



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

#### REGIONAL COUNCIL OFFICERS

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Transportation Commission

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County Transportation Authority

#### COMMITTEE CHAIRS

Executive/Administration  
Rex Richardson, Long Beach

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Human Development  
Jorge Marquez, Covina

Energy & Environment  
David Pollock, Moorpark

Transportation  
Cheryl Viegas-Walker, El Centro

## REMOTE PARTICIPATION ONLY

# TRANSPORTATION COMMITTEE

**Thursday, April 1, 2021**  
**9:30 a.m. – 11:30 a.m.**

**To Participate on Your Computer:**  
**<https://scag.zoom.us/j/253270430>**

**To Participate by Phone:**  
**Call-in Number: 1-669-900-6833**  
**Meeting ID: 253 270 430**

***Please see next page for detailed  
instructions on how to participate in the meeting.***

### **PUBLIC ADVISORY**

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Peter Waggonner at (213) 630-1402 or via email at [waggonner@scag.ca.gov](mailto:waggonner@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://www.scag.ca.gov/committees).

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



## Instructions for Public Comments

*You may submit public comments in two (2) ways:*

1. **Submit written comments via email to: [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov) by 5pm on Wednesday, March 31, 2021.**

All written comments received after 5pm on Wednesday, March 31, 2021 will be announced and included as part of the official record of the meeting.

2. **If participating via Zoom or phone, during the Public Comment Period, use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.**

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov).

***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.***



## Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

### To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/253270430>
2. 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.
3. Select “Join Audio via Computer.”
4. 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.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

### To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 253 270 430**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press \*9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.



### TC - Transportation Committee *Members – April 2021*

1. **Hon. Cheryl Viegas-Walker**  
TC Chair, El Centro, RC District 1
2. **Hon. Art Brown**  
TC Vice Chair, Buena Park, RC District 21
3. **Hon. Sean Ashton**  
Downey, RC District 25
4. **Hon. Phil Bacerra**  
Santa Ana, RC District 16
5. **Hon. Kathryn Barger**  
Los Angeles County
6. **Hon. Ben Benoit**  
Air District Representative
7. **Hon. Russell Betts**  
Desert Hot Springs, CVAG
8. **Hon. Lorrie Brown**  
Ventura, RC District 47
9. **Hon. Joe Buscaino**  
Los Angeles, RC District 62
10. **Hon. Ross Chun**  
Aliso Viejo, OCCOG
11. **Hon. Jonathan Curtis**  
La Canada Flintridge, RC District 36
12. **Hon. Darrell Dorris**  
Lancaster, NCTC
13. **Hon. J. John Dutrey**  
Montclair, SBCTA
14. **Hon. James Gazeley**  
Lomita, RC District 39
15. **Sup. Curt Hagman**  
San Bernardino County

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#### OUR MISSION

*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.*

#### OUR VISION

*Southern California's Catalyst for a Brighter Future*

#### OUR CORE VALUES

*Be Open | Lead by Example | Make an Impact | Be Courageous*



## TRANSPORTATION COMMITTEE AGENDA

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- 16. Hon. Ray Hamada**  
Bellflower, RC District 24
- 17. Hon. Jan C. Harnik**  
RCTC
- 18. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 19. Hon. Lindsey Horvath**  
West Hollywood, WSCCOG
- 20. Hon. Mike Judge**  
VCTC
- 21. Hon. Trish Kelley**  
Mission Viejo, OCCOG
- 22. Hon. Paul Krekorian**  
RC District 49/Public Transit Rep.
- 23. Hon. Linda Krupa**  
Hemet, WRCOG
- 24. Hon. Richard Loa**  
Palmdale, NCTC
- 25. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 26. Hon. Steven Ly**  
Rosemead, RC District 32
- 27. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 28. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 29. Hon. Larry McCallon**  
Highland, RC District 7
- 30. Hon. Marsha McLean**  
Santa Clarita, NCTC
- 31. Hon. L. Dennis Michael**  
Rancho Cucamonga, RC District 9

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## TRANSPORTATION COMMITTEE AGENDA

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- 32. Hon. Fred Minagar**  
Laguna Niguel, RC District 12
- 33. Hon. Carol Moore**  
Laguna Woods, OCCOG
- 34. Hon. Ara Najarian**  
Glendale, SFVCOG
- 35. Hon. Frank Navarro**  
Colton, RC District 6
- 36. Hon. Hector Pacheco**  
San Fernando, RC District 67
- 37. Hon. Jonathan Primuth**  
South Pasadena, AVCJPA
- 38. Hon. Ed Reece**  
Claremont, SGVCOG
- 39. Hon. Crystal Ruiz**  
San Jacinto, WRCOG
- 40. Hon. Ali Saleh**  
Bell, RC District 27
- 41. Hon. Tim Sandoval**  
Pomona, RC District 38
- 42. Hon. Rey Santos**  
Beaumont, RC District 3
- 43. Hon. Zak Schwank**  
Temecula, RC District 5
- 44. Hon. Marty Simonoff**  
Brea, RC District 22
- 45. Hon. Tim Shaw**  
OCTA
- 46. Hon. Jeremy Smith**  
Canyon Lake, Pres. Appt. (Member at Large)
- 47. Hon. Ward Smith**  
Placentia, OCCOG

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## TRANSPORTATION COMMITTEE AGENDA

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- 48. Hon. Jose Luis Solache**  
Lynwood, RC District 26
- 49. Sup. Karen Spiegel**  
Riverside County
- 50. Hon. Cynthia Sternquist**  
Temple City, SGVCOG
- 51. Hon. Jess Talamantes**  
Burbank, Pres. Appt. (Member at Large)
- 52. Hon. Steve Tye**  
Diamond Bar, RC District 37
- 53. Hon. Scott Voigts**  
Lake Forest, OCCOG
- 54. Sup. Donald Wagner**  
Orange County
- 55. Hon. Colleen Wallace**  
Banning, Pres. Appt. (Member at Large)
- 56. Hon. Alan Wapner**  
SBCTA
- 57. Hon. Alicia Weintraub**  
Calabasas, LVMCOG
- 58. Mr. Paul Marquez**  
Caltrans, District 7, Ex-Officio Non-Voting Member

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## TRANSPORTATION COMMITTEE AGENDA

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Southern California Association of Governments  
Remote Participation Only  
**Thursday, April 1, 2021**  
**9:30 AM**

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

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** *(The Honorable Cheryl Viegas-Walker, Chair)*

