG, MTC, SACOG, and SANDAG
2. CARB Response to MPOs on SB 375

September 20, 2024

Dr. Steve Cliff
Chief Executive Officer
California Air Resources Board
Sacramento, CA 95814

Re: **Pause Current SB 375 Targets and SCS Guidelines to Allow a Holistic Review of SB 375 Framework**

Dear Dr. Cliff:

The state's four largest Metropolitan Planning Organizations (MPOs) request the opportunity to partner with the California Air Resources Board (CARB), California Transportation Commission (CTC), Caltrans, and the Department of Housing and Community Development (HCD) to holistically review the SB 375 Framework to improve how state and regional agencies collaborate to deliver multiple housing, climate, and transportation goals.

SB 375 Provides A Foundation from Which the State Can Move Forward

At the outset, we note that SB 375 has changed regional transportation planning for the better. With each new iteration of the SCS, we have seen better integration of land use, housing, and transportation policies, supporting better climate and quality of life outcomes for our residents. Importantly, the public has become more involved in the development of these plans, resulting in projects that are more responsive to our communities' needs. This progress should be used as a foundation for further improvements in the state and regional planning framework.

But The Time Is Right to Holistically Revisit the SB 375 Planning Framework

A lot has changed since SB 375's adoption in 2008. The state has accelerated transportation electrification through Advancing Clean Cars II so that almost one in four new cars sold is zero emission. Under SB 743, vehicle miles traveled has replaced level-of-service as a critical success metric for transportation projects large and small. The state has also adopted substantial legislative changes to address a state housing crisis. In addition, the global pandemic fundamentally altered travel patterns and land use preferences – creating headwinds that were unforeseen when the law was designed or when targets were last set by the CARB Board.

Thanks to state programs to support affordable housing and sustainable communities, active transportation, and transit improvements, as well as the Regional Early Action Planning (REAP) program, partial funding is available to support critical housing and transportation needs needed

to achieve our ambitious goals. But as the SB 150 report acknowledged, funding and staffing for implementation remains far short of what is needed to fully implement these regional plans. A restructured planning process can shift the focus toward implementation and thereby deliver faster and more effective results.

Request to Conduct a Holistic Review of the SB 375 Framework

We request that CARB, CTC, Caltrans, and HCD work with MPOs to comprehensively evaluate the SB 375 framework. This effort will require us to engage in a deep and effective dialogue about the best way to achieve the suite of state and regional housing, climate, and transportation-related objectives, including the reductions of GHG emissions. As part of this request, we ask that CARB pause the current SCS guidelines and SB 375 targets to allow for a robust and collaborative conversation about the best path forward in the coming months.

To demonstrate our commitment to this concept, this letter represents the collective submission of comments by the undersigned MPOs for both the proposed amendments to the SCS guidelines (comments requested by CARB by August 30th) and the request for information related to the target setting (preliminary data questionnaire requested by CARB by October 30th). The time is right to develop more robust implementation solutions that will fit state, regional, and local objectives. Thank you for your consideration.

Sincerely,

Andrew Fremier
Executive Director
Metropolitan Transportation Commission

Kome Ajise
Executive Director
Southern California Association of Governments

Mario Orso
Chief Executive Officer
San Diego Association of Governments

James Corless
Executive Director
Sacramento Area Council of Governments

CC:
- Tomiquia Moss, Secretary, California Business, Consumer Services, and Housing
- Toks Omishakin, Secretary, California State Transportation Agency
- Sam Assefa, Director, Office of Planning & Research / Land Use & Climate Innovation
- Tony Tavares, Director, California Department of Transportation
- Tanisha Taylor, Executive Director, California Transportation Commission
- Gustavo Velasquez, Director, California Department of Housing & Community Development

October 23, 2024

Andrew Fremier
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Dear Executive Directors Fremier, Ajise, and Corless, and Chief Executive Officer Orso:

Thank you for your letter dated September 20, 2024, regarding the desire to holistically review the SB 375 framework. CARB agrees that SB 375 is an important foundation for planning and envisioning a future that better supports our climate goals and community needs, and we appreciate your agencies' ongoing work and collaboration with our team to help make it a success. We agree that it is of crucial importance to ensure that the strategies identified in the plans developed under SB 375 are implemented.

CARB was recently invited to participate in a dialogue between State agencies and regional metropolitan planning organizations. Our understanding is that this effort is intended to facilitate and further the dialogue you have proposed. We are committed to participating and would welcome your participation in this effort. In addition to the workgroup, we would

be happy to meet with any of your organizations or consider any data or recommendations that you may wish to provide for the target update or evaluation guidelines.

In your letter, you requested that CARB pause our current processes to update the regional greenhouse gas reduction targets and the Sustainable Communities Strategies Program and Evaluation Guidelines to allow time for such dialogue to occur. CARB values MPO input and has been inviting MPO input on the guidelines and target-setting processes since late 2023. Given the statutory requirements for target setting and the need to update the Evaluation Guidelines in time for the fifth round of sustainable communities strategies, we cannot commit to pausing the process. CARB must continue advancing our analytical staff work, support an inclusive public dialogue, and conduct an environmental review on these topics.

There is still time to shape the process, however, and we welcome any input your agencies may have. If there is a specific recommendation on how to best solicit your input, please share as we greatly value your input. Additionally, we commit to considering any input or concepts developed during the aforementioned dialogue as we undertake our work.

We look forward to continuing dialogue with your agencies about all of these important topics and doing so at a pace that will allow us to meet the requirements established by law. Thank you again for your letter. If you have any questions or would like to discuss this further, please do not hesitate to contact me or Dr. *Jennifer Gress*, Chief of CARB's Sustainable Transportation and Communities Division.

Sincerely,

Steven S. Cliff, Ph.D., Executive Officer, California Air Resources Board

cc: Chanell Fletcher, Deputy Executive Officer - Equity, Communities & Environmental Justice, CARB
        chanell.fletcher@arb.ca.gov

        Jennifer Gress, Ph.D., Chief, Sustainable Transportation and Communities Division, CARB
        Jennifer.Gress@arb.ca.gov

Southern California Association of Governments
November 7, 2024

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

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

From: Alisha James, Senior Public Affairs Specialist
(213) 236-1884, james@scag.ca.gov

Subject: REAP 2.0 Program Update

RECOMMENDED ACTION FOR EAC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, EEC, TC AND RC:
Receive and File

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

EXECUTIVE SUMMARY:
Resolution 22-649-1 authorized SCAG to receive and administer $246,024,084.00 in Regional Early Action Planning Grant Program of 2021 (REAP 2.0) funds from the State of California. SCAG's REAP 2.0 program is designed to implement Connect SoCal, our regional vision to address transportation and land use strategies that help the region achieve sustainability goals.

In January, the Governor's budget proposed a 50 percent reduction to the REAP 2.0 Program across the state which would have been approximately $123M for SCAG. In response to budget uncertainty, SCAG issued a stop work order to pause its REAP 2.0 Program and refrained from entering into any new MOUs. As a result of the region's successful advocacy, SCAG received a final award allocation of $231.5 million, which included a reduction of $14.5 million from SCAG's original allocation. SCAG also successfully secured an administrative extension from HCD to recoup the time lost through the stop work order by extending the grantee expenditure deadline to June 30, 2026.

This report provides a progress update for SCAG's REAP 2.0 program and efforts to swiftly restart work across the program and ensure successful delivery. In addition to the activities captured

below, staff has revised the program budget to align with our final award allocation of $231.5 million with the funding change reflected in Amendment 1. The revised program prioritizes and fully funds all competitive and formula-based grant awards as approved by the Regional Council, including the allocation of $192 million to approximately 100 projects. To address the REAP 2.0 funding cut, REAP 2.0 funding was removed from the SCAG-led regional programs and services; staff proposes to use Carbon Reduction Program funds to fully fund the Regional Pilot Initiatives program. With these proposed changes, SCAG is able to move forward with the full complement of programs originally proposed and approved by the Regional Council to support Connect SoCal implementation. Any future budget revisions will also be considered and approved by the board through the budget amendment process.

BACKGROUND:
The REAP 2.0 program was established as part of the 2021 California Comeback Plan under AB 140. REAP 2.0 builds on the success of Regional Early Action Planning Grant Program of 2019 (REAP 1.0) and expands the program focus by integrating housing and climate goals, and allows for broader planning and implementation investments, including infrastructure investments supporting infill development to facilitate housing supply, choice, and affordability.

Major investments in program development and prioritization of projects have resulted in SCAG's development of a comprehensive REAP 2.0 program that combines coordinated and transformative actions aligning transportation and housing development by investing in innovative finance, land use, and transportation strategies. SCAG's REAP 2.0 program includes three major program areas: The Early Program Initiatives (EPIs), Programs to Accelerate Transformative Housing (PATH), and the Country Transportation Commission (CTC) Partnership Program.

PROGRAM ADMINISTRATION & DELIVERY
SCAG has been actively working to restart the REAP 2.0 program. Over the summer, SCAG made progress collaborating with grantees to make progress on project scopes of work, executing agreements, and initiating project work. To support grantees and mitigate timeline challenges caused by the program's stop work order, SCAG has taken the following steps:

- SCAG negotiated an administrative extension with the California Department of Housing and Community Development (HCD), giving grantees an additional seven months to expend grant resources. The new expenditure deadline is June 30, 2026.
- SCAG is streamlining the administrative processes by developing templates for MOUs and MOU attachments and creating draft scopes of work for each grantee.
- For projects with an approved scope of work and are at risk of not meeting the deadline, SCAG will consider authorizing work in advance of executing a memorandum of understanding, under certain circumstances and with written approval from SCAG.

- Notices have gone out to partners awarded funds under SCAG's sub-allocation programs rescinding the Executive Director's pause of all significant REAP 2.0 activities, allowing the program work to proceed and communicating the new expenditure deadline of June 30, 2026.
- SCAG is collaborating with the California Association of Councils of Governments (CALCOG) on pursuing a legislative extension that could provide additional time, if needed.

PREQUALIFIED CONSULTANT BENCH

Building on the successes of the REAP 1.0 consultant bench, SCAG developed a Request for Interest and Qualifications (RFIQ) to prequalify consultants and establish on call consultants to assist SCAG grantees to complete projects funded by REAP 2.0.

PROGRAM PROGRESS UPDATES

The REAP programs are critical funding for implementing the strategies in the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy. SCAG's focus in recent months has been working in partnership with grantees and partners to review project feasibility, rescope where necessary, and accelerate the contracting process to ensure successful project delivery.

SUSTAINABLE COMMUNITIES PROGRAM - CIVIC ENGAGEMENT, EQUITY AND ENVIRONMENTAL JUSTICE (SCP CEEEJ)

The Sustainable Communities Program - Civic Engagement, Equity and Environmental Justice (SCP CEEEJ) grants prioritize housing planning that aims to close the racial equity gap and include partnerships with community-based organizations. On October 5, 2023, the Regional Council approved funding awards for six Housing and Land Use Strategies projects totaling $2.3 million, complementing five multi-modal communities projects funded by SB 1 funds in the amount of approximately $2 million.

Upon re-starting the program, SCAG staff met with all project teams individually to confirm project viability given delays. All six SCP CEEEJ projects funded through REAP 2.0 are now moving forward. SCAG staff anticipate some projects will be ready for consultant procurement this fall.

SUB-REGIONAL PARTNERSHIP PROGRAM 2.0

The Sub-Regional Partnership Program 2.0 (SRP 2.0) Program makes $23 million available to sub-regional partners for eligible activities supporting member jurisdictions with implementing housing element work plans and strategies for increasing affordable housing.

Staff are working closely with project managers from each of the subregional partners to finalize the project list each subregion will offer to its member jurisdictions. In many subregions this includes technical assistance to help jurisdictions fulfill their housing element obligations. Once the

project list is finalized, staff will work with each project manager to complete documents and attachments needed for MOU execution.

In the meantime, a subregion may procure the technical assistance bench of consultants and work with their member jurisdictions to determine the technical assistance projects that will be awarded. Once the project list has been approved by SCAG a subregion may also begin the consultant procurement process and prepare their projects for kickoff.

COUNTY TRANSPORTATION COMMISSION (CTC) PARTNERSHIP PROGRAM

The County Transportation Commission (CTC) Partnership Program connects infill housing to daily services and increases travel options that support multimodal communities to shift travel modes. On July 6, 2023, the Regional Council approved staff recommendations to fund 33 transformative planning and implementation projects that expand access, increase mobility, and bring jobs and housing closer together to achieve a more sustainable growth pattern across the region. SCAG has executed Memorandums of Understanding (MOUs) with all the CTCs.

Staff worked closely with individual project managers across all six CTCs to develop project scopes, budgets and timelines. Staff also continue to work collaboratively with the CTCs to revise project scopes, timelines, and budgets based on the new expenditure timeline of June 30, 2026. SCAG staff anticipate some changes to the final project list, including use of projects on the contingency list. These updates will be provided in the next update to Regional Council and the policy committees.

Staff are currently processing invoices submitted by the CTCs for work completed to date. Invoice and reporting training for the CTCs was held on October 23 and 24, 2024.

PROGRAMS TO ACCELERATE TRANSFORMATIVE HOUSING (PATH)

There are three programs under PATH: Housing Infill on Public and Private Lands (HIPP) pilot program, Lasting Affordability program, and Regional Utilities Supporting Housing (RUSH) program.

The Housing Infill on Public and Private Lands (HIPP) Pilot Program makes $8 million available to support eligible applicants in scaling up development of available land and implementing large corridor-wide or area-wide infill housing policies and initiatives. In October, the Regional Council approved funding recommendations to award 11 projects including site assessments, site inventories, inclusionary housing programs and specific plans that unlock lands for housing with diverse housing types.

The Lasting Affordability Program provides $45 million to support innovative housing finance, housing trust funds, catalyst funds, and new permanent funding sources. On November 2, 2023, the Regional Council approved funding recommendations for 14 projects.

The Regional Utilities Supporting Housing (RUSH) program provides $35 million to focus on investments in utility infrastructure planning and capital improvements that will support jurisdictions in basic utility infrastructure needed for housing. On January 4, 2024, the Regional Council awarded funding for 12 projects for a total of $35 million.

For all three of these programs, staff are working with the project managers from each grantee agency to finalize the scope of work and ready the projects for MOU execution and consultant procurement.

NEXT STEPS

Staff will continue to support grantees and will keep the Regional Council updated on the REAP 2.0 program's progress. Should additional modifications to our REAP 2.0 program budget be necessary, staff will present any proposed changes for review and approval to the board through our budget amendment process.

FISCAL IMPACT:

Work associated with this item is included in the FY 24-25 Overall Work Program No. 305 – Regional Early Action Planning (REAP) Grants Program – REAP 2.0.

To: Transportation Committee (TC)

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

Subject: Transportation Committee Agenda Outlook and Future Agenda Items

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Receive and File.