### **PUBLIC COMMENT PERIOD**

Members of the public are encouraged to submit written comments by sending an email to: [TCPublicComment@scag.ca.gov](mailto:TCPublicComment@scag.ca.gov) by 5pm on Wednesday, March 31, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Wednesday, March 31, 2021 will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Transportation Committee will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **ELECTION OF TC CHAIR AND VICE CHAIR**

### **CONSENT CALENDAR**

#### Approval Item

1. Minutes of TC Meeting, February 4, 2021

#### Receive and File

2. Quarterly Update on Climate Change Action Resolution Activities
3. Active Transportation Program - Cycle 5 Update
4. Sustainable Communities Program - Housing & Sustainable Development Applications
5. Updated Regional Early Action Planning (REAP) Program Subregional Allocation Amounts Based on Final Regional Housing Needs Assessment (RHNA) Allocation

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6. California High-Speed Rail Authority Revised Draft 2020 Business Plan

**ACTION/DISCUSSION ITEMS**

7. Regional Transit Safety Target Setting 15 Mins.  
*(Priscilla Freduah-Agyemang, Senior Regional Planner)*

**RECOMMENDED ACTION:**

Recommend the Regional Council approve the proposed initial regional transit safety targets, incorporating the remaining operators' input if received.

8. Proposed Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Recovery Plan Act (ARPA) Apportionments 10 Mins.  
*(Naresh Amatya, Transportation Planning and Programming Manager)*

**RECOMMENDED ACTION FOR EAC AND TC:**

Recommend to the Regional Council that it approve staff's recommendation to follow the FTA approach that uses 75% and 132% of the 2018 Operating Costs as reported for the urbanized area (UZA) in the 2018 national transit database (NTD) to allocate CRRSAA and ARPA funds, respectively, when combined with the preceding rounds of stimulus funds to each of the UZAs to further sub-allocate to the eligible counties within each of the multi-county UZAs.

**INFORMATION ITEMS**

9. Connect SoCal: Key Connections Work Program 20 Mins.  
*(Jaimee Lederman, Senior Regional Planner)*
10. 2024 Regional Transportation Plan/Sustainable Communities Strategy Framework 20 Mins.  
*(Naresh Amatya, Transportation Planning and Programming Manager)*
11. SCAG's Disadvantaged Communities Active Transportation Planning Initiative & Toolkit 15 Mins.  
*(Julia Lippe-Klein, Program Manager and Sam Corbett, Principal, Alta Planning + Design)*
12. Go Human Program Promotion & Recruitment 10 Mins.  
*(Andrés Carrasquillo, Community Engagement Specialist)*

**CHAIR'S REPORT**

*(The Honorable Cheryl Viegas-Walker, Chair)*

**METROLINK REPORT**

*(The Honorable Art Brown, SCAG Representative)*

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## TRANSPORTATION COMMITTEE AGENDA

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### STAFF REPORT

*(John R. Asuncion, SCAG Staff)*

### FUTURE AGENDA ITEMS

### ANNOUNCEMENT/S

### ADJOURNMENT

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Southern California Association of Governments  
Remote Participation Only  
April 1, 2021

**MINUTES OF THE MEETING  
TRANSPORTATION COMMITTEE (TC)  
THURSDAY, 7:00 PM, April 1, 2021**

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 of the Southern California Association of Governments (SCAG) held its meeting telephonically and electronically given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s recent Executive Order N-29-20. A quorum was present.

**Members Present:**

Hon. Sean Ashton, Downey	District 25
Hon. Phil Bacerra, Santa Ana	District 16
Hon. Ben Benoit, Wildomar	South Coast AQMD
Hon. Art Brown, Buena Park <b>(Vice Chair)</b>	District 21
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. Darrell Dorris, Lancaster	NCTC
Hon. John Dutrey, Montclair	SBCTA
Hon. James Gazeley, Lomita	District 39
Hon. Curt Hagman	San Bernardino County
Hon. Ray Hamada, Bellflower	District 24
Hon. Jan Harnik	RCTC
Hon. Lindsey Horvath, West Hollywood	WSCCOG
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Linda Krupa, Hemet	WRCOG
Hon. Richard Loa, Palmdale	NCTC
Hon. Clint Lorimore, Eastvale	District 4
Hon. Steven Ly, Rosemead	District 32
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon, Highland	District 7
Hon. Marsha McLean, Santa Clarita	District 67



Hon. L. Dennis Michael, Rancho Cucamonga	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Frank Navarro, Colton	District 6
Hon. Hector Pacheco, San Fernando	District 67
Hon. Ed Reece, Claremont	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Tim Sandoval, Pomona	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Tim Shaw	OCTA
Hon. Marty Simonoff, Brea	District 22
Hon. Jeremy Smith, Canyon Lake	President’s Appointment
Hon. Ward Smith, Placentia	OCCOG
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes, Burbank	President’s Appointment
Hon. Steve Tye	District 37
Hon. Cheryl Viegas-Walker, El Centro (Chair)	District 1
Hon. Don Wagner	Orange County
Hon. Colleen Wallace, Banning	President’s Appointment
Hon. Alan Wapner	SBCTA
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

**Members Not Present:**

Hon. Kathryn Barger	Los Angeles County
Hon. Lorrie Brown	Ventura, District 21
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Paul Krekorian	District 49
Hon. Ali Saleh, Bell	GCCOG

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Cheryl Viegas-Walker, El Centro, District 1, called the meeting to order at 9:30 a.m. Hon. Larry McCallon, Highland, District 7, led the Pledge of Allegiance. A quorum was present.

**PUBLIC COMMENT**

No members of the public requested to comment.

### **CONSENT CALENDAR**

#### Approval Items

1. Minutes of TC Meeting, January 7, 2021

#### Receive and File

2. Resolution for SCAG to Bridge the Digital Divide in Underserved Communities
3. Regional Early Action Plan (REAP) Program Summary and Update
4. Election of TC Vice Chair

A MOTION was made (Ashton) to approve Consent Calendar Items 1, 2 and 3 and to receive votes for the election of Art Brown, Buena Park, District 21, as Vice Chair who is unopposed in the election. The motion was SECONDED (Benoit). The motion passed by the following votes and Hon. Art Brown, Buena Park, District 21 was elected as Vice Chair:

AYES: ASHTON, BENOIT, BROWN, CHUN, DORRIS, DUTREY, GAZELEY, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, LY, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAVARRO, PACHECO, REECE, RUIZ, SANDOVAL, SANTOS, SCHWANK, SHAW, SIMONOFF, SMITH J., SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, TYE, VIEGAS-WALKER, WAGNER, WALLACE, WAPNER, WEINTRAUB (44)

NOES: None (0)

ABSTAIN: None (0)

### **ACTION/DISCUSSION ITEMS**

5. 2020/2021 Sustainable Communities Program – Smart Cities & Mobility Innovations Call for Applications

Marisa Laderach, SCAG staff, reported on the 2020/2021 Sustainable Communities Program (SCP) – Smart Cities & Mobility Innovations Call for Applications. Ms. Laderach noted the SCP allows SCAG to partner with member agencies to provide direct technical assistance with a focus on active transportation, multimodal planning efforts, sustainability, land use and planning for affordable housing. In addition, SCP seeks to promote efforts in shared mobility, mobility as a service, smart cities, job centers and curb space management.