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

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

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

Transportation Committee Outlook and Framework
The Policy Committees help to further the implementation of Connect SoCal by advising on policy, research or resource programs. The Policy Committees will also be informed and advise on broader regional leadership items as needed. Over the upcoming year, most agenda items fall under the following three categories:

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

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

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

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

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

ATTACHMENT(S):
1. PowerPoint Presentation - TC Outlook for FY25_Nov 2024 TC Meeting

Transportation Committee Agenda Outlook for FY2025

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

Date	Connect SoCal	Local Assistance Program	Regional Update
Sept-Nov	✓ 2025 FTIP and Connect SoCal Amendment 1, Associated Transportation Conformity (proposed final) ✓ Goods Movement Update incl. Comprehensive Sustainable Freight Plan ✓ Zero Emission Truck Infrastructure (ZETI) Study Preliminary Findings • ~~Highways to Boulevards Regional Study~~ (move to Jan-March) • ~~Curb Space Management~~ (move to Jan-March) • Joint MPO Pricing and Incentives Pilot Design Guidelines (R&F) • Connect SoCal 2024: Implementation Strategies Update	• REAP 2.0 CTC Partnership Program Update (R&F) • REAP 2.0 Regional Pilot Initiatives Program Update • Future Communities Pilot Program and Smart Cities Strategic Plan	✓ Broadband Permit Streamlining Report Findings • ~~SCAG Digital Equity Toolkit~~ (move to Jan-March) • Trade Corridors Enhancement Program (TCEP) Regional Nominations • ~~CA High Speed Rail Authority – Los Angeles to Anaheim Segment Update~~ (move to April-June) • ~~Brightline West~~ (move to April-June) • SB 1121 Transportation Needs Assessment

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

Transportation Committee Agenda Outlook for FY2025

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

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan-Mar	• ZETI Study Final Report • Mobility Hubs Study • Innovative Clean Transit Study • Smart Cities Strategic Plan • Comprehensive Sustainable Freight Plan • Highways to Boulevards Regional Study • Curb Space Management	• Last Mile Freight Program • Active Transportation Program (ATP) and Sustainable Communities Program (SCP) Active Transportation & Safety – Recommended Projects • SCP Smart Cities & Mobility Innovations Final Report • REAP 2.0 CTC Partnership Program Update • REAP 2.0 Regional Pilot Initiatives Program Update	• Clean Cities Coalition Strategic Plan • SCAG Digital Equity Toolkit
Apr-Jun	• Transit Transformation Task Force Update	• Smart Cities Program Draft Guidelines • REAP 2.0 CTC Partnership Program Update • REAP 2.0 Regional Pilot Initiatives Program Update • STBG/CMAQ Program Guidelines Update	• CA High Speed Rail Authority – Los Angeles to Anaheim Segment Update (move to Jan-March) • Brightline West (move to Jan-March)

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

Attachment: PowerPoint Presentation - TC Outlook for FY25_Nov 2024 TC Meeting

Packet Pg. 51

Southern California Association of Governments
November 7, 2024

To:	Transportation Committee (TC)
	Regional Council (RC)
From:	Prithvi Deore, Associate Regional Planner
	(213) 236-1950, deore@scag.ca.gov
Subject:	2024 Trade Corridor Enhancement Program: SCAG Region Projects Nominations

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR TC:
That the Regional Council approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding.

RECOMMENDED ACTION FOR RC:
Approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding.

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 5: Secure and optimize diverse funding sources to support regional priorities.

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

The 2024 TCEP cycle represents the fourth cycle since the program's inception in 2018. SCAG as the region's Metropolitan Planning Organization (MPO) is tasked with compiling project nominations from its respective agencies to the California Transportation Commission. Similar to previous cycles, this includes a cover letter to be submitted by the MPO with a list of all

nominations, and confirmation of consistency with the adopted Regional Transportation Plan and if applicable, Sustainable Communities Strategy and adopted regional freight plan. In addition, SCAG will provide individual consistency letters to include in the applications as part of the new process for 2024 TCEP as to confirm that the proposed nomination is included in the current approved Regional Transportation Plan and Sustainable Communities Strategy.

As part of this process, SCAG has received 17 project nominations for the SCAG region, with a total TCEP funding request for this cycle of $629,450,805. Out of these, nine project nominations are led by or in partnership with Caltrans, with a TCEP funding request of $155,315,000.

To summarize, the cumulative budget and funding ask in the region includes:
- *Total Projects Cost - $1,603,176,078*
- *Future Eligible Cost - $1,514,134,068*
- *Regional TCEP Request - $474,135,805*
- *State TCEP Request - $155,315,000*
- *Total TCEP Request - $629,450,805*

Staff is seeking Transportation Committee recommendation for Regional Council approval and approval from the Regional Council at the November 7, 2024, meetings.

BACKGROUND:

The objective of the Trade Corridor Enhancement Program (TCEP) is to fund freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission, including Senate Bill 671 Corridors. Senate Bill 671 corridors are corridors that were identified by the Senate Bill 671 workgroup as freight corridors that are priority candidates for zero-emission freight. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. Per eligibility requirements, SCAG's adopted final Connect SoCal 2024 plan serves as the region's adopted regional transportation plan that includes a sustainable communities strategy (SCS) determined by the California State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets. Determination of the SCS by the state is expected to be completed by June 2025.

The Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) which directs the California Transportation Commission

(Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement. The Infrastructure Investments and Jobs Act (IIJA), signed on November 15, 2021, by President Biden, continued the funding for the federal National Highway Freight Program that is used in the Trade Corridor Enhancement Program (TCEP). The following schedule lists the major milestones for the development and adoption of the TCEP:

California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

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

The 2024 Program will provide two years of programming in fiscal years 2025-26 and 2026-27 for an estimated total of $1.071 billion ($1,071,000,000) of TCEP funds. Due to approved advanced programming and supplemental project funding requests, the available funding capacity for the 2024 TCEP is $900,389,000. Any unused balance or savings generated will be added to the available funding in the following cycle.
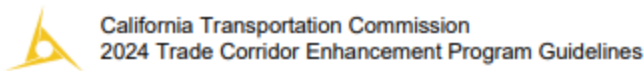
Over the two years in this programming cycle (2025-26 and 2026-27) it is estimated that $254 million ($254,000,000) of National Highway Freight Program Funds will be available and that $646 million ($646,000,000) from the Trade Corridor Enhancement Account Fund will be available.

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

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

Pursuant to Streets and Highways Code, Section 2192, 40 percent of identified program funding shall be available for projects nominated by the California Department of Transportation (Caltrans), in consultation with regional transportation agencies, and 60 percent of identified program funding shall be available for projects nominated by regional transportation agencies and other public agencies, including counties, cities, and port authorities, in consultation with the Department.

In considering geographic balance for the overall program, the Commission may program below the targets in a region or regions to account for projects programmed from the statewide target. Per the Commission: "The targets are neither minimums, maximums, nor guarantees. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular corridor."

California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

Programming Targets		
(This table will be completed once the fund estimate is finalized.)		
Statewide Target (40 percent of total funds)		
Caltrans		$320,789,000*
Regional Corridor Targets (60 percent of total funds)		$579,600,000**
	Percentage	Target
Bay Area/Central Valley	29 percent	$123,354,000
Central Coast	2.5 percent	$16,065,000
Los Angeles/Inland Empire	56 percent	$359,856,000
San Diego/Border	10 percent	$64,260,000
Other	2.5 percent	$16,065,000

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

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

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

for the TCEP, including reviewing documents, eligibility, coordination, and final compilation. SCAG tracks the nominated projects for FTIP purposes to ensure the eligibility and consistency of information for a successful application. SCAG also supports member and partner agency project nominations by coordinating with the Commission on multiple items to ensure transparency across the region, with recent efforts for the 2024 fourth cycle.

SCAG staff coordinated directly with Caltrans on the state's project nomination process that included state partnerships within the SCAG region seeking state target funding.

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

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

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

Multiple agencies are nominating 17 total projects in the region. These project initiatives listed in the tables of Attachment 1 are all included in the adopted final Connect SoCal 2024. They are crucial in enabling zero-emission or near-zero emission goods movement in the region and contributing to a necessary robust multimodal freight system serving domestic consumption for Southern California, the state and nation, as well as critical export markets across the world. As part of the regional planning process, these projects are needed to enhance this multimodal freight system that sustains the State's single largest economic region.

Out of the 17 projects, nine project nominations are led by or in partnership with Caltrans. One of the Caltrans projects will be submitted as multiple applications for the TCEP funds to the Commission. TCEP funding request from the region is split between the State fund request of $155,315,000and Regional fund request of $474,135,805. The total TCEP funding request for this cycle is $629,450,805. Please refer to Attachment 1 for a full project listing. To summarize the cumulative budget and funding ask in the region:

- Total Projects Cost - $1,603,176,078
- Future Eligible Cost - $1,514,134,068
- Regional TCEP Request- $474,135,805
- State TCEP Request- $155,315,000
- Total TCEP Request - $629,450,805

FISCAL IMPACT:
Work associated with this item is included in the FY 2024-25 Overall Work Program (OWP) Task 130.0162.18 - Goods Movement Planning.

ATTACHMENT(S):
1. Attachment_TCEP_SCAG_ProjectNominationList
2. PowerPoint Presentation_2024 TCEP SCAG Project Nominations_TC

2024 Trade Corridor Enhancement Program - SCAG Region Nominations List

Lead Agency	County	Project Title	Partner Agencies	RTP/SCS ID	Page No.	2023 FTIP ID
Port of Long Beach	**Los Angeles**	Harbor Scenic Drive Enhancements Project (Project)	Caltrans	1200L009	214	
Port of Los Angeles	**Los Angeles**	POLA Rail System Efficiency/Emission Reduction – Terminal Island Rail Infrastructure		1200P002	227	
City of Long Beach	**Los Angeles**	Shoemaker Bridge Replacement Project - Final Design		LA0G830	189	LA0G830
LA Metro	**Los Angeles**	Malabar Yard		7120010-LA0G1051	248	LA0G1051
LA Metro	**Los Angeles**	SR-71 Gap Closure Phase 2 Project	Caltrans	LA0B951	231	LA0B951
LA Metro	**Los Angeles**	Zero Emissions Truck Program	South Coast Air Quality Management District - MSRC	7160003	417	
Arizona & California Railroad (ARZC)	**San Bernardino**	Arizona & California Railroad (ARZC) Desert Rail Infrastructure Improvement Project	Caltrans	524O010	390	
Caltrans	**San Bernardino**	High Desert Operational Efficiency Project	BNSF	524O011	389	
City of Santa Ana	**Orange**	Santa Ana Grade Separation Project		2200L001	255	
OCTA	**Orange**	The Coastal Rail Infrastructure Resiliency Project (Project)*		ORA230510 and ORA231102	112 and 113	ORA230510 and ORA231102
City of Beaumont	**Riverside**	Pennsylvania Avenue Grade Separation Project		2016A319	115	RIV180129A
City of Moreno Valley	**Riverside**	SR-60/World Logistics Center Parkway Interchange Improvements	Caltrans District 8	3M0801	331	RIV080904

SBCTA	**San Bernardino**	Baker Blvd. Mojave Bridge Replacement and Zero-Emission Truck Charging Station	San Bernardino County Department of Public Works, WattEV	7160003	417	200810
City of Rialto	**San Bernardino**	I-10 / Riverside Avenue Freight Improvement Project	Caltrans	200603	373	200603
Oxnard Harbor District	**Ventura**	Hybrid Electric Mobile Harbor Crane & ZE Trucking Infrastructure Project		624P002	409	
VCTC	**Ventura**	Hueneme Road Widening Phase I		VEN11202	407	VEN11202
Caltrans	**Various**	Call for ZEV Project Concepts**	Multiple Private Companies	7160003	417	

*Submitted under advanced early submission process for TCEP

**Multiple applications will be submitted

Trade Corridor Enhancement Program SCAG Region Project Nominations

November 7, 2024

Prithvi Deore - Mobility Planning & Goods Movement

SCAG

WWW.SCAG.CA.GOV

Trade Corridor Enhancement Program (TCEP)

- The objective of the TCEP is to fund freight infrastructure improvements:
  - On federally designated Trade Corridors of National and Regional Significance.
  - On California's portion of the NHFS, as identified in the CFMP.
  - Along other corridors that have a high volume of freight movement as determined by the CTC, including Senate Bill 671 Corridors.

- The 2024 TCEP cycle represents the fourth cycle since the program's inception in 2018.

- The 2024 Program will provide two years of programming in fiscal years 2025-26 and 2026-27 for an estimated total of $1.071 billion of TCEP funds.

California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

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Programming Targets		
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San Diego/Border	10 percent	$64,260,000
Other	2.5 percent	$16,065,000

2

SCAG's MPO Role with TCEP

- Compiling project nominations from SCAG region to the CTC.
- Provide consistency letters to applicants from the region.
- Prepare a cover letter to be submitted
  - List of all project nominations.
  - Confirmation of consistency with and adopted RTP/SCS and regional freight plan.
- SCAG's process and schedule key dates:
  - **September 30, 2024**: Project applicants submit TCEP Project Summary to SCAG.
  - **November 7, 2024**: SCAG staff provides project nomination recommendations for the Transportation Committee and Regional Council to approve
  - **November 22, 2024**: Project applicants submit applications including consistency letter directly to the Commission. SCAG submits a nomination letter to the Commission including the list of project nominations with consistency verification.

3

SCAG Region TCEP Project Nominations

- As part of this process, SCAG has received 17 project nominations for the SCAG region, with a TCEP funding request for this cycle of:
  - Regional - $474,135,805
  - State - $155,315,000
- To summarize, the cumulative budget and funding ask in the region includes:
  - Total Projects Cost - $1,603,176,078 (includes funded portion)
  - Future Eligible Cost - $1,514,134,068 (non-funded portion)
  - **Total TCEP Request - $629,450,805**

4

Transportation Committee – Recommended Action

Recommend that the Regional Council approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding.

THANK YOU!

For more information, please visit:

https://scag.ca.gov/

Southern California Association of Governments
November 7, 2024

		EXECUTIVE DIRECTOR'S APPROVAL
To:	Transportation Committee (TC)	
	Regional Council (RC)	
From:	Nancy Lo, Associate Regional Planner	*Kome Ajise*
	(213) 236-1899, lo@scag.ca.gov	
Subject:	Senate Bill 1121 State and Local Transportation Needs Assessment	

RECOMMENDED ACTION FOR TC:
Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

STRATEGIC PRIORITIES:
This item supports the following Strategic Priority 2: Be a cohesive and influential voice for the region. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:
Senate Bill (SB) 1121 (Gonzalez, Chapter 508, Statutes of 2022), directs the California Transportation Commission (CATC), in consultation with the California State Transportation Agency and the California Department of Transportation (Caltrans), to prepare and regularly update a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years. Frances Dea-Sanchez, Associate Deputy Director for the CATC will provide a presentation on this item.

BACKGROUND:
The needs assessment prepared pursuant to SB 1121 is intended to provide the state with an understanding of the funding needs and likely available revenue to support statewide transportation infrastructure. The legislation requires the CATC to forecast expected revenue, including federal, state, and local transportation revenue sources, needed to pay for the costs identified in the needs assessment. The CATC is also required to forecast any anticipated funding shortfall and to develop recommendations on how the shortfall should be addressed.

To determine the cost of providing for the future growth of the state and local multimodal transportation system, the CATC will include the costs of transportation system improvements included in Regional Transportation Plans, the California State Rail Plan, and the State Highway System Management Plan, and other documents as deemed appropriate. Any analysis of future

growth will be consistent with the transportation vision and preferred scenario included in the most recent California Transportation Plan prepared by Caltrans.

In developing the needs assessment, CATC staff is consulting with relevant stakeholders, including, but not limited to, community-based organizations, environmental justice and equity-based organizations, organized labor, the transportation industry, metropolitan planning organizations, county transportation commissions, regional transportation planning agencies, local governments, and transit operators.

The draft SB 1121 Needs Assessment will be released for public comment in late fall 2024. The final draft is scheduled for CATC approval in early 2025. After adoption, the needs assessment will be submitted to the California Legislature.

FISCAL IMPACT:
Staff work associated with this item is included in the FY 2024-25 Overall Work Program Tasks 010.2106.02 System Management and Preservation and 015.0159.01 RTP Financial Planning.

ATTACHMENT(S):
1. PowerPoint Presentation - SB 1121 Needs Assessment CATC

State and Local Transportation Needs Assessment

Southern California Association of Governments | Transportation Committee

November 7, 2024

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Overview on Senate Bill 1121

Senate Bill 1121 State and Local Transportation Needs Assessment

Senate Bill 1121 (Gonzalez, 2022)

- Commission to prepare a 10-Year Statewide Transportation Needs Assessment
- Assess costs to operate, maintain, and grow the statewide multimodal system
- Consider costs to address climate resiliency
- Compare costs against available transportation revenue

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Sources for Report Development

- Stakeholder workgroup meetings and workshops (technical and policy focused)
- Interagency Equity Advisory Committee Engagement
- Existing transportation plans and reports
    - State Highway System Management Plan
    - California State Rail Plan
    - Local Streets and Roads Report
    - Regional Transportation Plans
- Survey of local and regional agencies for 10-year revenue projections and needs in Regional Transportation Plans

3

Senate Bill 1121 Interim Report and Full Needs Assessment

Focus of Interim Report - complete

📄	Final Interim Report submitted to Legislature in January 2024.
🚌	Summary of existing information on projected transportation funding and needs and additional areas of focus;
❓	Status report of the assessment efforts completed to date; and
📋	A plan for completing the full needs assessment

Full Needs Assessment – due January 2025

📄	Build off the Interim Report
🚗	Include comprehensive analysis on projected transportation revenues to year 2035
🚆	Include transportation needs roll-up from Regional Transportation Plans to year 2035
📋	Policy Recommendations

CALIFORNIA TRANSPORTATION COMMISSION

4
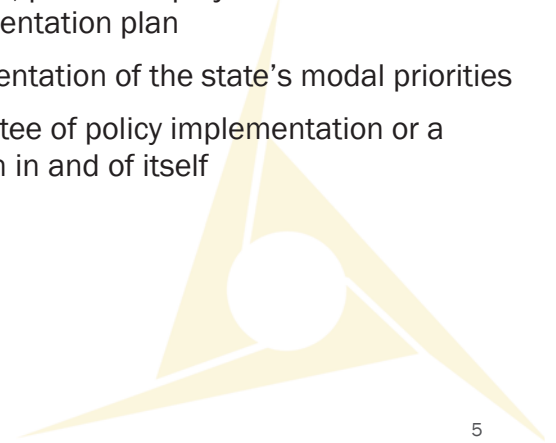
What is a Transportation Needs Assessment exactly?

What it IS...

✔ High-level, statewide look at transportation funding over 10 years (2025 – 2035).

✔ Rough estimate of the costs to operate, maintain, and grow the statewide multimodal transportation system over that 10-year period.

✔ A simple calculation of the estimated gap that exists between our expected transportation revenues and our ever-growing needs.

✔ Potential policy recommendations to address the gap i.e., sustainable revenue sources

✔ A "big-picture" document to identify the problem and some policy options for lawmakers.

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What it ISN'T...

✘ In-depth representation of all transportation needs

✘ Detailed, prioritized project list or an implementation plan

✘ Representation of the state's modal priorities

✘ Guarantee of policy implementation or a solution in and of itself

5

Content Review of 2025 Draft Needs Assessment

Attachment: PowerPoint Presentation - SB 1121 Needs Assessment CATC (Senate Bill 1121 State and Local Transportation Needs Assessment)

Packet Pg. 67

Chapter Headings

1 Introduction	**7** Tribal Transportation
2 Report Development Process	**8** Accessibility and Mobility
3 Compete Streets and Active Transportation	**9** Climate Adaptation Challenges and Impacts
4 Statewide Local Roads and Streets	**10** Revenue Impact of Zero-Emission and More Fuel-Efficient Vehicles
5 State Highway System	**11** Summary of Transportation Needs, Revenue, and Funding Shortfall
6 Transit and Rail Systems	**12** Policy Recommendations

2025 to 2035 Statewide Needs and Revenue Summary

10-year Needs

Facility	Need ($ billion)
Transit and rail[1]	$359.6
State highway system	$187.5
Local roads and streets	$93.1
Complete streets and active transportation	$34.2
Other[2]	$61.8
Total	**$736.2**

[1] Includes $1.9 billion for zero-emission buses by 2040.
[2] Category included in the fiscal needs survey to account for agency needs that may differ from the established survey categories.

10-year Revenue

Category	Revenue ($ billion)
State[1]	$185.5
Local and regional sales tax	$126.4
Federal[2]	$46.2
Transit[3]	$43.9
Tolls	$26.2
Other local[4]	$143.8
Total	**$572.0**

[1] For example, Senate Bill 1, State Transportation Improvement Program, State Highway Operation and Protection Program.
[2] For example, Grants, ATP, CMAQ, HSIP, IIJA
[3] Based on Regional Transportation Plans.
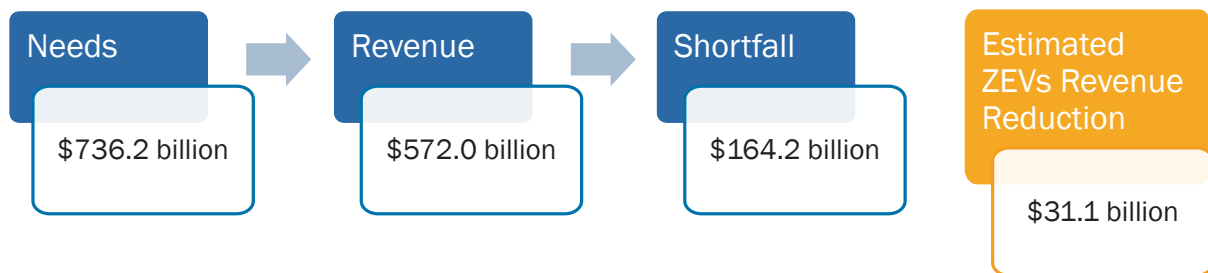[4] For example, mitigation fees, competitive grants, and bonds.

Revenue Impact of Zero-Emission Vehicles

Study	General Approach	10-Year Reduction
Legislative Analyst's Office	85% of new vehicle purchases as zero-emission vehicles by 2045 65% of new vehicle purchases as zero-emission vehicles by 2045 and improved fuel efficiency	$13.2 billion $29.9 billion
Needs Assessment Analysis	Adoption of Advanced Clean Cars II/Fleet and improved fuel efficiency	$31.1 billion
Mineta Transportation Institute	Varied vehicle miles traveled Varied rate of new vehicle purchases as zero-emission vehicles Improved fuel efficiency	$6.0 billion to $30.3 billion

2025 to 2035 Statewide Funding Shortfall

Needs
$736.2 billion

Revenue
$572.0 billion

Shortfall
$164.2 billion

Estimated ZEVs Revenue Reduction
$31.1 billion

Packet Pg. 69

Sustainable Funding Sources

Policy Recommendations Workshops

Proposed First Principles

Discussion Scenarios

- Scenario 1: Do nothing/continue as is

- Scenario 2: Adjust Existing Revenue Mechanisms

- Scenario 3: Phased-in Replacement of Existing Mechanisms with Sustainable Funding Source

- Scenario 4: Full replacement of existing revenue mechanisms with Sustainable Funding Source

12

Review of Discussion Scenarios

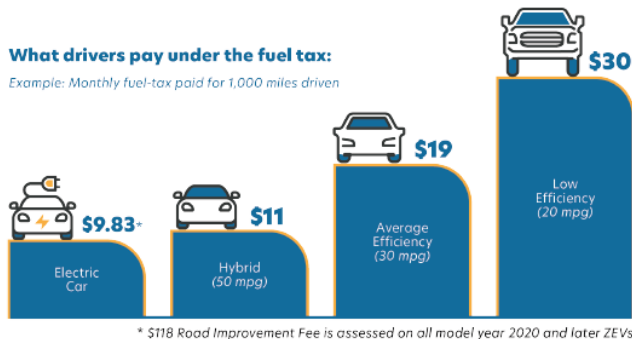| Scenario	Pros	Cons
A. Do nothing/continue as is	• No implementation requirements • Established process	• Results in decline in revenue • Unable to address transportation needs
B. Adjust Existing Revenue Mechanisms	• Increases revenue • Established process	• Potential burden on lower-income users • Decline in funding as zero-emission vehicles increases
C. Phased-In Replacement of Existing Mechanisms with Road Charge	• More equitable than Scenario B • Allows time to address any challenges • Increase familiarity with public	• Does not address short-term needs
D. Full Replacement of Existing Revenue Mechanisms with Road Charge	• A more equitable than Scenario A, B, and C • Increases revenue	• Different fee structure and collection process

Additional Takeaways from Sustainable Funding Source Scenario Discussion

- **Fair Implementation**: Emphasis on fairness, especially for varying driving patterns and vehicle weights.

- **Equity Design**: Need for an equitable design in sustainable funding sources, i.e. low-income, accessible.

- **Additional Incentives**: Suggestions for incentives to encourage ZEV adoption.

- **Creative Solutions**: Calls for innovative funding mechanisms beyond traditional taxes.

- Additional Suggested Scenarios to Explore

  □ Streamline existing funding and create more flexibility

  □ Explore sustainable funding source for medium-heavy duty vehicles

Gas Tax Road Charge Comparison

What drivers pay under the fuel tax:
Example: Monthly fuel-tax paid for 1,000 miles driven

- Electric Car — $9.83*
- Hybrid (50 mpg) — $11
- Average Efficiency (30 mpg) — $19
- Low Efficiency (20 mpg) — $30

* $118 Road Improvement Fee is assessed on all model year 2020 and later ZEVs

What drivers pay under the road charge:
Example: Monthly fuel-tax paid for 1,000 miles driven

- Electric Car — $25
- Hybrid (50 mpg) — $25
- Average Efficiency (30 mpg) — $25
- Low Efficiency (20 mpg) — $25

SB 339 Road Charge Collection Pilot Interim Report

Full Needs Assessment Timeline

DATE	MILESTONE
January 28, 2024	Final Interim Needs Assessment Submitted to California Legislature
February 16, 2024	Technical Workshop (virtual)
February 21, 2024	Technical Workshop (virtual)
May 30, 2024	Policy Recommendations Workshop (Los Angeles/Virtual)
June 17, 2024	Policy Recommendations Workshop (Sacramento/Virtual)
Fall to Winter 2024	Continued Stakeholder Workgroup Meetings
	Draft Needs Assessment Released for Public Comment
	Draft Needs Assessment Presented to the Commission
First Quarter 2025	Final Needs Assessment Adoption
	Final Needs Assessment Submitted to California Legislature

Attachment: PowerPoint Presentation - SB 1121 Needs Assessment CATC (Senate Bill 1121 State and Local Transportation Needs Assessment)

Contacts

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SB 1121 Program Manager | Planning
frances.dea-sanchez@catc.ca.gov

Laura Pennebaker
Deputy Director | Planning
laura.pennebaker@catc.ca.gov

Thank You

Senate Bill 1121 Webpage
https://catc.ca.gov/programs/sb1121

CALIFORNIA
TRANSPORTATION
COMMISSION

To:	Energy & Environment Committee (EEC)	**EXECUTIVE DIRECTOR'S APPROVAL**
	Transportation Committee (TC)	
	Community, Economic and Human Development Committee (CEHD)	
From:	Camille Guiriba, Senior Regional Planner	
	(213) 236-1809, guiriba@scag.ca.gov	
Subject:	Connect SoCal 2024: Implementation Strategies Update	

RECOMMENDED ACTION:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
In April 2024, the Regional Council adopted Connect SoCal 2024, SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Connect SoCal 2024 included Implementation Strategies which identify ways SCAG will Lead, Partner, or Support other responsible parties. This report summarizes the progress to date of these implementation activities for which methods vary from collaborative policy leadership, research, or resource roles.

BACKGROUND:
As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. The Regional Council adopted the latest RTP/SCS, Connect SoCal 2024, in April 2024. SCAG led an extensive planning and visioning process in developing Connect SoCal 2024, including meetings with 164 jurisdictions in the region to review their growth forecasts, an extensive public outreach process, and policy discussions with elected leaders from around the region. The plan identifies a series of outcomes including increased transit ridership; an emphasis on Priority Development Areas that bring housing, jobs and mobility options closer together; safe and efficient goods movement; and streets that prioritize people and safety.

CONNECT SOCAL 2024 IMPLEMENTATION
Direct implementation of Connect SoCal 2024 primarily relies on the actions and decisions of other transportation agencies, local jurisdictions, and actors in the private sector to operate transit

service, install new bike paths, approve new land uses, or build new housing. SCAG has an increasingly significant role for Plan implementation which rests on collaboration with other agencies and stakeholders, policy leadership, our role as an information hub, through research—and, lastly, by providing resources to local agencies or jurisdictions to advance their efforts or implementation.

Regional Planning Policies: Connect SoCal 2024 includes Regional Planning Policies which provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies have been refined over several planning cycles to promote multimodal transportation investments and local development that align with the regional growth vision. The policies also incorporate recent direction from SCAG's Regional Council, Policy Committees, and special subcommittees.

Implementation Strategies: The Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the related Regional Planning Policies. Generally, successful implementation of Connect SoCal 2024 relies on many actors and decision makers beyond SCAG. These strategies represent near term efforts where SCAG will lead, partner, or support other responsible parties and are further specified as part of SCAG's Overall Work Program development process.

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

Since adoption of Connect SoCal 2024, SCAG has made progress on 71 of the 93 Implementation Strategies. The attached report details the actions or milestones that have occurred since adoption of Connect SoCal 2024 in April 2024. Several additional strategies have made internal progress with initial research or drafting of Scopes of Work. As those projects progress, they will be included in future Connect SoCal Implementation Strategy Progress Reports.

Regional Leadership: SCAG's role in implementing Connect SoCal 2024, detailed in many of the Implementation Strategies, is in four primary ways: collaboration and policy leadership, funding administration, research, and resources. The following highlight some of the significant activities and milestones completed since Connect SoCal 2024 adoption:

Collaboration and Policy Leadership
- Executive Director Kome Ajise is serving on the Transit Transformation Task Force meeting with stakeholders at the state level on transformative changes to transit, including transit priority treatments.

- President Curt Hagman participated as a panelist at the ITS World Congress in Dubai in September 2024 speaking to leveraging Connected and Automated Vehicle technology to improve fuel economy.
- SCAG staff are participating in the statewide Strategic Highway Safety Plan Steering Committee and Working Group and Executive Director Ajise serves on the Executive Committee.
- SCAG partnered with the Big 4 MPOs to initiate and is participating in dialogue with other MPOs and state agencies in a holistic review of the SB 375 framework.
- First Vice President Cindy Allen and SCAG staff participated in a transportation electrification international study trip, in partnership with the Los Angeles Clean Technology Incubator, to engage with policy leaders in London, Oslo, and Munich. Potential areas for further exploration within the SCAG region context include zero-emission zones for testing clean technologies, regulatory policy, enforcement, and resources for charging/fueling infrastructure reliability and maintenance, and partnerships with original equipment manufacturers (OEMs) to alleviate supply chain bottlenecks.
- SCAG staff have established ongoing engagement with the four Caltrans Districts within the region regarding quick-build active transportation strategies, to share information, discuss challenges and potential projects/partnerships, and other related topics. These efforts create a strong foundation for quick-build implementation such as those funded through the Active Transportation Program and SCAG's Sustainable Communities Program, as discussed in a subsequent section of this report.
- In support of the 2024 Trade Corridor Enhancement Program (TCEP), SCAG is responsible for compiling the region's nominations and confirming consistency with Connect SoCal 2024. This involves close coordination with Caltrans, the California State Transportation Agency (CalSTA), county transportation commissions, cities, the ports (Los Angeles, Long Beach, and Hueneme), and private companies. In particular, staff have leveraged insights gained from SCAG's Last Mile Freight Program (LMFP) to advise the state on best practices to ensure successful partnerships with private companies to support the transition to zero-emission vehicles and supporting infrastructure.

Federal Funding Administration
- SCAG approved the final transportation conformity analyses for 2025 Federal Transportation Improvement Program (FTIP) and Connect SoCal 2024 Amendment 1 in September 2024.
- SCAG approved the selection of transportation projects to be funded with nearly $280 million of combined Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Surface Transportation Block Program (STBG) federal funding. The next call for project nominations is in the development phase, with upwards of $1 billion in federal funding available for transportation projects that advance Connect SoCal and federal performance measures.