Ms. Laderach noted that cities have been struggling with curb space issues, so an effort is being made to assess curb space to inform future solutions. The effort seeks to support mobility and the local economy, while enhancing public spaces. She noted analysis of curb space will include understanding the needs of local businesses who use them. Additionally, equity is examined including use of transit and transportation network companies. She noted the focus areas include curb space data collection and inventory, technology assessment and plan, parking management plan and permitting process evaluation. She reviewed eligible agencies and the Call for Applications schedule following its approval by the Regional Council.

A MOTION was made (Harnik) to recommend that the Regional Council approve the 2020/2021 Smart Cities & Mobility Innovations Guidelines and authorize staff to release the Call for Applications. The motion was SECONDED (Navarro) and passed by the following votes:

AYES: ASHTON, BENOIT, BROWN, CHUN, DORRIS, DUTREY, GAZELEY, HAGMAN, HAMADA, HARNIK, HORVATH, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, LY, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAVARRO, PACHECO, RUIZ, SANDOVAL, SANTOS, SCHWANK, SHAW, SIMONOFF, SMITH J., SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, TYE, VIEGAS-WALKER, WAGNER, WALLACE, WAPNER, WEINTRAUB (43)

NOES: None (0)

ABSTAIN: None (0)

6. Adoption of 2021 Federal Transportation Improvement Program

John Asuncion, SCAG staff, reported on the adoption of 2021 Federal Transportation Improvement Program (FTIP). Mr. Asuncion stated that on November 5, 2021, the Regional Council released the Draft 2021 FTIP for a 30-day public review and comment period from November 6, 2020 through December 7, 2020. During this time staff received 26 comments, 9 general, 12 project-specific and 5 related to funding/financial plan. The comments were for the most part technical in nature and do not raise issues that affect conformity. He noted staff is seeking the committee's recommendation to the Regional Council that it approve the proposed final 2021 FTIP at the March 4, 2021 Regional Council meeting.

A MOTION was made (Harnik) to recommend the Regional Council approve the 2021 Federal Transportation Improvement Program (FTIP). The motion was SECONDED (Michael) and passed by the following votes:

AYES: ASHTON, BENOIT, BROWN, CHUN, DORRIS, DUTREY, GAZELEY, HAGMAN, HAMADA, HARNIK, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, LY, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAVARRO, PACHECO, REECE, RUIZ, SANDOVAL, SANTOS, SCHWANK, SHAW, SIMONOFF, SMITH J., SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, TYE, WAGNER, WALLACE, WAPNER, WEINTRAUB (42)

NOES: None (0)

ABSTAIN: None (0)

7. Magway, a High Capacity Delivery System

Huw Thomas, Development Director, Magway, reported on their efforts in providing sustainable zero-emissions solutions for goods movement. Mr. Thomas stated a trend toward more populous cities and increased goods movement activities now require an examination of the impacts of emissions and a need for a cleaner, more sustainable goods movement infrastructure. Further, COVID has accelerated the process through increased online ordering. He noted Magway proposes an underground and above ground network using mini tunnels transporting pods of goods directly to the end retailer or customer cutting down on the impacts of large and medium sized trucks on roadways and their emissions. He noted the pods are powered by small motors utilizing magnetic propulsion.

Mr. Thomas noted Magway has established a test facility and raised funding to develop the system. He reviewed the technology as well as the tunneling system stating standard utility piping can be used for the tunnels which would connect from warehouses to the end user. He reviewed a proposed segment in West London and noted a system such as this creates efficiency, lowers emissions and saves costs compared to over-the-road truck transport.

Hon. Carol Moore, Laguna Woods, OCCOG, asked about the easement used. Mr. Thomas responded that easements under public control are being examined as potential tunnel locations such as existing road and rail corridors.

Hon. Darrell Dorris, Lancaster, NCTC, asked if this system would experience conflict with the existing shipping industry and trucking network. Mr. Thomas responded that the evolution of goods movement is global and driven by a societal need that is larger than any single enterprise and Magway sees their core skill as technology that can assist urban areas with their goods movement needs.

8. Mobility Innovations & Pricing Project Overview

Jaimee Lederman, SCAG staff, reported on the Mobility Innovations & Pricing (MIP) project. Ms. Lederman stated the project focuses on the potential equity implications of road pricing

and other innovative transportation policies at SCAG. It combines stakeholder engagement, technical analysis and communications strategy to elevate equity considerations as a touchstone in planning for road pricing in the region. She noted road user pricing is key to congestion reduction, financial and environmental strategy in Connect SoCal, however; without an examination of equity those policies can exacerbate impacts on underrepresented communities. Additionally, the MIP project provides access to information, data and resources to help community members participate in key decisions for equitable transportation. She reviewed the different concepts including road pricing, congestion pricing, zero-emission areas and mitigation efforts.

Ms. Lederman stated the core of the project involved engaging Community Based Organizations (CBOs) as they reflect on local activity and have the greatest ability to engage their communities. She reviewed the three workshops, sharing learning activities and community-led events undertaken. Ms. Lederman reviewed Transportation Equity Zones (TEZs) as a tool to evaluate transportation impacts and she examined work destinations of residents in specific TEZs. It was further noted that communities have diverse travel needs and face consistent barriers to access. Understanding these needs and challenges is a crucial first step in implementing transportation strategies that are equitable. She reviewed next steps and noted a final report is due March 2021.

Hon. Larry McCallon, Highland, District 7, asked why rail was not a significant commuting mode option in the TEZs examined. Ms. Lederman responded that proximity to rail as well as cost of commuter rail were identified as probable causes.

Hon. Alan Wapner, SBCTA, noted that studies on road charging indicated that those in disadvantaged areas benefit from it as they often drive older cars and a per mile charge is more equitable to them than a gas tax. Additionally, a larger objective in regional planning is to bring jobs and housing closer together so the need for longer commutes by those in disadvantaged areas is reduced.

8. Emerging Mobility Patterns During COVID-19

Tiffany Chu, Remix, reported on the emerging neighborhood-centric mobility patterns seen during the COVID-19 pandemic. Ms. Chu introduced the concept of the 15-minute community and noted it is a strategic design whereby residents can access everything the need within 15 minutes by foot, bike or public transit. She noted the approach is to put careful planning at the neighborhood-level to work with each community's characteristics so neighborhoods can support residents' full life, including jobs, food, recreation, greenspace, housing and small businesses. Further, several cities like Paris and Melbourne



have adopted this design approach. Ms. Chu stated that current societal design grew out of a need to separate housing from the effects of manufacturing which caused reliance on private vehicles for living needs including long commutes to reach jobs.

Ms. Chu stated that COVID-19 is more prevalent in areas with overcrowded homes and less where homes are not crowded. Further, it is important to see the difference between overcrowding and density. Overcrowding occurs when too many people occupy a home and density is a strategy where there are enough homes for all residents without a need to overcrowd homes due to lack of housing or affordability. She noted COVID has brought forth the need to accommodate and invest in the neighborhood trip, but today's transportation system largely emphasizes trips to job centers at peak commute times. Ms. Chu noted COVID has brought forth the benefits of opening streets to pedestrians, sidewalk dining, pop-up bike lanes and parklets. She reviewed the health, financial and community benefits provided by a 15-minute community and noted this emergence is community-driven and it encourages cities to explore its possibilities.

#### **ADJOURNMENT**

Hon. Art Brown, Buena Park, District 21 (Vice Chair-elect), adjourned the meeting at 11:20 a.m.

**[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]**

TC

2020- 21

MEMBERS	CITY	Representing	2020- 21												Total Mtgs Attended To Date		
			JUN (GA)	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY		JUN	
Ashton, Sean	Downey	District 25		1		1	1	1				1	1				6
Bacerra, Phil	Santa Ana	District 16		1		1	1	1				1	1				6
Barger, Kathryn		Los Angeles County										1					1
Benoit, Ben		Air District Representative		1				1	1			1	1				5
Brown, Art	Buena Park	District 21		1		1	1	1				1	1				6
Brown, Lorrie	Ventura	District 47															
Buscaino, Joe	Los Angeles	District 62				1											1
Chun, Ross	Aliso Viejo	OCTA		1		1	1	1				1	1				6
Curtis, Jonathan	La Cañada Flintridge	District 36						1									1
Dorris, Darrell	Lancaster	NCTC											1				1
Dutrey, J. John	Montclair	SBCTA		1		1	1					1	1				5
Gazeley, James	Lomita	District 39		1		1	1	1				1	1				6
Hagman, Curt		San Bernardino County		1		1	1	1				1	1				6
Hamada, Ray	Bellflower	Bellflower		1		1	1	1				1	1				6
Harnik, Jan	Palm Desert	RCTC		1		1	1	1				1	1				6
Horvath, Lindsey	West Hollywood	WSCCOG										1	1				2
Judge, Mike	Simi Valley	VCTC				1	1	1				1	1				5
Kelley, Trish	Mission Viejo	OCCOG		1		1	1	1				1	1				6
Krekorian, Paul	Public Transit Rep	District 49, Public Transit Rep															
Krupa, Linda	Hemet	WRCOG		1		1	1	1				1	1				6
Loa, Richard	Palmdale	NCTC		1		1	1	1				1	1				6
Lorimore, Clint	Eastvale	District 4		1		1	1					1	1				5
Ly, Steven	Rosemead	District 32		1		1	1	1				1	1				6
Manos, Steve	Lake Elsinore	District 63		1		1	1	1				1	1				6
Marquez, Paul	Caltrans District 7	Ex-Officio		1				1	1			1	1				5
Marquez, Ray	Chino Hills	District 10		1		1	1	1				1	1				6
McCallon, Larry	Highland	District 7		1		1	1	1				1	1				6
McLean, Marsha	Santa Clarita	NCTC		1		1	1	1				1	1				6
Michael, L. Dennis	Rancho Cucamonga	District 9		1		1		1				1	1				5
Minagar, Fred	Laguna Niguel	District 12						1	1				1				3
Moore, Carol	Laguna Woods	OCCOG		1		1	1	1				1	1				6
Najarian, Ara	Glendale	SFVCOG		1		1	1	1				1	1				6
Navarro, Frank	Colton	District 6				1		1				1	1				4
Pacheco, Hector	San Fernando	District 67		1		1	1					1	1				5
Reece, Ed	Claremont	SGVCOG		1		1	1	1				1	1				6
Ruiz, Crystal	San Jacinto	WRCOG		1		1	1	1				1	1				6
Saleh, Ali	City of Bell	GCCOG		1				1				1					3
Sandoval, Tim	Pomona	District 38		1		1	1	1				1	1				6
Santos, Rey	Beaumont	District 3		1		1	1	1				1	1				6
Schwank, Zak	Temecula	District 5		1		1	1	1				1	1				6
Shaw, Tim		OCTA											1				1
Simonoff, Marty	Brea	District 22		1				1	1			1	1				5
Smith, Jeremy	Canyon Lake	President's Appointment		1		1	1	1				1	1				6
Smith, Ward	Placentia	OCCOG		1		1		1				1	1				5

Attachment: TC Attendance Sheet (Minutes of TC Meeting, February 4, 2021)

Solache, Jose Luis	Lynwood	District 26				1				1	1					3
Spiegel, Karen		Riverside County	1			1	1	1		1	1					6
Sternquist, Cynthia	Temple City	SGVCOG				1	1	1		1	1					5
Talamantes, Jess	Burbank	President's Appointment				1	1	1		1	1					5
Tye, Steve	Diamond Bar	District 37	1			1	1	1		1	1					6
Viegas-Walker, Cheryl	El Centro	District 1	1			1	1	1		1	1					6
Wagner, Don	Orange County	Orange County	1			1	1	1		1	1					6
Wallace, Colleen	Banning	President's Appointment				1	1	1		1	1					5
Wapner, Alan		SBCTA	1			1	1	1		1	1					6
Weintraub, Alicia	Calabasas	LVMCOG	1			1	1	1		1	1					6



Southern California Association of Governments  
Remote Participation Only  
April 1, 2021