Data Collection, Analysis and Research

- SCAG released numerous data and best practices resources.
  - SCAG published the Regional Dedicated Transit Lanes interactive mapping tool[1] this past spring. The map provides a summary of transit priority treatments in the SCAG region and final recommendations identified in the "Regional Dedicated Transit Lanes Study". The map is the culmination of recommendations finalized through collaboration with transportation agency stakeholders throughout the region, including county transportation commissions, councils of governments, transit operators, and community-based organizations, through various stakeholder meetings and the project Technical Advisory Committee.
  - Staff completed the broadband Permit Streamlining Report and Ordinance and presented it to the Transportation Committee in September 2024. It was also received and filed by Regional Council. Based on recommendations from the SoCal Transformation Working Group, the Report and Ordinance reflect valuable insights into the challenges faced at the local level and current best practices for streamlined permitting with the aim to reduce barriers and promote the rapid expansion of wireless infrastructure.
- SCAG is identifying priority corridor projects for conceptual design as part of the Highways to Boulevards Regional Study.
- SCAG staff are currently developing Mobility Hubs Local Jurisdiction Guidance and is partnering with agencies to develop a limited number of mobility hub conceptual designs across the region.

Local Technical Assistance Resources

- SCAG issued the 2024 Sustainable Communities Program Active Transportation and Safety call for projects this summer. This call for applications will fund community plans, areawide plans, and quick-build projects that encourage active transportation (e.g., walking, biking, and transit) and improve roadway safety to help achieve the mobility goals, planning policies, strategic investments, and implementation strategies of Connect SoCal 2024. SCAG anticipates awarding between $6.3 million and $8.2 million.
- SCAG conducted GIS trainings, Streetlight Insight trainings, and hosted seven Toolbox Tuesday sessions. Toolbox Tuesday sessions provide a range of planning knowledge and technical skills for local planners at no cost. It is a forum for SCAG to provide technical assistance and share best practices on emerging planning topics such as equity, environmental justice, traffic safety, housing, transportation, sustainability, spatial analytics, programming language, and data literacy.
- The board established the Regional Pilot Initiative program as part of REAP 2, now proposed to be funded with Carbon Reduction Program (CRP) funds, to be an incubator for pilot projects

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[1] SCAG Regional Dedicated Transit Lanes Interactive Map:
https://maps.scag.ca.gov/portal/apps/experiencebuilder/experience/?id=808cca6fb1b747d19f52ad6dd30f13c1&page=home

that have regional scalability and can be used to inform future Calls for Projects and/or funding opportunities. SCAG is developing several Regional Pilot Initiatives including an open-loop payment demonstration project with Metrolink and an e-bike lending library with the Housing Authority of the City of Los Angeles.

NEXT STEPS:
The above highlights as well as the actions and milestones in the attached report are limited to activities by SCAG staff and leadership. As noted above, successful implementation of Connect SoCal 2024 relies on many actors and decisions makers beyond SCAG. Many strategies have ongoing or upcoming work that staff will continue to report on in future updates. While generally SCAG collects a comprehensive summary of progress as part of the next RTP/SCS development cycle, SCAG staff will provide highlights of progress by external agencies on a semiannual basis.
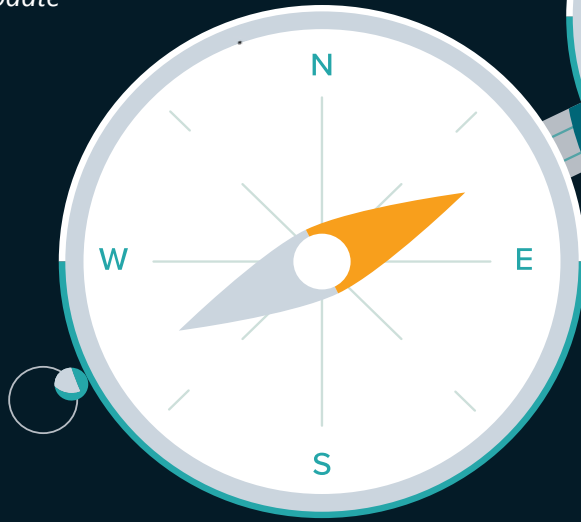
FISCAL IMPACT: Work associated with this item is included in the FY 24-25 Overall Work Program (310.4874.01).

ATTACHMENT(S):
1. PowerPoint Presentation - Connect SoCal 2024 Implementation Update (November 2024)
2. Connect SoCal 2024 Implementation Report (November 2024)

Connect SoCal 2024

Implementation Strategies Update

SCAG

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

November 7, 2024

Our Role in the Region

SCAG

Vision and Goals

SCAG leads the region by defining where we want to go and outlining strategies to get us there.
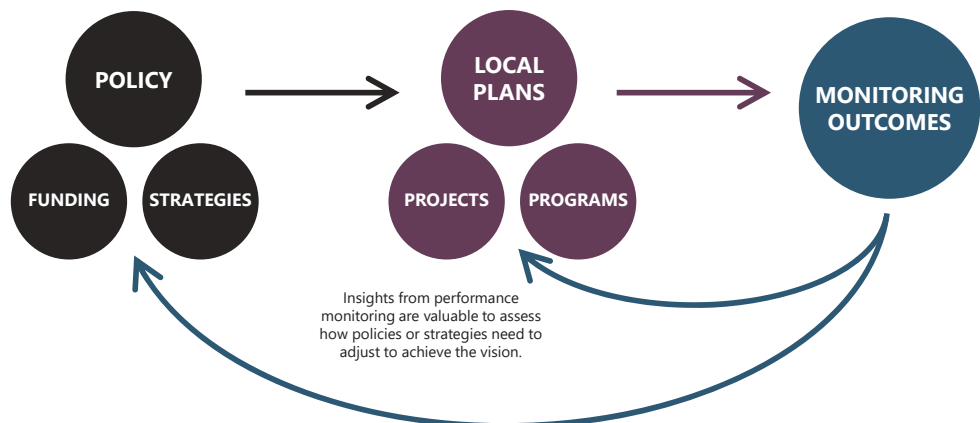
Leadership

SCAG works with local jurisdictions, transportation commissions, state and federal agencies and various stakeholder groups to identify how we will work together to achieve the regional vision.

Implementation

Jurisdictions take action at the local level to implement work that moves toward achieving this regional vision. SCAG can support implementation by providing policy leadership, research or targeted resources.

Evaluation

Measurement of implementation work and outcomes acts as a benchmark on progress toward achieving the vision.

POLICY

FUNDING   STRATEGIES

LOCAL PLANS

PROJECTS   PROGRAMS

MONITORING OUTCOMES

Insights from performance monitoring are valuable to assess how policies or strategies need to adjust to achieve the vision.

Plan Impact: Implementation

SCAG

Regional Leadership

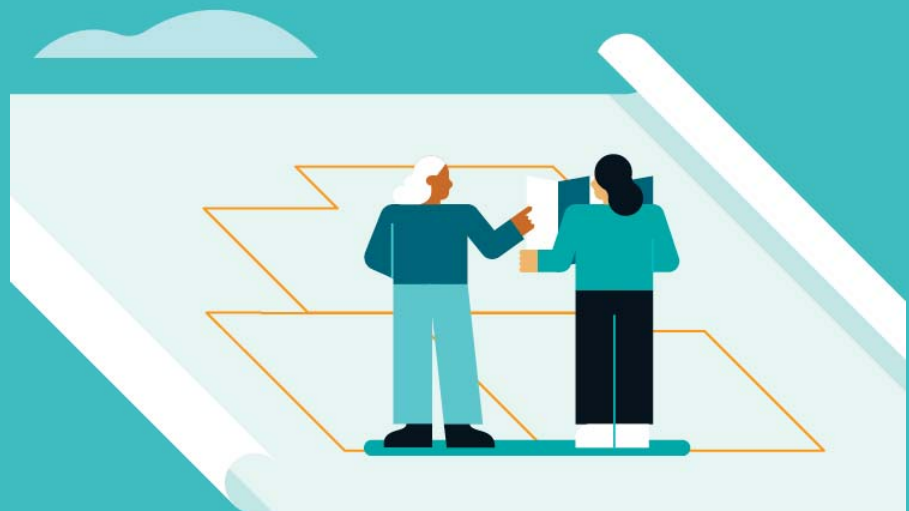| Collaboration and Policy Leadership | Federal Funding Administration |
| Data Collection, Analysis and Research | Local Technical Assistance Resources |

3

Connect SoCal 2024 Implementation Progress

SCAG

November 2024 Update

- Progress made on **71 of 93** Implementation Strategies

- First semi-annual progress update since adoption of Connect SoCal 2024 in April

4

Vision and Goals

"A Healthy, Prosperous, Accessible and Connected Region for a More Resilient and Equitable Future"

MOBILITY
Build and maintain an integrated multimodal transportation network

ENVIRONMENT
Create a **healthy** region for the people of today and tomorrow

COMMUNITIES
Develop, connect and sustain **livable and thriving** communities

ECONOMY
Support a sustainable, efficient and productive regional environment that provides **opportunities for all** people in the region

Connect SoCal 2024 Implementation Progress

Mobility

Communities

Environment

Economy

Complete Streets and Safety

- Issued the 2024 Sustainable Communities Program Active Transportation and Safety call for projects this summer

Transit and Multimodal Integration

- Launched the Regional Dedicated Transit Lanes interactive mapping tool this spring, showing final recommendations from Regional Dedicated Transit Lanes Study.

Connect SoCal 2024 Implementation Progress

SCAG

Mobility

Communities

Environment

Economy

Priority Development Areas

- Funded five grant programs, a total of 100 projects, through REAP 2.0, that support housing planning and development along with transportation investments in infill areas

Housing the Region

- Awarded $35M to 12 projects as part of the Regional Utilities Supporting Housing (RUSH) program

7

Connect SoCal 2024 Implementation Progress

SCAG

Mobility

Communities

Environment

Economy

Clean Transportation

- First Vice President Cindy Allen and SCAG staff participated in a transportation electrification international study trip, in partnership with the Los Angeles Clean Technology Incubator, to engage with policy leaders in London, Oslo, and Munich.

Climate Resilience

- SCAG is continuing in its leadership role for the U.S. Department of Energy designated Southern California Clean Cities Coalition. In that role, SCAG staff began short- and long-term planning alignment for Clean Cities' FY25 objectives, existing Clean Technology projects, grant applications, and research opportunities.

8

Connect SoCal 2024 Implementation Progress

SCAG

Mobility

Communities

Environment

Economy

Workforce Development

- Published two resources including the Economic Impacts of Equity Report (March 2024) and Job Quality Index Framework Report (May 2024)

Broadband

- Completed the broadband Permit Streamlining Report and Ordinance and presented it to the Transportation Committee in September 2024

THANK YOU!

For more information, please visit:

www.scag.ca.gov

SCAG

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

Connect SoCal 2024: Implementation Strategies Update, November 2024 (71 of 93 strategies)

SCAG's role in implementing Connect SoCal 2024 rests on collaboration with other agencies and stakeholders, policy leadership, our role as an information hub, through research—and, lastly, by providing resources to local agencies or jurisdictions to advance their efforts. Below are key actions and milestones that have taken place over the last six months under those four categories:

- **Collaboration and Policy Leadership**
  - Executive Director Kome Ajise is serving on the Transit Transformation Task Force meeting with stakeholders at the state level on transformative changes to transit including transit priority treatments.
  - President Curt Hagman participated as a panelist at the ITS World Congress in Dubai in September 2024 speaking to leveraging Connected and Automated Vehicle technology to improve fuel economy.
  - First Vice President Cindy Allen and SCAG staff participated in a transportation electrification international study trip, in partnership with the Los Angeles Clean Technology Incubator, to engage with policy leaders in London, Oslo, and Munich.
- **Federal Funding Administration**
  - SCAG approved the final transportation conformity analyses for 2025 Federal Transportation Improvement Program (FTIP) and Connect SoCal 2024 Amendment 1 in September 2024.
  - SCAG approved the selection of transportation projects to be funded with nearly $280 million of combined Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Surface Transportation Block Program (STBG) federal funding.
- **Data Collection, Analysis and Research**
  - SCAG released numerous data and best practices resources, such as the Regional Dedicated Transit Lanes interactive mapping tool, the "Broadband Permit Streamlining Report," the Broadband Permit Streamlining Ordinance, the "Economic Impacts of Equity Report," and the "Job Quality Index Framework Report."
- **Local Technical Assistance Resources**
  - SCAG issued the 2024 Sustainable Communities Program Active Transportation and Safety call for projects this summer.
  - SCAG conducted GIS trainings, Streetlight Insight trainings, and hosted seven Toolbox Tuesday sessions providing a range of planning knowledge and technical skills for local planners at no cost.

The tables on the following pages provide additional progress detail for 71 of 93 Implementation Strategies by each of the four Connect SoCal 2024 goal pillars: Mobility, Communities, Environment, and Economy.

MOBILITY

Category	Strategy	Status	Action or Milestone
System Preservation and Resilience	Per federal requirements, establish and monitor regional targets for pavement conditions, bridge conditions and transit/rail assets, in coordination with Caltrans	Ongoing	SCAG staff monitors pavement conditions, bridge conditions and transit/rail assets on an ongoing basis. Staff provided updates for the Performance Monitoring section of the 2025 Federal Transportation Improvement Program (FTIP) adopted in September 2024 and there have been no further updates to these metrics/targets since the adoption of Connect SoCal 2024 in April.
System Preservation and Resilience	Repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair	Ongoing	SCAG maintains metropolitan planning agreements in place with the County Transportation Commissions (CTCs) and transit providers that were updated in 2018 to incorporate provisions for data sharing and the coordinated development of transit performance targets. SCAG also maintains a Transit Asset Management (TAM) database portal, where transit agencies upload data to manage asset life cycle, asset funding, planning and forecasting, and mapping and reporting.
System Preservation and Resilience	Collaborate to work toward a regional asset management approach	Ongoing	SCAG maintains metropolitan planning agreements in place with the County Transportation Commissions (CTCs) and transit providers that were updated in 2018 to incorporate provisions for data sharing and the coordinated development of transit performance targets. SCAG also maintains a Transit Asset Management (TAM) database portal, where transit agencies upload data to manage asset life cycle, asset funding, planning and forecasting, and mapping and reporting.
System Preservation and Resilience	Evaluate projects submitted for inclusion in the FTIP and RTP/SCS according to contributions in achieving system performance targets	Ongoing	SCAG secured consultant support to upgrade both the FTIP and the Connect SoCal transportation project list to track contribution to performance measures. On June 1, 2023, SCAG adopted updated STBG/CMAQ program guidelines with an emphasis on implementing Connect SoCal and achieving performance-based targets.

Attachment: Connect SoCal 2024 Implementation Report (November 2024) [Revision 1] (Connect SoCal

Complete Streets	Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	In Progress	SCAG issued the 2024 Sustainable Communities Program Active Transportation and Safety call for projects on July 8, which closed on September 27, 2024. SCAG staff are currently evaluating applications in partnership with regional partner evaluators, including county transportation commission staff. SCAG staff are preparing materials for a Regional Safety Action Plan request for proposals (RFP).
Complete Streets	Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	In Progress	SCAG issued the 2024 Sustainable Communities Program Active Transportation and Safety call for projects on July 8, which closed on September 27, 2024. SCAG staff are currently evaluating applications in partnership with regional partner evaluators, including county transportation commission staff. SCAG staff are preparing materials for a Regional Safety Action Plan RFP.
Complete Streets	Encourage data-driven approaches to inform Complete Streets policies	In Progress	SCAG staff are preparing materials for development of a Regional Safety Action Plan RFP. SCAG staff migrated the SCAG Active Transportation Database to UC Berkeley SafeTREC in Spring 2024 and attended the first Project Advisory Committee meeting.
Complete Streets	Develop a Complete Streets network and integrate Complete Streets into regional policies and plans, including consideration of their impacts on equity areas	In Progress	SCAG staff are preparing materials for a Regional Safety Action Plan RFP, which will take into account Complete Streets.
Complete Streets	Engage regional stakeholders in Complete Streets policy and plan development, implementation and evaluation	In Progress; Ongoing	SCAG staff are preparing materials for a Regional Safety Action Plan RFP. SCAG staff convened Safe and Active Streets Group in March, June, and September 2024. SCAG staff held a Toolbox Tuesday focused on quick builds in September 2024.