**To:** Community Economic & Human Development Committee (CEHD)  
Transportation Committee (TC)  
Energy and Environment Committee (EEC)  
**From:** Kimberly Clark, Program Manager I  
(213) 236-1844, clark@scag.ca.gov  
**Subject:** Quarterly Update on Climate Change Action Resolution Activities

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On January 7, 2021, the Regional Council adopted Resolution 21-628-1 affirming a climate change crisis in Southern California and called on SCAG and other local and regional partners to join together to further reduce greenhouse gas (GHG) emissions, improve regional resilience, and reduce hazards from a changing climate. The Regional Council’s action will help to promote climate adaptation, mitigation and resilience in support of the 197 jurisdictions in Southern California and the 19 million residents who call the SCAG region home. This report serves as an update on the agency’s progress for implementing the Resolution. Quarterly updates will be provided to the Energy and Environment Committee, which will oversee the work through the next several years.*

**BACKGROUND:**

Resolution No. 21-628-1 calls on SCAG to pursue a number of activities to address climate change in order to strengthen regional resilience. These actions emphasize both adaptation to emerging climate-related hazards, as well as mitigation of greenhouse gas emissions to reduce the region’s impacts from a changing climate. Importantly, the Regional Council’s action underscores the need to strengthen partnerships amongst local governments with resources, technical assistance and other support for jurisdictions’ climate-related planning initiatives. It also advances several goals, policies, and key connections from Connect SoCal.

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Over the last several months, SCAG has been working to:

- Develop a regional resilience framework to help the region plan and prepare for a changing climate and other potential near- and long-term disruptions to Southern California;
- Initiate a regional climate planning network that will provide technical assistance for local climate adaptation and mitigation initiatives;
- Provide resource support and technical assistance for local jurisdictions to integrate climate planning in their local planning activities;
- Initiate a regional advanced mitigation program (RAMP) as described in the Connect SoCal PEIR;
- Develop a work plan to advance the Accelerated Electrification strategy envisioned in Connect SoCal;
- Evaluate the economic and job creation benefits of climate adaptation and mitigation practices for inclusion in regional planning efforts; and
- Develop climate adaptation and mitigation analysis and strategies for the 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

Additionally, SCAG will continue to develop programs and outreach strategies to support near-term adaptation to address regionally significant vulnerabilities and long-term regional resilience planning.

### **Recent Initiatives**

***Regional Resilience:*** SCAG staff implemented a cross-departmental Resilience Policy Lab that has been developing the foundations of a regional resilience framework to explore pressing issues and potential near- and long-term disruptions to Southern California, such as extreme weather, drought, wildfires, pandemics, earthquakes and economic shocks. The regional resilience framework will also consider the potential degree of disruption to the region that could result from land based, atmospheric, public health and geologic natural hazards. Overall, it will help identify pathways for developing future regional and local plans, including those addressing resilience, emergency preparedness and health equity. Opportunities for being better prepared for climate change and public health impacts may be prioritized, and implementation tools for local jurisdictions and partner agencies will be established. Moreover, understanding that climate adaptation infrastructure and mitigation practices will have economic and job creation benefits and that regional resilience will be an important element in post-pandemic activities region-wide, SCAG is developing an inclusive economic recovery strategy for Southern California that will consider these factors.

***Climate Planning Network:*** SCAG staff have been engaging with local jurisdictions and other stakeholders to initiate a regional climate planning network that will complement existing regional

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collaboratives and provide technical assistance for local jurisdictions' climate planning initiatives – including consensus building exercises and an information hub featuring a framework of effective mitigation strategies for cities and counties to use in climate action plans (CAPs) as well as a library of model policies that collectively foster climate change mitigation, adaptation, and resilience. In these engagements, local jurisdictions have emphasized the need for resources to support climate adaptation and mitigation activities, including identifying funding resources to support climate action plans, general plan safety element updates, local hazard mitigation infrastructure financing plans, electric vehicle permitting, urban heat mitigation plans, organic waste reduction plans, wildlife corridor restoration plans, greenway connectivity master plans, among other efforts. SCAG staff have been monitoring emerging state and federal opportunities to this end and have been working to advance the allocation, distribution, and expenditure of resources to meet the region's needs.

**Regional Advance Mitigation:** Since the conservation and management of natural and farm lands serves as an important strategy to mitigate climate change-inducing greenhouse gas emissions, SCAG staff have partnered with The Nature Conservancy to develop options for the establishment of a RAMP. Work in this regard has involved stakeholder interviews with organizations in the region that have established habitat conservation plans, natural community conservation plans, and multiple species habitat conservation plans. Overall, the RAMP will establish and/or supplement regional conservation and mitigation banks to offset impacts of transportation and other development projects.

**Accelerated Electrification:** Looking further into opportunities for climate mitigation, staff have been working to advance the Accelerated Electrification strategy adopted in Connect SoCal to provide a holistic and coordinated approach to decarbonizing or electrifying passenger vehicles, transit, and goods movement vehicles to go beyond benefits achieved through state mandates alone.

**Climate Adaptation Framework:** SCAG recently completed the Southern California Regional Climate Adaptation Framework, which serves as a resource for local planning that identifies the range of climate change hazards the SCAG region is likely to face in the coming decades. It also includes adaptation principles geared to the region, and it outlines a general process of adaptation planning that can be applied by any agency, no matter where they fall across the spectrums of funding, available resources, knowledge of vulnerabilities, and planning sophistication. It provides local agencies, including towns, cities, counties and subregional organizations with a compendium of tools, resources, and best practices to efficiently advance their adaptation planning using the best resources available. SCAG has been rolling out these tools to hundreds of stakeholders through one-on-one engagements with jurisdictions, subregional meetings, Toolbox Tuesday trainings, and presentations to the State of California's Integrated Climate Adaptation and Resilience Program (ICARP).



Looking forward, SCAG staff will continue to provide quarterly updates to the Energy and Environment Committee on the agency's progress in fulfilling the direction of Regional Council on the completion of activities in Resolution No. 21-628-1.

**FISCAL IMPACT:**

Work for this effort is funded in SCAG's Fiscal Year 2020-2021 Overall Work Program (OWP) under project 065-4092.01 (Adaptation Analysis).