Attachment: Connect SoCal 2024 Implementation Report (November 2024) [Revision 1] (Connect SoCal

Complete Streets	Provide leadership at the state and regional levels to promote Complete Streets, including involvement on the statewide Complete Streets Advisory Committee and the Active Transportation Technical Advisory Committee	In Progress; Ongoing	SCAG staff are preparing materials for a Regional Safety Action Plan RFP. SCAG staff attended several statewide meetings: State Active Transportation Program Technical Advisory Committee (July 2024), California Walk and Bike Technical Advisory Committee (August 2024), and Strategic Highway Safety Plan (SHSP) Bicyclist & Pedestrian Challenge Area (August 2024).
Transit and Multimodal Integration	All Modes. Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region	In Progress	SCAG staff are currently developing Mobility Hubs Local Jurisdiction Guidance and is partnering with agencies to develop a limited number of mobility hub conceptual designs across the region.
Transit and Multimodal Integration	All Modes. Enable a more seamless mobility experience through the implementation of Mobility as a Service (MaaS). This may include leveraging Cal-ITP's support, initiate open-loop payment demonstrations, and test shared product systems and post-payment solutions.	In Progress	Through the Regional Pilot Initiatives (RPI), staff is developing an open-loop payment demonstration project with Metrolink.
Transit and Multimodal Integration	All Modes. Test, deploy and scale new and shared mobility services, including micromobility (e.g., bike share, e-scooters, etc.) and microtransit pilot projects.	In Progress	Through RPI, SCAG is developing an e-bike lending library with the Housing Authority of the City of Los Angeles (HACLA) in Watts. With REAP 2.0 grants awarded July 6, 2023, SCAG is providing funding for projects such as to LA Metro for bikeshare and Riverside Transit Agency for microtransit.
Transit and Multimodal Integration	Transit/Rail. Expand the region's dedicated lanes network—including new bus rapid transit, dedicated bus lanes, express bus service on managed and express lanes—as well as the region's urban and passenger rail network and transit/rail signal priority treatments. Improve transit/rail frequency, reliability, and fare and scheduling integration across operators.	In Progress	SCAG published the Regional Dedicated Transit Lanes interactive mapping tool in March 2024 to support transit agencies planning/envisioning transit priority treatments. SCAG continues to monitor progress on implementations across the region and potential proposed/planned work on transit priority treatments. SCAG is also following closely the work of the California State Transportation Agency (CalSTA) Transit Transformation Task Force currently meeting with stakeholders at the state level on transformative changes to transit including transit priority treatments. Executive Director Kome Ajise is a Task Force member.

Transit and Multimodal Integration	Transit/Rail. Improve transit/rail safety and security for riders, including promoting best practices through SCAG advisory committees and working groups	In Progress	SCAG is monitoring closely the work of the transit agencies to support safety and security and restore confidence in transit riders. SCAG continues to bring discussions to the Regional Transit TAC and updates to the Transportation Committee on issues related to safety and security. Most recently, staff shared recommendations from the Transit Target Setting process and key highlights from the Federal Transit Administration (FTA) Transit Asset Management and Transit Safety Peer Exchange Program with the RTTAC in May 2024. SCAG is also following closely the work of the CalSTA Transit Transformation Task Force currently meeting with stakeholders at the state level to develop policy recommendations for transformative changes to transit including safety and security.
Transit and Multimodal Integration	Transit/Rail. Through land use planning, support residential development along high-frequency transit corridors and around transit/rail facilities and centers	In Progress	SCAG completed a Regional Rail Housing Analysis which identifies Metrolink stations that are best suited for transit-oriented development (TOD). Staff presented findings to the Community, Economic and Human Development Policy Committee in June 2024. Staff will continue to monitor progress on implementations from the study. SCAG continues to monitor progress on land use developments along transit/rail corridors including the Riverside County Transportation Commission Core Capacity Innovative Study, and other efforts LA Metro and Metrolink.
Transit and Multimodal Integration	Active Transportation. Support community-led active transportation and safety plans, projects and programs (e.g., Safe Routes to Schools). Partner with local jurisdictions on demonstrations and quick-build projects through SCAG's Go Human initiative	In Progress	SCAG issued the 2024 Sustainable Communities Program Active Transportation and Safety call for projects on July 8, which closed on September 27, 2024. SCAG staff are currently evaluating applications in partnership with regional partner evaluators, including county transportation commission staff.
Transit and Multimodal Integration	Active Transportation. Expand the region's networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and open streets	In Progress	SCAG issued the 2024 Sustainable Communities Program Active Transportation and Safety call for projects on July 8, which closed on September 27, 2024. SCAG staff are currently evaluating applications in partnership with regional partner evaluators, including county transportation commission staff.

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Transit and Multimodal Integration	Streets and Freeways. Reconnect communities by removing, retrofitting or mitigating transportation facilities such as highways or railways that create barriers to community connectivity	In Progress	SCAG is identifying priority corridor projects for conceptual design as part of the Highways to Boulevards Regional Study concluding in Summer 2025.
Transportation System Management	Evaluate projects submitted for inclusion in RTP/SCS and FTIP for progress in achieving travel-time reliability in the SCAG region	Ongoing	SCAG secured consultant support to upgrade both the FTIP and the Connect SoCal transportation project list to track contribution to performance measures. On June 1, 2023, SCAG adopted updates to STBG/CMAQ program guidelines with an emphasis on implementing Connect SoCal and achieving performance-based targets.
Technology Integration	Develop a Smart Cities Strategic Plan, and periodically revise the Technology Guiding Principles to inventory existing policies, evaluate emerging technologies, recommend best practices, implement Intelligent Transportation Systems (ITS) priorities, assess current trends and research, identify pilot opportunities and improve transportation system safety and efficiency	In Progress	Staff is currently working with SCAG Contracts staff to post an RFP and complete procurement Q2 FY25.
Technology Integration	Provide local technical assistance grants in support of innovative technology solutions that reduce VMT and GHG emissions. Pursue funding and partners to continue the testing and deployment of emerging technologies	Ongoing	Staff is currently tracking potential grant opportunities to provide grant funding to local jurisdictions and share through SCAG's weekly Money Mondays mailing list.
Technology Integration	Implement ITS priorities to improve the safety and efficiency of the current transportation system	Ongoing	SCAG updated the Regional ITS Architecture in March 2024 to comply with the most recent federal ARC-IT standards.
Technology Integration	Further develop a Regional Configuration Management process among CTCs, Caltrans districts, ports and local governments to ensure consistent and compatible integration of ITS technologies and interoperable operations	Ongoing	SCAG updated the Regional ITS Architecture in March 2024, SCAG staff continue to participate in regional ITS stakeholder working groups.

Technology Integration	Conduct regional assessment of current and planned Connected and Automated Vehicle (CAV) implementation in the SCAG region to determine opportunity zones for future deployments and develop toolkits and best practices for local jurisdictions	Ongoing	Staff provided support to SCAG President Curt Hagman who participated as a panelist at the ITS World Congress in Dubai in September 2024. President Hagman spoke about leveraging CAV to improve fuel economy. Staff will evaluate CAVs under the smart cities plan.
Safety	Promote implementation of data-driven approaches to guide transportation safety and security investment decision-making, including development of High Injury Networks and innovative safety modeling tools.	In Progress	SCAG anticipates releasing the Community Safety Tool at the end of the calendar year, after concluding consultant work in June 2024. Staff kicked off development of the Transportation Safety Predictive Modeling Platform in July 2024.
Safety	Provide leadership at the state and regional levels to promote transportation safety and security planning, including involvement on the statewide Strategic Highway Safety Plan (SHSP) Steering Committee and Executive Leadership Committee.	Ongoing	Staff have continued to represent MPOs at monthly meetings of the SHSP Steering Committee and SHSP Bike and Pedestrian Challenge Area Working Group meetings.
Safety	Evaluate projects submitted for inclusion in RTP/SCS and FTIP for their progress in achieving safety targets in the SCAG region.	Ongoing	SCAG has secured consultant support to upgrade both the FTIP and the Connect SoCal transportation project list to track contribution to performance measures. On June 1, 2023, SCAG adopted updates to STBG/CMAQ program guidelines with an emphasis on implementing Connect SoCal and achieving performance-based targets.
Safety	Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHG.	Ongoing	Staff conducted a training for use of the Safety Predictive Modeling Platform on October 9-10, 2024.
Funding the System/User Pricing	Coordinate with local, regional, state and national partners to support transition to a mileage-based user fee	Ongoing	SCAG staff developed a session on transition to a mileage-based user fee system at the General Assembly and Regional Conference held in May 2024. SCAG staff continued to track the California Transportation Commission (CATC) Road Charge TAC and coordinate with MPOs across the state and nationally on user

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			pricing efforts. SCAG continues to actively participate and work with the Mileage Based User Fee Alliance (MBUFA), a national coalition of public and private entities working to support the transition to a mileage-based user fee. Recently, SCAG also submitted application for funding to initiate a regional study under the federal Strategic Innovation for Revenue Collection (SIRC) grant program.
Funding the System/User Pricing	Support local and regional partners on implementation of dynamic and congestion-based pricing programs, including facilitation of regional coordination	Ongoing	SCAG staff is participating in the Caltrans District 12 I-5 Managed Lanes project development team exploring express lane deployment. SCAG, in partnership with the San Diego Association of Governments (SANDAG) and Sacramento Area Council of Governments (SACOG), completed work on a Caltrans Sustainable Planning Grant to focus on a common framework for future work on road user charging. SACOG was the administrative lead on this grant.
Funding the System/User Pricing	Continue to coordinate with regional partners to support build-out of regional express lanes network	Ongoing	SCAG continues to coordinate partner agencies (Caltrans Districts and County Transportation Commissions) in support of regional express lanes build-out. Recently convened expert panel to address SB 743 and the continued build out of express lanes. SCAG staff participating in Caltrans District 12 I-5 Managed Lanes project development team exploring express lane deployment.
Funding the System/User Pricing	Study and pilot transportation user-fee programs and mitigation measures that increase equitable mobility	Ongoing	SCAG, in partnership with SANDAG and SACOG, completed work on a Caltrans Sustainable Planning Grant to focus on a common framework for future work on road user charging. SACOG was the administrative lead on this grant. Staff is currently assessing how best to apply the framework for future pilot studies. Recently, SCAG also submitted application for funding to initiate a regional study under the federal Strategic Innovation for Revenue Collection (SIRC) grant program.
Funding the System/User Pricing	Conduct education and outreach work to support the public acceptance of user fees	Ongoing	SCAG staff developed a session on transition to a mileage-based user fee system at the General Assembly and Regional Conference held in May 2024. SCAG staff continued to coordinate with MPOs across the state and nationally on user fee efforts.

COMMUNITIES

Category	Strategy	Status	Action or Milestone
Priority Development Areas	Support the development of housing in areas with existing and planned infrastructure and availability of multimodal options, and where a critical mass of activity can promote location efficiency	Ongoing	SCAG funded five grant programs, a total of 100 projects, through REAP 2.0, that support housing planning and development along with transportation investments in infill areas to support improved connectivity and reduced vehicle miles travelled.
Priority Development Areas	Support local jurisdictions and implementing agencies' strategies to promote plans and projects within PDAs by providing awards, grants and technical assistance	Ongoing	SCAG provided REAP 2.0 funding to 54 grantees with many projects located in PDAs that support housing production and reduced vehicle miles travelled and affirmatively furthering fair housing.
Housing the Region	Provide technical assistance for jurisdictions to complete and implement their housing elements and support local governments and Tribal Entities to advance housing production	In Progress	SCAG highlighted successful housing element preparation efforts and best practices from several jurisdictions at Housing Working Group meetings. Also showcased were tools and technical assistance to advance housing production that were developed under the REAP 1.0 program.
Housing the Region	Identify and pursue partnerships at the local, regional, state and federal levels to align utility, transit and infrastructure investments with housing development and equitable outcomes across the region	In Progress	SCAG awarded $35M to 12 projects as part of the Regional Utilities Supporting Housing (RUSH) program. The 12 projects will advance systemwide utility infrastructure planning and capital projects that support housing production.
Housing the Region	Research and explore innovative homeownership models that can reduce costs and increase housing production in the region. Explore strategies to engage households of color and communities that are underrepresented as homeowners	In Progress	SCAG awarded $45M towards the REAP 2.0 funded Notice of Funding Availability for Lasting Affordability that will support accelerating affordable housing production, including in some cases homeownership. In addition, in June 2024, SCAG hosted a homeownership panel at the Community, Economic & Human Development Committee.

Attachment: Connect SoCal 2024 Implementation Report (November 2024) [Revision 1] (Connect SoCal

Housing the Region	Research community stabilization (anti-displacement) resources that can be utilized to address displacement pressures, such as preservation and tenant protections for communities across the region and Affirmatively Further Fair Housing	Ongoing	SCAG prepared a White Paper with a proposed comprehensive preservation strategy and developed a cost-benefit analysis tool.
Equitable Engagement and Decision-Making	Develop an Equity Assessment Tool that can be utilized by SCAG in program development and delivery, and develop a complementary tool that can be incorporated into local assistance/subrecipient programming and delivery	In Progress	A draft Equity Planning Tool has been developed and will undergo internal review.

ENVIRONMENT

Category	Strategy	Status	Action or Milestone
Sustainable Development	Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure		At the September 2024 Energy & Environment Committee meeting, staff gave a presentation on federal and state funding programs. A substantial number of these programs are relevant to this strategy.
Air Quality	Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health	Ongoing	Staff played a critical role in resolving Environmental Protection Agency (EPA) action on South Coast Air Quality Management District's (AQMD) Contingency Measure Plan to address the 1997 federal ozone standard. Staff transmitted to South Coast AQMD 1) the Final 2025 PM2.5 State Implementation Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and 2) the Transportation Control Measures and Transportation Control Measure Reasonably Available Control Measures Analysis for Inclusion in the 2024 Coachella Valley Extreme Ozone Nonattainment Area State Implementation Plan. SCAG approved the final transportation conformity analyses for 2025 FTIP and Connect SoCal 2024 Amendment 1 in September 2024. SCAG Regional Council signed on to the 2024 California Clean Air Day Proclamation. SCAG staff hosted monthly Transportation Conformity Working Group

			meetings and processed at least eight project-level PM hotspot interagency reviews. In addition, staff conducted intensive interagency consultation that has resulted in either temporary or permanent relief from 15 highway sanction clocks in the region.
Air Quality	Support local and regional partners by identifying funding opportunities that will help achieve greenhouse gas emission reduction and provide technical assistance and resources, when available	Ongoing	Staff continued coordination and collaboration with South Coast AQMD in support of work on SCAG's Last Mile Freight Program that has received $50 million of critical federal funding and will benefit air quality. In the last six months, SCAG hosted seven Toolbox Tuesday sessions many of which are related to GHG reduction. More information related to these sessions can be found at https://scag.ca.gov/toolbox-tuesday From May to July 2024, staff conducted GIS trainings focusing on local and regional planning, which promote GHG reduction strategies through spatial analytics. GIS training recordings are located at https://hub.scag.ca.gov/pages/planners-corner
Clean Transportation	Maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy	Ongoing	Staff began short- and long-term planning alignment for Clean Cities' FY25 objectives, existing Clean Technology projects, grant applications, research opportunities, etc. The Clean Cities Coalition is a DOE-funded project focusing on support, education, and technical assistance relative to clean and alternative fuel technologies.
Clean Transportation	Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure	Ongoing	Staff began short- and long-term planning alignment for Clean Cities' FY25 objectives, existing Clean Technology projects, grant applications, research opportunities, etc. Support and alignment with the Zero Emission Truck Infrastructure (ZETI) project and project stakeholders (truck fleet operators) to develop a blueprint and action plan for a future network of zero emission truck charging and fueling infrastructure.