Southern California Association of Governments  
Remote Participation Only  
April 1, 2021

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Cory Wilkerson, Program Manager II  
(213) 236-1992, wilkerson@scag.ca.gov

Subject: Active Transportation Program - Cycle 5 Update

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The California Transportation Commission (CTC) adopted the 2021 Active Transportation Program (ATP) Statewide Guidelines and hosted the 2021 ATP call for projects from March 25, 2020 to September 15, 2020. Following the call for projects, the CTC evaluated the applications received and released the staff recommendations for the Statewide component on February 8, 2021. A total of 14 projects from the SCAG region made the CTC staff recommendation list; representing nearly \$92 million in funding for the region once adopted. All projects that do not receive funding in the Statewide component will be considered for the MPO component at the May Regional Council meeting.*

**BACKGROUND:**

The ATP was created in 2013 by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21). The 2021 ATP is the fifth cycle of the program.

The 2021 ATP budget is estimated to be approximately \$445 million and will cover fiscal years 2021/2022 through 2024/25. Approximately sixty percent (60%) of the total funding awards will be recommended by the California Transportation Commission (CTC) through the Statewide Program and Small Urban/Rural Program components. Forty percent (40%) of the total funding awards will be recommended by Metropolitan Planning Organizations (MPOs) and included in Regional



Programs. SCAG’s share of the MPO component (SCAG’s Regional Program) is approximately \$93 million, fifty-three percent (53%) of the MPO component.

A total of 162 applications were submitted to the CTC during the call for projects from across the SCAG region. These applications represented \$945-million in active transportation infrastructure, planning, and non-infrastructure programs.

Table 1. Applications for the Statewide Component

County	Applications	Funding Request (1000s)
Imperial	1	\$3,598
Los Angeles	65	\$353,601
Orange	37	\$275,541
Riverside	30	\$137,377
San Bernardino	22	\$136,046
Ventura	7	\$38,557

On February 8, 2021, the CTC released the staff recommendations for the 2021 ATP Statewide component. Cycle 5 is the most competitive we have seen in the program with the lowest scoring project to be recommended for funding in the Statewide component receiving a score of 92 out of 100. A total of 14 projects from the SCAG region made the CTC staff recommendation list; representing nearly \$92 million in funding for the region once adopted. Of these recommendations, Go Human demonstration projects supported three projects totaling \$8.2 million including the Muscoy project highlighted below. Further, an additional five projects totaling nearly \$30 million were support by past Sustainable Communities Program funded planning efforts. The CTC staff recommendations are expected to be considered for adoption by the CTC at their March 24<sup>th</sup>-25<sup>th</sup> meeting.

Table 2. CTC Staff Recommendations

County	Applications	Funding Recommended (1,000s)
Imperial	0	\$0
Los Angeles	9	\$76,651
Orange	0	\$0
Riverside	2	\$2,531
San Bernardino	2	\$6,273
Ventura	1	\$6,195

**HIGHLIGHTS:**

The following is a highlight of just two of the projects from across the region that were recommended for funding.

### Connecting Canoga Park Through Safety and Urban Cooling Improvements

Located in the west San Fernando Valley area of the City of Los Angeles, the Connecting Canoga Park project focuses improvements on Sherman Way and Owensmouth, where a roadway reconfiguration, Class IV Cycle tracks, pedestrian improvements, and placemaking will connect bicyclists and pedestrians to the Orange (G) Line Bus Station and Trail. On Valerio Street and Variel Avenue, traffic calming will be instituted with speed humps, mini roundabouts, sidewalk repair and construction and Class III bike facilities. Finally, urban cooling features will be added to the Orange Line Trail to address impacts from extreme heat days and reduce greenhouse gas emissions. At a total budget of more than \$38 million, including more than \$30 million in ATP funding, the Connecting Canoga Park project was the largest project recommended by CTC staff for funding in the Statewide component.

### Muscoy Area Safe Routes to School Pedestrian Improvements Project

Located in the unincorporated community of Muscoy in San Bernardino County, this project focuses heavily on pedestrian improvements in a community that is characterized by its rural nature and lack of infrastructure conducive to walking and biking. Residents in the community raise goats/chickens and horseback riders can be seen using the public streets. With funding from SCAG's Go Human program, community members hosted a well-attended tactical urbanism pop-up event. They created sidewalk bulbouts using tires and plants, built a bus shelter out of pallets to help shield people from the sun, and painted temporary artistic crosswalks designed by students, based on children's books. This community driven project was one of the highest scoring projects in the region for nearly \$1.9 million in ATP funding.

#### **NEXT STEPS:**

SCAG staff is currently working with the county transportation commissions to develop the project recommendations for the MPO component. It is expected that the MPO component recommendations will be presented for adoption at the SCAG Regional Council meeting in May, to be followed by the CTC adoption of the MPO selected projects in June 2021.

#### **FISCAL IMPACT:**

Funding is included in SCAG's FY 2020-21 Overall Work Program (OWP) Budget. Staff's work budget is included in task 050-0169.06: Active Transportation Program.



Southern California Association of Governments  
Remote Participation Only  
April 1, 2021

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

**From:** Lyle Janicek, Associate Regional Planner  
(213) 236-1966, janicek@scag.ca.gov

**Subject:** Sustainable Communities Program - Housing & Sustainable Development Applications

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR CEHD:**

Recommend that the Regional Council approve the 2020/2021 Sustainable Communities Program (SCP) Housing and Sustainable Development (HSD) applications and authorize staff to initiate the projects.

**RECOMMENDED ACTION FOR RC:**

Approve 2020/2021 Sustainable Communities Program (SCP) Housing and Sustainable Development (HSD) applications and authorize staff to initiate the projects.

**RECOMMENDED ACTION FOR EAC, EEC AND TC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*On November 5, 2020, the Regional Council approved the guidelines and scoring criteria for the 2020/2021 Sustainable Communities Program (SCP) Housing and Sustainable Development (HSD) Call for Applications. The SCP is a multi-year program designed to support and implement the policies and initiatives of Connect SoCal, the 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and continues the themes of the previous round of funded projects.*

***Upon Regional Council approval of guidelines, staff released the SCP Housing and Sustainable Development Call for Applications and received a total of twenty-six (26) project proposals across all project categories and types by the January 29<sup>th</sup>, 2021 deadline.***

***Staff has completed an evaluation of proposals and has identified that all twenty-six (26) projects meet the SCP program requirements, pending staff verification for Regional Early Action Program (REAP) guidelines. Approximately \$4.8 million in State planning resources are expected to be available to cover anticipated project expenses based on the HSD program's inclusion in REAP final application to the California Department of Housing and Community Development. Staff is seeking Regional Council approval of all HSD applications and authorization to begin contacting project sponsors in order to develop a program schedule and initiate projects.***

#### **BACKGROUND:**

##### Consolidated Call for Proposals

A consolidated SCP Call for Applications framework with associated guidelines and scoring criteria was developed by SCAG staff to support innovative approaches for addressing and solving regional issues. The revised program identified specific project types that provide practical, relevant strategies for meeting SB 375 greenhouse gas (GHG) reduction targets and queue jurisdictions for future funding opportunities. This approach allows SCAG to maximize benefits from available resources within the restrictive conditions associated with funding sources.