Clean Transportation	Investigate how zero-emission vehicles can strengthen resilience through vehicle to-grid technologies or other opportunities where batteries can be used to enhance capacity of renewable energy sources	Ongoing	Staff began short- and long-term planning alignment for Clean Cities' FY25 objectives, existing Clean Technology projects, grant applications, research opportunities, etc. Support and alignment with the ZETI project and project stakeholders (fleets).
Clean Transportation	Assist local jurisdictions in developing an incentive program to further adoption of zero-emission passenger vehicles	In Progress	Staff is developing this alongside the RFP package for the Smart Cities Strategic Plan efforts to integrate EV charging and vehicle incentive program, with emphasis on multiunit dwellings and high-density residential areas.
Clean Transportation	Facilitate development of EV charging infrastructure through public-private partnerships	In Progress	Staff is currently working with SCAG Contracts staff to post an RFP and complete procurement Q2 FY25.
Natural and Agricultural Lands Preservation	Identify and leverage resources for research, policies and programs to conserve and restore natural and agricultural lands	In Progress	Since awarded a Sustainable Agricultural Land Conservation (SALC) grant from the Strategic Growth Council (SGC) in December 2023 grant, staff has developed a preliminary action plan, completed scope of work, and developed RFP materials to procure a consultant.
Natural and Agricultural Lands Preservation	Explore opportunities to increase and quantify the carbon sequestration potential and resilience benefits of natural and agricultural lands—and pursue funding for implementation and demonstration projects	In Progress	Since awarded the the SALC grant in December 2023, staff has developed a preliminary action plan, completed scope of work, and developed RFP materials to procure a consultant.
Natural and Agricultural Lands Preservation	Work with implementation agencies to support, establish or supplement voluntary regional advance mitigation programs (RAMP) for regionally significant transportation projects to mitigate environmental impacts, reduce per-capita VMT and provide mitigation opportunities through the Intergovernmental Review Process	In Progress	SCAG approved Greenprint Data Standards in February 2024. Staff has engaged in discussions with state agencies on partnerships.

Natural and Agricultural Lands Preservation	Continue efforts to support partners in identifying priority conservation areas—including habitat, wildlife corridors, and natural and agricultural lands—for permanent protection	In Progress	SCAG approved Greenprint Data Standards in February 2024. Staff has engaged in discussions with state agencies on partnerships.
Natural and Agricultural Lands Preservation	Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, protection of wetlands, habitat and wildlife corridor restoration, greenway connectivity and similar efforts	In Progress	Since awarded a Sustainable Agricultural Land Conservation (SALC) grant in December 2023, staff has developed a preliminary action plan, completed scope of work, and developed RFP materials to procure a consultant.
Climate Resilience	Develop partnerships and programs to support local and regional climate adaptation, mitigation and resilience initiatives	In Progress	SCAG has renewed its membership in the Los Angeles Regional Collaborative, which brings together local agencies, universities, and community-based organizations to support partnerships for grant applications and collaborative projects. SCAG will also be a member of the Inland Southern California Climate Collaborative (ISC3), which provides the same partnership opportunities.
Climate Resilience	Research existing and potential options to fund the climate resilience efforts of implementation agencies	Complete	SCAG presented an overview of grant opportunities from the Infrastructure Investment and Jobs Act (IIJA), Inflation Reduction Act (IRA), and the California State Budget in the areas of climate resilience, water resilience, and conservation at the September 2024 meeting of the Energy & Environment Committee. SCAG Staff also presented at the Regional Planning Working Group on conservation and urban greening grant opportunities in May 2024.
Climate Resilience	Collaborate with partners to foster adoption of systems and technologies that can reduce water demand and/or increase water supply, such as alternative groundwater recharge technologies, stormwater capture systems, urban cooling infrastructure and greywater usage systems	In Progress	SCAG recently launched Phase 1 of the Water Action Resolution's Water White Paper, which is identifying emerging issues and challenges in the water management ecosystem. This effort will help to assess how SCAG can partner with various agencies and provide value-added services that can help reduce water demand and/or increase water supply.

Packet Pg. 96

Climate Resilience	Support use of systems-based risk-management methods and tools to help implementation agencies identify and reduce resilience risks for vulnerable communities	In Progress	SCAG is developing the SoCal Greenprint web mapping application which will help local agencies identify climate impacts for vulnerable communities through a systems approach with the inclusion of layers related to "Environmental Justice, Equity, and Inclusion" as well as "Climate Vulnerabilities".
Climate Resilience	Provide local and regional partners with resources, education and trainings to identify and protect areas vulnerable to climate effects and other resilience shocks and stressors, particularly for low-income communities and communities of color	In Progress	As part of the Regional Resilience Framework, SCAG recently finished an exploratory scenario process that featured input from various stakeholders on scenario design. Feedback from these engagements will help inform deliverables such as the Regional Resilience Toolkit for local and regional partners, which will be disseminated through channels such as Toolbox Tuesdays and other opportunities.
Climate Resilience	Support implementing agencies' efforts to include climate-ready home-hardening strategies in new construction as well as the retrofitting of existing structures to minimize the potential loss of housing units stemming from climate-related hazards	In Progress	SCAG is maintaining existing partnerships and developing new partnerships with convening bodies, conferences, and events focused on the dissemination of climate resilience best practices, policies and strategies, and funding opportunities.
Climate Resilience	Support integration of climate vulnerability assessments into infrastructure planning and delivery for implementing agencies	In Progress	SCAG will leverage findings from the Regional Resilience Framework to support integrating climate vulnerability considerations into infrastructure planning and delivery for the Connect SoCal 2028 plan.

Attachment: Connect SoCal 2024 Implementation Report (November 2024) [Revision 1] (Connect SoCal

ECONOMY

Category	Strategy	Status	Action or Milestone
Goods Movement	Leverage the Last Mile Freight Program to develop and implement operational concepts with a core focus on last-mile delivery strategies across urban and rural communities	In Progress	Through Last Mile Freight Program (LMFP) Phase 1, SCAG has 22 active projects that have been awarded funding with 21 projects completed their MOUs. Three projects received reimbursement from SCAG/MSRC, the rest of the projects are in various stages of implementation and/or progress reporting. SCAG is in scope and procurement development for Phase 2 and will incorporate the Freight TDM planning and operational pilot demonstration testing and implementation for the 2028 Summer Olympics. Lastly, SCAG was successful in partnering with the South Coast AQMD on the recently $500 million CPRG (EPA) award where $50 million in award monies will be incorporated into the LMFP Phase 1 component of the program.
Goods Movement	Manage the implementation and transition to near-zero and zero-emission technologies for medium- and heavy-duty vehicles and supporting infrastructure	In Progress	SCAG is wrapping up the technical analysis stages of the ZETI study. The analysis focuses on charging demand simulations and location prioritization for future charging/fueling locations. Next steps include individual site assessments, holding the remaining two Technical Advisory Committee sessions, and preparing the final report, Regional ZEV Infrastructure Blueprint, and a local agency primer. Additionally, SCAG continues to manage multiple MOUs as part of the LMFP for both near-zero and zero-emission technologies that are being implemented through the South Coast Air Basin.
Goods Movement	Facilitate the development of integrated rail partnerships between passenger/commuter rail, private rail operators and public agencies to advance investment opportunities	In Progress	SCAG staff continue to develop freight rail analysis tools to better inform key stakeholders for partnership opportunities.

Packet Pg. 98

Goods Movement	Continue to coordinate with federal and state partners on goods movement planning efforts, including the Last Mile Freight Program, to position the SCAG region for further funding opportunities	In Progress	SCAG hosted quarterly Goods Movement Regional Partner Agency Meeting and Caltrans HQ/District Meeting as part of coordination with regional agency partners and the State. Additional coordination regularly occurs monthly with Caltrans HQ and SANDAG.
Broadband	Implement "Dig-Once Dig-Smart" policies to install broadband, EV charging stations and Smart Cities related infrastructure whenever highway/roadway improvements occur	Ongoing	Staff is integrating the Scope of Work into Smart Cities Strategic Plan RFP.
Broadband	Promote the use of a regional or statewide universal permit, ordinance and fee for expedited broadband and Smart Cities infrastructure deployment	Ongoing	Staff completed the Permit Streamlining Report and Ordinance and presented it to the Transportation Committee in September 2024. I was also received and filed by the Regional Council. As a next step, staff will work towards wide scale distribution, participation in panels, coordination with state/federal/local agencies and training via Toolbox Tuesdays.
Broadband	Secure grant funding for underserved local jurisdictions for broadband infrastructure development	Ongoing	SCAG selected three communities for technical services (Ontario, Port Hueneme, Avalon). SCAG is moving forward with execution of an MOU and beginning a technical report. SCAG also provided support letters to local jurisdictions for various grant funding opportunities from federal and state (e.g., California Public Utilities Commission, National Telecommunications and Information Administration).
Workforce Development	Encourage the growth of, and equitable access to, living-wage jobs throughout the region	In Progress	Staff is completing the Addressing Barriers to Economic Opportunities Report which is planned to be released in Spring 2025. Staff has also drafted an Apprenticeships Best Practices Report.
Workforce Development	Develop resources for understanding, analyzing and communicating complex regional economic and workforce data	In Progress	SCAG published the Economic Impacts of Equity Report (March 2024). SCAG also published Job Quality Index Framework Report (May 2024). Staff is currently drafting a Tribal Data Needs Assessment Report.

Tourism	Initiate and organize regular meetings between agencies that manage travel and tourism in the region and state to better inform planning efforts and align with travel and tourism needs—particularly with upcoming, large-scale events that include the 2026 FIFA World Cup and 2028 Summer Olympics	In Progress	Staff is developing a contact list for federal, California, regional, county, and local, and nonprofit, travel and tourism, parks and recreation, and Olympics and World Cup, agencies and organizations.

Southern California Association of Governments
November 7, 2024

To:	Transportation Committee (TC)	**EXECUTIVE DIRECTOR'S APPROVAL**
From:	Kate Kigongo, Department Manager (213) 236-1808, kigongo@scag.ca.gov	
Subject:	Regional Pilot Initiatives (RPI) Program Update	*Kome Ajise*

RECOMMENDED ACTION:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
The Regional Pilot Initiatives (RPI) Program seeks to test new technologies and innovative models with the potential to scale regionally to achieve transformative impact. On July 6, 2023, the Regional Council approved the REAP 2.0 RPI Program Framework and authorized staff to continue development of regionally significant pilots within select program areas. SCAG has continued to develop five regionally significant pilot projects.

Connect SoCal represents a shared vision for the region and reflects planned transportation investments, policies, and implementation strategies to achieve the Plan's goals. One of the goals of Connect SoCal is to "build and maintain a robust transportation network" that supports investments that are well-maintained and operated, coordinated, resilient, and result in improved safety, air quality, and reduced greenhouse gas (GHG) emissions. The RPI Program seeks to support SCAG region cities and counties to achieve compliance and progress with statewide goals by supporting accelerated development via strategic transportation infrastructure investments and facilitating synergies with housing production.

SCAG intends for the RPI program to serve as an incubator for pilot projects that have regional scalability through future Calls for Projects and/or funding opportunities. This report is provided as an update and highlights progress made on five RPI pilot projects.

BACKGROUND:

The RPI Program is focused on demonstrating innovative, next generation technologies and models of regional significance. RPI relies on partnerships with the public sector (local jurisdictions, transit agencies, County Transportation Commissions, etc.) to permit, construct and operate these pilot projects, and with private sector vendors to implement the pilots.

The RPI Program was developed as a REAP 2.0 funded program with opportunities for supplemental funding from the federal Carbon Reduction Program (CRP) authorized through the Infrastructure Investment and Jobs Act. Despite successful efforts to minimize cuts to REAP 2.0 through the State budget cycle, SCAG's REAP 2.0 program incurred a $14.5 million cut. In response, funding for the RPI Program shifted to federal CRP funds. SCAG's RPI projects fit well within the eligibility guidelines of CRP because they were developed emphasizing reduction of vehicle miles traveled and expanding access to mobility options, which reduce carbon emissions. SCAG is currently in the process of obligating the CRP funds to be used for implementing these pilot projects. Should the Regional Council approve the FY25 Budget Amendment 1, on November 7, 2024, a total of $4.9 million will be programmed for RPI projects using CRP funds and required matching funds, with the funding for the remaining RPI projects to be added at a later date in coordination with Caltrans' obligation processes.

Since approval of the framework and six initial program areas, as outlined in the table below, staff have continued to research the program areas, refine concepts, and conduct outreach with public and private partners. Staff narrowed its focus from six program areas to four, deferring Curb Space Management and Transportation Demand Management Technology. During outreach, SCAG did not see high levels of broad applicability, readiness, and alignment with funding programs. Within the four remaining program areas, staff has advanced five pilots:

Program Area	Project
Big Data Research	Transportation Data Analytics Technical Assistance Program
Accelerating Active Transportation	Watts Rising E-Bike Lending Library
Mobility Hubs	Mobility Hubs Demonstrations
Mobility Wallets and Universal Basic Mobility	Metrolink Contactless Open Loop Fare Payment Demonstration
	Mobility Wallet
Curb Space Management	*Not currently proceeding with a project*
Transportation Demand Management Technology	*Not currently proceeding with a project*

PROJECTS OVERVIEW:

Transportation Data Analytics Technical Assistance Program

Big data analytics can answer a wide range of transportation-related questions, which may address traffic congestion management, public transit optimization, demand management, and compliance/regulation. As part of its Regional Data Platform, SCAG maintains a contract with big data platform StreetLight Insight® to provide up to 210 licenses to regional stakeholders (at no cost to users) through June 2026. SCAG understands, however, that many jurisdictions in the region who could benefit from data analytics lack the in-house staff expertise or capacity to effectively operate data platforms like StreetLight Insight® and would benefit from access to technical assistance. To address these barriers, build capacity, and foster a region-wide culture of data-driven decision making, SCAG is implementing the Big Data Technical Assistance (TA) Program.

SCAG will hire a consultant to provide direct support to local jurisdictions and agencies to research and answer key transportation planning questions using big data analytics, with an emphasis on small and underserved jurisdictions and agencies. To solicit pertinent research questions from local government jurisdictions, SCAG will open a Call for Questions to solicit questions that are well suited to analysis using big data tools. Public agencies within the SCAG region, who are using the StreetLight platform, will be eligible to submit questions. SCAG anticipates releasing this Call for Questions concurrently to the Consultant selection by end of the calendar year.

Watts Rising E-Bike Lending Library

Electric bicycles can improve access by facilitating longer, quicker, and easier trips than traditional bicycles, but are also more expensive to own and maintain. To expand usage and improve mobility for residents of Nickerson Gardens in Watts, the largest affordable housing site west of the Mississippi river, SCAG is partnering with the Housing Authority of the City of Los Angeles (HACLA) and the East Side Riders Bike Club (ESRBC) to launch an e-bike lending library. This project was originally submitted through the competitive SCP Call 4 process but was determined to be a stronger fit for the RPI program. Staff are working with HACLA to refine the scope, budget, roles, and responsibilities and finalize an MOU.

Mobility Hubs

Mobility Hubs are sites where multiple transportation modes intersect. SCAG staff are developing Local Jurisdictional Guidance to support the development of a network of mobility hubs throughout the region. This guidance has included the development of case studies, best practices, and typologies. The work has also involved the inventory and prioritization of mobility hub sites based on criteria such as alignment with plans and studies, strong performance and equity potential, and existence of partnership and funding opportunities. Currently, the team is working with its consultant, System Metrics Group (SMG), to conduct outreach, narrow candidate sites, and identify

five partners with sites that would benefit from mobility hub conceptual designs. As conceptual designs are finalized, SCAG will consider pursuing mobility hub demonstrations with partners.

Metrolink Contactless Open Loop Fare Payment Demonstration

SCAG's 2022 Mobility as a Service White Paper emphasized the strategic importance of integrating fare payment across the region and supported the California Integrated Travel Project's (Cal-ITP) vision for contactless open loop payment statewide. As the regional rail provider for five Southern California counties, Metrolink is a key strategic partner in this vision. SCAG is partnering with Cal-ITP and Metrolink to demonstrate contactless open loop payment on the San Bernardino Line.

SCAG and Cal-ITP held planning discussions with core Metrolink departments in winter and spring 2024. In summer, Cal-ITP and SCAG presented to Metrolink's executive leadership team and conducted a site visit of the line. SCAG, Cal-ITP, and Metrolink will sign a letter of intent to collaborate on the demonstration, with SCAG providing funding support and Cal-ITP providing technical support.

Mobility Wallet

This project envisions providing stipends directly to individuals in low-income communities that can be used for a variety of mobility services. Taking inspiration from Los Angeles Metro and Los Angeles Department of Transportation's Mobility Wallet program, which SCAG is funding through the REAP 2.0 CTC Partnership Program, SCAG is seeking to demonstrate the concept outside of existing program areas. In summer, SCAG held a series of market soundings to get feedback from the private sector on project delivery approaches. SCAG is holding a series of internal workshops and planning additional outreach to further refine the project goals, approach, and scope.

OUTREACH AND PROGRAM DEVELOPMENT
During framework development SCAG conducted over 35 interviews from the public, private, academic, and non-profit sectors; conducted in-reach to SCAG staff; conducted a stakeholder survey; compiled a library of over four dozen relevant sources, including all REAP 2.0 documents and relevant SCAG prior work products; and attended four mobility innovation conferences.

After Regional Council approval of the RPI framework, staff continued to conduct outreach and research towards the development and implementation of its planned pilots.

- On the Transportation Data Technical Assistance Program, SCAG introduced its intention to solicit public sector questions at multiple big data discussion forums, technical advisory committee meetings, and conference presentations. Additionally, SCAG held outreach meetings with eight private sector firms specializing in big data analysis.

- On the Watts Rising E-Bike Lending Library, SCAG established a bi-weekly meeting with ESRBC and HACLA, conducted two site visits, and held meetings with public agencies and private sector firms who have run similar programs.
- On Contactless Open Loop payments, SCAG has participated in bi-weekly meetings with Metrolink and Cal-ITP as well as discussed plans with public transit agencies in Ventura, Imperial, and Los Angeles counties.
- On Mobility Wallet, SCAG conducted an informal market sounding with six private sector firms as well as held informational meetings with LA Metro and LADOT.
- On Mobility Hubs, SCAG is conducting public and private sector outreach as it finalizes its local jurisdictional guidance. SCAG has sought lessons learned from public, private, academic, and nonprofit organizations, and held numerous collaborative meetings with Metrolink and Caltrans.
- Alongside this outreach, SCAG has continued to work with Caltrans on obligation of CRP funds.

NEXT STEPS

Staff will continue developing pilot projects with public partners and through competitive procurements and will update the Transportation Committee quarterly.

FISCAL IMPACT:

The funding for the RPI Program has been included in the Carbon Reduction Program budget, subject to Regional Council approval as part of FY25 Budget Amendment 1 on November 7, 2024. Funding for the RPI Program is subject to approval from Caltrans and the Federal Highway Administration.

ATTACHMENT(S):

1. PowerPoint Presentation - Regional Pilot Initiatives Program Update

Regional Pilot Initiatives (RPI) Program Update

Transportation Committee

November 7, 2024

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SCAG

Background

BACKGROUND

- SCAG intends for the RPI program to be an incubator for pilot projects that have regional scalability and can be used to inform future Calls for Projects and/or funding opportunities.

- The RPI program supports SCAG's increasingly significant role in the implementation of Connect SoCal 2024. This program provides resources and technical assistance to local agencies or jurisdictions to advance their implementation efforts.

- On July 6, 2023, SCAG's Transportation Committee and Regional Council approved the Regional Pilot Initiatives Framework.

2

RPI Project Overview

- RPI was developed to meet REAP 2.0 and Carbon Reduction Program (CRP) goals.
- With cuts to the REAP 2.0 budget, SCAG is funding RPI with CRP.

Program Area	Project
Big Data Research	Transportation Data Analysis TA Program
Accelerating Active Transportation	Watts Rising E-Bike Lending Library
Mobility Hubs	Mobility Hub Demonstration Projects
Mobility Wallets	Metrolink Open Loop Fare Payment Demo
	UBM/Mobility Wallet Program

RPI Pilot Projects

Transportation Data Analysis TA Program

Project Summary

- Identify and research key transportation planning and policy questions using the StreetLight Big Data Platform, with an emphasis on small and under-resourced local jurisdictions.

Status

- Release procurement for Technical Assistance consultant in Winter.

Partner Selection Method

- Call for Questions to public agencies using Streetlight in Winter 2025

Watts Rising E-Bike Lending Library

Project Summary

- Improve mobility and access by launching an E-Bike Lending Library at Nickerson Gardens in Watts with the Housing Authority of City of Los Angeles and East Side Riders Bike Club.

Status

- Refining Scope of Work, Roles, Responsibilities, and Budget.
- Developing specifications for procurements.

Partner Selection Method

- Project was selected from the Sustainable Communities Program CEEEJ Call for Projects in 2023.

Contactless Open Loop Fare Payment Demonstration

Project Summary

- Demonstrate open loop fare payment systems (tap to pay) on the San Bernardino Line in partnership with the California Integrated Travel Project (Cal-ITP) and Metrolink.

Status

- Refining Scope of Work, Roles, Responsibilities, and Budget.
- All parties are developing a letter of intent and funding MOU.

Partner Selection Method

- SCAG identified Metrolink as the regional rail partner.

Mobility Wallet

Project Summary

- Provide mobility cash directly to individuals that can be used for a variety of transportation services to study the impact of investments on travel behavior.

Status

- SCAG has completed a private sector market sounding and is conducting a series of internal workshops before developing a proposed scope of work.

Partner Selection Method

- Program is still being developed and no partner has been selected.

Mobility Hubs

Project Summary

- SCAG is developing Local Jurisdictional Guidance to support development of a network of mobility hubs in the region. Guidance includes conceptual designs which, once completed, will be among the candidates for demonstration projects.

Status

- SCAG is conducting outreach, drafting its guidance, and selecting partner sites for conceptual design.

Partner Selection Method

- SCAG is undertaking a technical analysis, in partnership with the County Transportation Commissions. No partner has been selected.

Next Steps

- Staff will continue pursuing procurements for private partners and developing MOUs for public partners for each pilot project
- Ongoing evaluation of project progress towards Connect SoCal 2024 goals, outcomes, and potential funding opportunities to scale regionwide.
- Report back to TC quarterly.

9

THANK YOU!

For more information, please visit:

https://scag.ca.gov/regional-pilot-initiatives

Kate Kigongo
Manager, Partnerships, Innovation and Technology
Kigongo@scag.ca.gov

To: Transportation Committee (TC)

From: Marisa Laderach, Senior Regional Planner
(213) 236-1927, laderach@scag.ca.gov

Subject: Future Communities and Smart Cities Update

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

RECOMMENDED ACTION:
Informational Only – No Action Required

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

EXECUTIVE SUMMARY:
The purpose of this staff report and presentation is to provide program results and takeaways from the Future Communities Pilot Program (FCPP) and an update on SCAG's Smart Cities program. The FCPP was funded through a partnership with the Mobile Source Air Pollution Reduction Committee (MSRC) with the goal of supporting city and county agencies in implementing innovative pilot projects that reduce vehicle miles traveled (VMT) from local travel and municipal operations through new technologies and enhanced data analytics. The FCPP pilots demonstrated varied reductions in VMT and greenhouse gas (GHG) emissions while yielding valuable insight into these strategies. Although the program experienced significant disruption caused by the COVID-19 pandemic, the pilot projects were completed in December 2023, and a FCPP Evaluation Summary Report was prepared for and approved by the MSRC earlier this year.

As a part of SCAG's Smart Cities program, and informed by the FCPP results, staff is preparing to develop a Smart Cities Strategic Plan, which will outline and advance SCAG's efforts in smart technology integration, clean transportation, and broadband. SCAG's Smart Cities Strategic Plan will align with and support Connect SoCal 2024 implementation. FCPP results will continue to inform other programming at SCAG as well, including the Sustainable Communities Program (SCP) and the Smart Cities & Mobility Innovations (SCMI) program, and future Calls for Projects. The SCMI program will conclude December 31, 2024, and staff is currently developing the next round of SCP Calls for Projects (anticipated later this fiscal year).

BACKGROUND:

SCAG's Future Communities Pilot Program

The Future Communities Pilot Program (FCPP) was approved by the Regional Council on February 7, 2019, and was designed to support city and county agencies in the implementation of innovative pilot projects aimed at reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. These objectives were achieved through the enhancement of municipal operations, utilization of new technologies and developing enhanced data analytics. SCAG collaborated with the Mobile Source Air Pollution Reduction Committee (MSRC) of the South Coast Air Quality Management District (SCAQMD) to implement the FCPP and all projects were completed by December 2023. An Evaluation Summary Report was prepared for and approved by the MSRC in earlier in 2024. The Report summarizes the potential benefits and challenges of implementation of a series of mobility pilot projects. The portfolio of pilot projects includes a range of innovative approaches, each designed to address the specific mobility challenges and opportunities of its location. SCAG is preparing an expanded summary.

From leveraging smart technologies in parking management to digitizing city services for greater efficiency, the pilot projects showcase a wide array of strategies aimed at improving mobility and reducing environmental impacts.

Agency	Project	Objective
City of Anaheim	Smart Center City	• Integrate real-time parking guidance with the ATN transit planning and ride hailing mobile application (FRAN) • FRAN: "Free Rides Around the Neighborhood" electric shuttle fleet
City of Cerritos	Remote Services Enhancement Project	• Develop an online permitting and licensing software program offering online self-service, 24/7 real-time information, and record access
City of Los Angeles	BlueLA Electric Carshare	• Evaluate VMT/GHG reduction from the BlueLA fleet while surveying users for carshare preferences
City of Ontario	Smart City Rapid Validation Hub	• Implement broadband, micromobility, and intelligent

		trash bin infrastructure downtown
City of Glendale	Route Optimization and Fleet Telematics	• Update older street sweeping and garbage collection routes to reduce VMT, GHG, and congestion
City of Monrovia	Incentivizing Bikeshare	• Encourage mode shift behavior • Incentivize bikeshare participation • Partner with local businesses for zero-emission delivery services
City of Riverside	Integrated Electronic Plans Solution	• Establish an online development permit process that coordinates review through eight city departments, dozens of blueprints, and multiple rounds of review
County of San Bernardino	Remote Electronic Warrants	• Upgrade the County's after-hours online system to a fully scalable, 24/7 platform to process warrant applications virtually

While some projects demonstrated remarkable reductions in VMT, other projects were not as successful in this specific metric, but brought other significant benefits, including improved access to services, the introduction of innovative technologies in urban spaces, and time savings for staff and the public. These outcomes highlight that the value of implementation of a similar project may extend beyond its primary objective, contributing to broader benefits to the jurisdiction and the public.

The specific circumstances of each project, including the demographic, geographic, and infrastructural context, played a crucial role in determining its feasibility and success. Policy and regulatory considerations also emerged as key factors, influencing project implementation and scalability. With a coordinated approach, these technologies can be tested in other communities,

contexts, and capacities within the SCAG region to explore the potential for VMT and GHG reduction.

SCAG staff is producing an expanded version of the final summary report to distribute, and more information can be found in the attached PowerPoint presentation accompanying this staff report.

SCAG's Smart Cities Programming

SCAG's Smart Cities & Mobility Innovations Program (SCMI) as a part of the 2020-2021 Sustainable Communities Program (SCP) funding cycle was designed to support the implementation of 2020 Connect SoCal and innovative mobility projects in the region. Greatly informed by the findings of the FCPP, the SCMI program is nearing completion and has produced successful reports, studies, and findings affiliated with curb space and parking management strategies. Results from the program will be available in Q3 of FY25, and programs such as these continue to demonstrate SCAG's role as a leader in technology and innovation.

Projects included in the SCMI program will conclude by December 31, 2024, and include:

- City of Los Angeles: Curb Zone Data Inventory for Digital Curb Management
- San Gabriel Valley Council of Governments: GoSGV Engagement & Evaluation
- City of Laguna Woods: Mobility Technology Plan
- City of Rialto: Smart Cities Plan for Warehousing and Logistics
- City of Long Beach: Curb Space Management Study
- City of Stanton: Citywide Curb Management Plan
- City of Desert Hot Springs: Downtown and Light Industrial Parking Plan
- City of Garden Grove: Curb Data Parking Study

Given the rapid evolution of technology and the advancements made in smart cities technologies since SCAG's Future Communities Framework in 2017, and the proactive approach to mobility and sustainability adopted in Connect SoCal, there is a pressing need for a new Smart Cities Strategic Plan for the region. While the concept of smart cities involves a variety of subjects, staff intends for this Plan to focus on mobility and transportation, along with the clean, emerging technologies that support these areas. Clean technologies and "smart city" technologies have a significant overlap, and although they are sometimes treated as separate concepts, the Plan aims to connect the two together for one cohesive approach to smarter, cleaner communities.

Infrastructure readiness for physical and digital infrastructure are key to supporting the fundamental features of smart cities, including networks, connectivity, and open data. Yet many areas lack the necessary infrastructure for basic needs, such as residential and curbside EV charging. Equity and accessibility are another significant obstacle as low-income households and underserved communities have less access to critical smart city benefits such as EV charging. Technological

integration and the coordination of emerging technologies remains a challenge. The careful development of a cohesive and efficient transportation system can help address these problems, with smarter technologies offering solutions.

SCAG's role in addressing these gaps includes providing strategic direction, resources, and support to local jurisdictions, encompassing several critical implementation strategies identified in Connect SoCal 2024. These strategies involve multiple approaches to ensure support is provided in the widest range of contexts and for the hardest-to-reach groups, including technical assistance, research, program development, and partnership facilitation. In terms of incentives, SCAG further seeks to explore the development of an EV incentive program. The acceleration of electric vehicles and the expansion of necessary charging infrastructure are two critical priorities that SCAG aims to address.

The upcoming Smart Cities Strategic Plan will outline and advance SCAG's efforts in smart technology integration, clean transportation, and broadband. The Plan seeks to evaluate emerging technologies, current trends, and research; establish and manage a working group or technical advisory group; recommend partnerships, policies, and actionable next steps; align with SCAG's long-term planning objectives and strategies; and explore the development of an EV Incentive Program (EVs and EV Charging Stations), particularly in support of multi-family dwelling units and low-income households.

Staff will bring more information regarding the SCP SCMI results, Smart Cities Strategic Plan, and other critical initiatives to relevant policy committees in the coming months.

FISCAL IMPACT:
Budget for the FCPP concluded under the project numbers 280-4824.02 and 280-4824.03. Labor and non-labor budget for the Smart Cities Strategic Plan is included in project number 100.4911.01 in the FY24-25 OWP.