Rather than providing direct grants to jurisdictions, the HSD program provides resources and direct technical assistance to complete projects. Resources will be provided:

- To encourage development and preservation of diverse housing types in areas that are supported by multiple transportation options;
- To create dynamic, connected, built environments that support multimodal mobility, reduce reliance on single-occupant vehicles, and reduce VMT;
- To reduce greenhouse gas emissions and improve air quality;
- To support healthy and equitable communities;
- To complement and increase competitiveness for state funding programs, including by increasing the number of cities with “pro-housing local policies” focusing on location efficient development and access to opportunity to receive preference in designated state programs; and
- To employ strategies to mitigate negative community impacts associated with gentrification and displacement and achieve equitable outcomes.

Following the Regional Council's approval of guidelines on November 5, 2020, staff released the HSD Call for Applications. A total of twenty-six (26) project proposals were received across all project categories and types by the January 29, 2021 deadline. Staff completed an evaluation of proposals and identified that all twenty-six (26) projects meet the SCP Program requirements, pending staff verification for REAP guidelines.

### Evaluation Process

The evaluation process was documented in the program guidelines as follows: For HSD projects, three (3) evaluation teams - one (1) per project type - were established to review, score and rank applications submitted to the SCP. Each team was comprised of State, Regional, and SCAG staff. Projects were evaluated against the approved Guidelines within their respective project types.

### Application Recommendation

Staff has completed an evaluation of proposals and is recommending approval of all twenty-six (26) applications. Approximately \$4.8 million in State planning resources are expected to be available to cover anticipated project expenses based on the HSD program's inclusion in SCAG's REAP final application to the California Department of Housing and Community Development. These proposals reflect stated SCP program goals, including but not limited to:

- Provide needed planning resources to local jurisdictions for active transportation and multimodal planning efforts, sustainability, land use, and planning for affordable housing;
- Promote, address and ensure health and equity in regional land use and transportation planning and to close the gap of racial injustice and better serve our communities of color;
- Encourage regional planning strategies to reduce motorized Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions, particularly in environmental justice communities where there is the highest need for air quality improvements;
- Develop local plans that support the implementation of key strategies and goals outlined in Connect SoCal and the Sustainable Communities Strategy;
- Develop resources that support the Key Connections as outlined in Connect SoCal, including Shared Mobility and Mobility as a Service, Smart Cities and Job Centers, Accelerated Electrification, Go Zones, and Housing Supportive Infrastructure;
- Support a resilient region that looks to climate adaptation and public health preparedness as key strategies to address community prosperity, safety and economic recovery and sustainability; and
- Increase the region's competitiveness for federal and state funds, including, but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

The table below lists the twenty-six (26) projects that were evaluated. All the projects will be administered by SCAG through the SCP, and jurisdiction staff will be directly engaged in all key

phases of planning projects. The individual project budgets will be determined through the scoping and procurement process.

Sustainable Communities Program - Housing and Sustainable Development Recommended Applications		
Advancing Accessory Dwelling Unit (ADU) Implementation	Housing Sustainability Districts, Workforce Housing Opportunity Zones & Housing Supportive Tax Increment Financing Districts	Objective Development Standards for Streamlined Housing, Prohousing Designation Program & Parking Innovation
Buena Park	Covina	Burbank
Compton	Los Angeles – Hollywood Area	Coachella
Garden Grove	Los Angeles – LAC/USC Health Village	Grand Terrace
Laguna Beach	Los Angeles – San Pedro Area	Montebello
Paramount	Palmdale	Newport Beach
Pasadena	Yucaipa	Rialto
Santa Fe Springs		San Dimas
Santa Monica		Santa Fe Springs
		Santa Monica
		South El Monte
		South Pasadena
		Westminster

**Next Steps**

Pending RC approval, staff will contact all applicants to discuss details of their projects, define scopes of work and develop RFPs. A project initiation schedule and expectations regarding period of performance will be determined by mid-June 2021, and will be based on project complexity, funding source, and SCAG staff capacity.

**FISCAL IMPACT:**

Staff’s work budget for the current fiscal year is included in OWP 310.4874.05 Additional funding is also anticipated to be available through June 2023.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Housing and Sustainable Development Application Recommendations

# Housing and Sustainable Development Application Recommendations

Lyle Janicek  
Associate Regional Planner, Sustainability  
4/1/2021

[www.scag.ca.gov](http://www.scag.ca.gov)



## Executive Summary

### **26 applications received**

- 1) Advancing Accessory Dwelling Unit (ADU) Implementation
  - 8 applications
- 2) Housing Sustainability Districts, Workforce Housing Opportunity Zones, and Housing Supportive Tax Increment Financing Districts
  - 6 applications
- 3) Objective Development Standards for Streamlined Housing, Prohousing Designation Program and Parking Innovation
  - 12 applications

County	No. of Apps	Percent of Regional Share
Imperial	0	0%
Los Angeles	17	65%
Orange	5	19%
Riverside	1	4%
San Bernardino	3	12%
Ventura	0	0%

## Next Steps

- Seeking CEHD/Regional Council Approval – April 1<sup>st</sup>, 2021
- Pending approval, staff will contact all applicants to discuss:
  - details of their projects
  - define scope of work
  - and initiate the procurement process
- Projects must be completed by June 2023

## Any Questions?

Lyle Janicek  
Janicek@scag.ca.gov

[www.scag.ca.gov](http://www.scag.ca.gov)







Southern California Association of Governments  
Remote Participation Only  
April 1, 2021

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

**From:** Ma'Ayn Johnson, Regional Planner Specialist  
(213) 236-1975, johnson@scag.ca.gov

**Subject:** Updated Regional Early Action Planning (REAP) Program Subregional  
Allocation Amounts Based on Final Regional Housing Needs Assessment  
(RHNA) Allocation