ATTACHMENT(S):
1. PowerPoint Presentation - Future Communities and Smart Cities Update

Future Communities and Smart Cities Program Updates

November 7, 2024
Marisa Laderach
laderach@scag.ca.gov

WWW.SCAG.CA.GOV

A BRIEF OVERVIEW: SCAG'S FUTURE COMMUNITIES PILOT PROGRAM (FCPP)

The Future Communities Framework

- SCAG's formal smart cities policy originated in the **Future Communities Framework (FCF)**
    - Adopted by SCAG's Regional Council in 2017
- The **Framework** supported SCAG's role as a leader in technology and innovation
- The FCF outlined several program areas and work products:
    - **The Regional Data Platform (RDP)**
    - **The Future Communities Pilot Program (FCPP)**

FINAL SCAG FUTURE COMMUNITIES FRAMEWORK
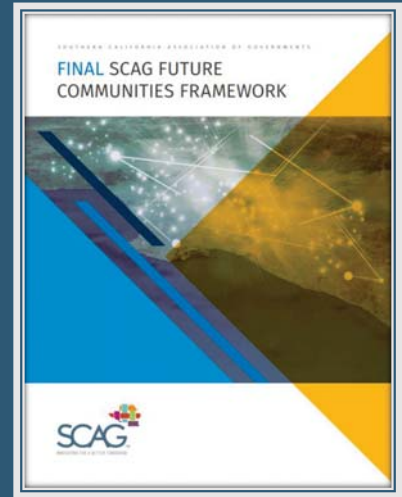
The Future Communities Pilot Program (FCPP)

- Program goals included:
    - **Apply new technologies and data analytics to reduce VMT & GHG**
    - **Improve the efficiency of municipal services**
    - **Promote replicable pilots in the region**
- The program aligned pilots with SCAG's long-range planning (RTP/SCS 2020 policies)

Apply New Technologies   Use Data Analytics   Reduce Vehicle Miles Traveled

The Future Communities Pilot Program (FCPP, FY19-20)

Agency	Project	Objective
City of Anaheim	Smart Center City	• Integrate real-time parking guidance with the ATN transit planning and ride hailing mobile application (FRAN) • FRAN: "Free Rides Around the Neighborhood" electric shuttle fleet
City of Cerritos	Remote Services Enhancement Project	• Develop an online permitting and licensing software program offering online self-service, 24/7 real-time information, and record access
City of Los Angeles	BlueLA Electric Carshare	• Evaluate VMT/GHG reduction from the BlueLA fleet while surveying users for carshare preferences
City of Ontario	Smart City Rapid Validation Hub	• Implement broadband, micromobility, and intelligent trash bin infrastructure downtown

The Future Communities Pilot Program (FCPP, FY19-20)

Agency	Project	Objective
City of Glendale	Route Optimization and Fleet Telematics	• Update older street sweeping and garbage collection routes to reduce VMT, GHG, and congestion
City of Monrovia	Incentivizing Bikeshare	• Encourage mode shift behavior • Incentivize bikeshare participation • Partner with local businesses for zero-emission delivery services
City of Riverside	Integrated Electronic Plans Solution	• Establish an online development permit process that coordinates review through eight city departments, dozens of blueprints, and multiple rounds of review
County of San Bernardino	Remote Electronic Warrants	• Upgrade the County's after-hours online system to a fully scalable, 24/7 platform to process warrant applications virtually

FCPP PROGRAM CONCLUSIONS

Lessons learned and key takeaways from the eight pilot projects.

FCPP Results

City of Anaheim's Smart Center City Project

- Partnered with the Anaheim Transportation Network (ATN)

- Integrated real-time parking guidance for Center City Anaheim and its transit planning and ride hailing mobile application (Free Rides Around the Neighborhood, FRAN)

- Directed drivers to available parking via real-time wayfinding signage and ATN's FRAN application
  - Reduced neighborhood parking complaints
  - Served over 160,000 customers annually
  - Reduced VMT generated by cars circling parking structures and neighborhood streets searching for parking spots

How to Use FRAN

Calling FRAN is as easy as 1, 2, 3...

Step 1: Download the FRAN app by clicking **here for Android** or **here for Apple**

Step 2: Head to your nearest pickup spot listed in the app.

Step 3: Request a ride, and a FRAN driver will quickly arrive. With FRAN, it's never been easier to get around town.

City of Cerritos' Remote Services Enhancement Project

- Automated numerous community development-related and business license applications online, eliminating the need to physically travel to City Hall
  - Removed over 68,000 VMT annually
  - Reduced over 2,800 trips annually
- Estimated to have saved two full-time positions' salaries
- Was widely used as it launched during the Covid-19 pandemic
- Increase in submissions due to ease of platform

INDUSTRIES / PUBLIC SECTOR

Elsinore Valley Municipal Water District reduced the workload for personnel by 70%.

ELSINORE VALLEY MUNICIPAL WATER DISTRICT

We needed to increase organizational efficiency.

"Being the access point for critical functions such as material requisition, business intelligence, paystubs, or vacation requests, every single employee at our organization uses Infor Ming.le™."

— James Ollerton Director of Information Technology, Elsinore Valley Municipal Water District

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City of Los Angeles' BlueLA Electric Carshare Project

- Aimed to verify VMT impacts and benefits of carshare services by documenting the transportation behavior of participants in LADOT's Carshare Pilot Program
  - Combination of survey data and origin-destination data provided the VMT performance
  - LADOT could then encourage enrollment in carshare strategies and via outreach with housing developers
- Saved $6.7M in fuel annually
- BlueLA program reflected a shift in community transportation preferences
  - 90% of members remained in the program

City of Ontario's Smart City Rapid Validation Hub

- Developed a Smart City Rapid Validation Hub
  - Real-world technology testing zone
  - Smart bin commercial refuse pilot
  - Final-mile micromobility program
- Covid-19 pandemic provided unexpected opportunity to utilize the suite of smart city transportation modality characterization sensors beyond its original use
  - Allowed the City to see impacts of public policy in near-real-time
- Removed over 100,000 VMT annually
- Serviced over 400,000 customers annually
- Fostered high community engagement in smart city events, signifying a robust public interest in sustainable urban development
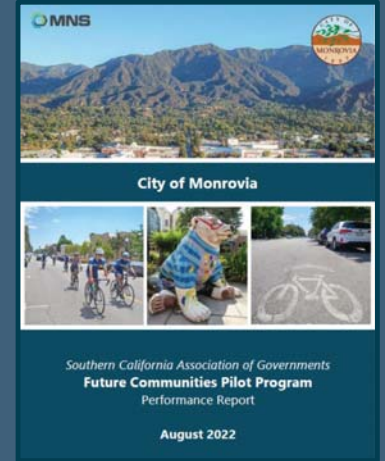
City of Glendale's Route Optimization Program

- Optimized and redesigned City refuse collection routes using advanced software analytics
- Trash and recycling routes had a 13% overall decrease in VMT
  - 49 fewer journeys to the dump each week, significant reduction in air pollution
- The program maximized the existing fleet to reduce the need for additional staff or trucks
  - Positive key performance indicators for resource utilization and efficient municipal operations
  - City and employees no longer need to work overtime

GOVERNING
THE STATES AND LOCALITIES

FINANCE | HEALTH | INFRASTRUCTURE | MGMT | WORKFORCE | POLITICS | PUBLIC SAFETY | URBAN | EDUCATION | DATA | PUB

MAGAZINE | NEWSLETTERS | PODCASTS | EVENTS | PAPERS

INFRASTRUCTURE & ENVIRONMENT

A Quiet Revolution in Trash Trucks

Garbage trucks get as little as 3 miles per gallon, making them prime targets in cities' efforts to trim costs and curb greenhouse gas pollution.

BY DANIEL C. VOCK | JULY 10, 2014

City of Monrovia's "Biking for Bucks" Bikeshare Program

- Incentivized bicycle ownership for City residents and employees
- Assisted 503 applicants, including 44 low-income applicants, with purchasing bikes or critical accessories
  - The program had the capacity for 564 participants with a resource utilization rate of 89%
- The applicants were then asked to complete surveys and track their bicycle trips using an Activity Tracker
- Removed over 24,000 VMT/year
- Users each saved $1k annually
- The program provided valuable insight into bikeshare preferences and behaviors, plus best practices for future programs

City of Monrovia

Southern California Association of Governments
Future Communities Pilot Program
Performance Report

August 2022

City of Riverside's Integrated Electronic Plans Solution

- Developed online software that allows all community development-related permits and applications to be submitted online, eliminating the need to physically travel to City Hall
  - Removed over 146,000 VMT/year
- Use of online services at the City skyrocketed after implementing the new portal
- Each online application submittal removed, on average, three trips to City Hall
  - Reduced over 11,700 trips annually
  - Reduced driving hours by 4,900
- Staff hourly labor reduction of $41,702.93 annually

Riverside's "One Stop Shop" Boosts Customer Service Welcomes Investment
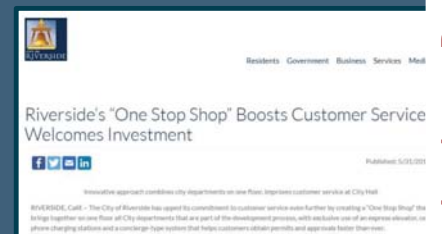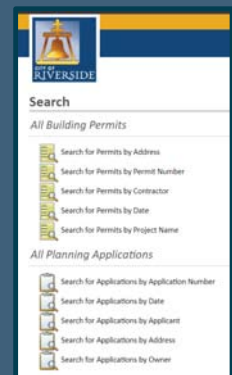
San Bernardino County's Remote Electronic Warrants Program

- Developed software program for officers and judges to remotely submit, review, and sign warrants reducing the need to travel for court approval
  - Prior to online warrant submission platform, sheriffs were required to travel far distances to county courthouses
- As the geographically largest county in the US and California, VMT savings are significant
  - Removed over 400,000 VMT in less than two years
  - Reduced over 24,200 trips annually
- Saved 6,000 hours of police time annually

County Stations

Barstow · Big Bear · Central Station
Colorado River · Fontana · Morongo Basin
Twin Peaks · Victor Valley

Key Take-Aways

- Online portals are incredibly popular and growing in demand, with many opportunities
- Route optimization projects are impacted by available resources and constraints (mileage and costs can be greatly influenced by the addition or removal of a single truck)
- Bikeshare programs have the potential for significant VMT reduction
- Technology continues to be an effective tool in managing parking, increasing accessibility, and inventorying assets
- SCAG, vendors, and consultants alike are navigating a new procurement space regarding emerging technology (see SCAG's Technology Guiding Principles, pg. 23)
- Pilots and projects have been successful in meeting program goals and helping us understand the benefits and challenges with each technology
- Final products complement release of Connect SoCal 2024 and prepare for the next SCP funding cycle (estimated to begin summer 2025)

Smart Best Practices

- **Cross-Agency Task Forces**
  - Steering committees, technical advisory committees, and agency working groups comprised of relevant staff from across multiple agencies offer a holistic, collaborative approach
- **Comprehensive Regulatory Framework**
  - Create a clear and adaptable regulatory framework that addresses the safety standards, data governance and privacy requirements, liability concerns, and environmental impacts that relate to projects
- **Public-Private Partnerships**
  - Critical for public agencies to engage with private companies when it comes to innovative, clean, and emerging technologies to address funding, technology deployment, and technical expertise
- **Infrastructure Investments**
  - Allocating sufficient resources to the development and maintenance of smart infrastructure to ensure technology projects will be capable of supporting the connectivity requirements of emerging technologies

Smart Best Practices (cont.)

- **Community Engagement and Education**
  - Engaging with community-based organizations, stakeholder groups, SoCal residents, and other public agencies is critical for addressing community concerns, securing public support, and ensuring equity is integrated from the ground-up
- **Pilot Test Beds and Hubs**
  - Creating spaces to test newer technologies on smaller scales in real-world environments can help address the feasibility, safety, and public acceptance of mobility solutions
- **Research Institutions**
  - Local, county, and regional governments alike can foster partnerships with research institutions and universities to leverage their expertise and maximize impact
- **Monitoring and Evaluation**
  - Regional agencies can monitor pilots across multiple agencies, environments, and communities. Similarly, agencies can then provide information to the region to make informed decisions on scaling, modifying, or discontinuing specific technologies.
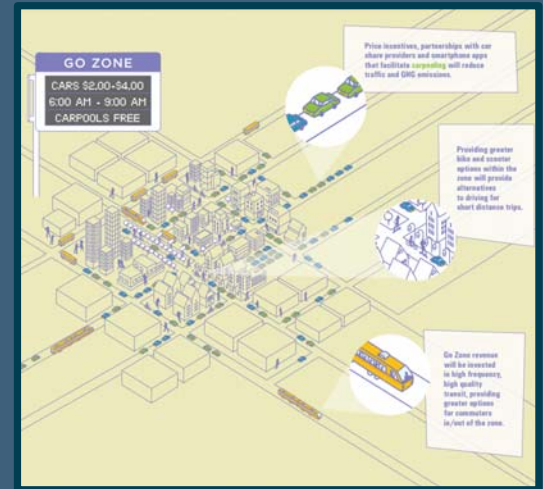
SCAG'S SMART CITIES PROGRAM

Sustainable Communities Program (SCP, FY20-21)

- Supports implementation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*
- SCP provides multiple opportunities to seek funding and resources to meet the needs of communities, address recovery and resiliency strategies, and support regional goals
  - **Call 1: Active Transportation & Safety (AT&S)**
  - **Call 2: Housing & Sustainable Development (HSD)**
  - **Call 3: Smart Cities & Mobility Innovations (SCMI)**
  - **Call 4: Civic Engagement, Equity & Environmental Justice (CEEJ)**

SCAG INNOVATING FOR A BETTER TOMORROW 2020-2021 **Sustainable Communities Program** CALL FOR APPLICATIONS

Smart Cities & Mobility Innovations (SCMI) Program

- The Smart Cities & Mobility Innovations Call focused on the implementation of three Connect SoCal Key Connections:
  - **Smart Cities & Job Centers**
  - **Go Zones**
  - **Shared Mobility & Mobility as a Service**
- Projects emphasized the use of technology and innovation by implementing curb space management measures and establishing best practices

A Brief Overview: Sustainable Communities Program (SCP)
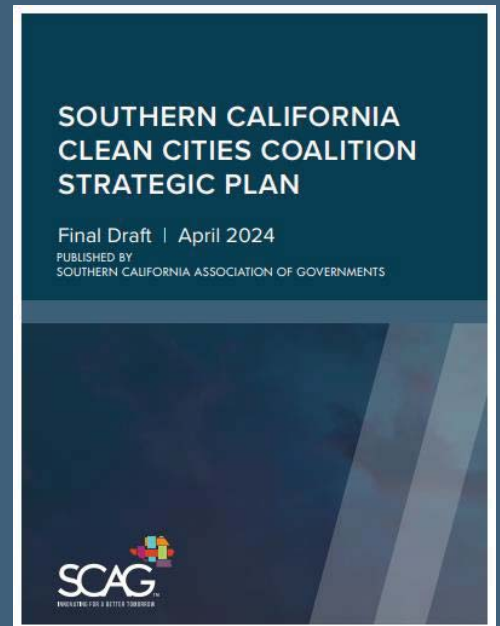
Smart Cities & Mobility Innovations Awards

- **City of Los Angeles:** Curb Zone Data Inventory for Digital Curb Management
- **San Gabriel Valley Council of Governments:** GoSGV Engagement & Evaluation
- **City of Laguna Woods:** Mobility Technology Plan
- **City of Rialto:** Smart Cities Plan for Warehousing and Logistics
- **City of Long Beach:** Curb Space Management Study
- **City of Stanton:** Citywide Curb Management Plan
- **City of Desert Hot Springs:** Downtown and Light Industrial Parking Plan
- **City of Garden Grove:** Curb Data Parking Study

Upcoming and Ongoing Projects

- Clean Technology
  - Goods movement fleet conversion efforts (LMFP, etc.)
  - Zero Emission Truck Infrastructure (ZETI) study
- Clean Cities Coalition
  - Clean Cities Strategic Plan annual update
  - Alternative fuel vehicle, price, and station tracking
  - Annual progress report
  - Various partnerships and educational events
- FY25 Presidential Priorities
  - Transit recovery
  - Clean technology
  - Goods movement
- **Smart Cities Strategic Plan** (coming soon!)

SOUTHERN CALIFORNIA
CLEAN CITIES COALITION
STRATEGIC PLAN

Final Draft | April 2024
PUBLISHED BY
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

SCAG
INNOVATING FOR A BETTER TOMORROW

Upcoming SCAG Smart Cities Strategic Plan

- Technology has rapidly evolved and advanced since SCAG's 2017 FCF
- The Plan will **outline and advance SCAG's efforts** in smart technology integration, clean transportation, and broadband
- Plan Objectives
  - Evaluation of emerging technologies, current trends, and research
  - Establishment and management of a working group or technical advisory group
  - Recommendations for partnerships, policies, and actionable next steps
  - Alignment with SCAG's long-term planning objectives and strategies
  - Exploration of an **EV Incentive Program** (EVs and EV Charging Stations)

THANK YOU!

For more information, please visit:

https://scag.ca.gov/post/future-communities-pilot-program

Questions? Contact:

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