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Based on Regional Council action at its March 5, 2020 meeting, SCAG has set aside half of its Regional Early Action Program (REAP) housing funding, or approximately \$23 million, for the Subregional Partnership Program. As part of its action, the Regional Council authorized staff to develop a process and formula to make funds available relative to each subregion's total share of regional housing need, as determined by the adopted Final Regional Housing Needs Assessment (RHNA) Allocation Plan. The 6<sup>th</sup> cycle Final RHNA Allocation Plan was adopted by the Regional Council on March 4, 2021 and SCAG staff has updated the REAP funding available for each subregion based on these amounts.*

**BACKGROUND:**

The REAP is one of two one-time planning programs enacted with the State 2019-20 Budget Act. Another one, the LEAP (or Local Early Action Program) program, is a formula grant program cities and counties are eligible for based on population size. Councils of government (COGs) such as SCAG are eligible for REAP program awards of planning funds of fixed amounts for planning activities that will accelerate housing production and facilitate compliance in implementing a jurisdiction's 6th cycle Regional Housing Needs Assessment (RHNA). SCAG is eligible to administer up to \$47 million in REAP funding for activities to support local governments and stakeholders in housing planning.

The REAP program authorizes subregional partnerships and encourages inter-governmental collaboration on projects that have a broader regional impact on housing. Based on Regional Council action at its March 5, 2020 meeting, of the \$47 million SCAG is eligible for, up to 50 percent, or approximately \$23 million, of this amount will be allocated to fund subregional partnership projects.

At its September 3, 2020 meeting, the Regional Council approved the Subregional Partnership Program (SRP) Guidelines that included program requirements, eligible projects and applicants, and the application process. The approved guidelines also included an estimate of the amount available for each subregional partner based on the draft RHNA allocation that was included in the same meeting agenda. A RHNA allocation is a quantification of existing and projected housing need for a jurisdiction for a certain planning period. For the 6<sup>th</sup> RHNA cycle, this planning period covers October 2021 through October 2029.

The development of the Final RHNA Allocation Plan included an appeals process in which jurisdictions and the California Department of Housing and Community Development (HCD) could request a change to any draft RHNA allocation. A total of 52 appeals were filed on 49 jurisdictions during the 45-day filing period. SCAG staff reviewed all appeals and prepared reports, which included staff recommendations on the appeal. Two appeals were withdrawn at the request of the jurisdictions that filed them.

The RHNA Appeals Board, a Subcommittee of the Community, Economic and Human Development Committee, reviewed 47 appeals throughout January 2021 and made determinations for each appeal. Of the appeals filed, two were partially granted. The County of Riverside received a 215 unit reduction and the City of Pico Rivera received a 2,917 unit reduction. Per State housing law and the adopted RHNA Appeals Procedures, the total number of successfully appealed units, or 3,132 units, were redistributed proportionally to all jurisdictions in the SCAG region. The changes in RHNA allocation were reflected in the Final RHNA Allocation plan that was adopted by the Regional Council on March 4, 2021.

Due to the changes resulting from the appeals process, SCAG staff has adjusted the amount available for each subregional partner identified in the approved SRP Guidelines.

Subregion	RHNA Total	REAP amount based on draft RHNA allocation	REAP amount based on Final RHNA Allocation	REAP Allocation Change
City of Los Angeles	456,643	\$8,058,425	\$8,071,925	+\$13,500
Coachella Valley Association		\$558,207	\$558,918	+\$711

of Governments	31,619			
Gateway Cities COG	71,678	\$1,316,458	\$1,316,458	\$0
Imperial County	15,993	\$282,190	\$282,703	+\$513
Las Virgenes-Malibu COG <sup>1</sup>	933	\$100,000	\$0	\$0
North Los Angeles County	15,663	\$276,459	\$276,870	+\$410
Orange County COG	183,861	\$3,244,579	\$3,250,049	+\$5,470
San Bernardino COG/SBCTA	138,110	\$2,437,454	\$2,441,324	+\$3,870
San Fernando Valley COG	34,023	\$600,395	\$601,413	+\$1,018
San Gabriel Valley COG	89,616	\$1,581,508	\$1,584,112	+\$2,604
South Bay Cities COG	34,179	\$603,172	\$604,171	+\$998
Unincorporated County of Los Angeles	90,052	\$1,589,326	\$1,591,819	+\$2,493
Unincorporated County of Riverside	40,647	\$721,086	\$721,086	\$0
Ventura COG	24,452	\$431,573	\$432,230	+\$657
Western Riverside COG	95,085	\$1,678,124	\$1,680,786	+\$2,661
Westside Cities COG	19,273	\$340,068	\$340,682	+\$614
<b>Total</b>	<b>1,341,827</b>	<b>\$23,819,825</b>	<b>\$23,719,825</b>	<b>\$35,520</b>

The subregional partners where the successful appeals occurred, the County of Riverside (unincorporated) and Gateway Cities Council of Governments, will not receive a reduction in their available SRP amounts though the regional share of RHNA allocation for these areas slightly decreased based on appeals results. The amount available to all other subregional partners have increased by varying amounts since their total share of the regional RHNA allocation increased due to the redistribution of successfully appealed units.

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<sup>1</sup> Per the SRP Guidelines, the minimum amount available for a subregion is \$100,000. After the approval of the SRP Guidelines, this subregion elected not to participate in the SRP.

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Applications for SRP projects were due on December 1, 2020. All submitted applications have been approved and at the time of the writing of this staff report, SCAG staff is working with individual subregional partners on finalizing memorandums of understanding so that project work can begin. All projects must be completed by June 30, 2023. SCAG staff will continue to update its policy committees on SRP and other REAP project progress, as needed.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 20-21 Overall Work Program (21-300.4872.01: Regional Early Action Planning (REAP) Grants Program (AB 101)).



Southern California Association of Governments  
Remote Participation Only  
April 1, 2021

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Stephen Fox, Senior Regional Planner  
(213) 236-1855, fox@scag.ca.gov

Subject: California High-Speed Rail Authority Revised Draft 2020 Business Plan

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On February 9, 2021, the California High-Speed Rail Authority (CHSRA) released its Revised Draft 2020 Business Plan (Draft Plan) for a 30-day comment period. The Revised Draft replaces the Draft 2020 Business Plan which was released in February 2020. (A Transportation Committee staff report on the Draft Plan was prepared for the March 2020 meeting.) The Draft Plan was a result of the global pandemic and its effects on the California High-Speed Train project. Staff reviewed the Revised Draft document and SCAG's Executive Director submitted comments to CHSRA by the March 12, 2021 deadline.*

**BACKGROUND:**

Under state law, CHSRA is required to prepare a business plan every two (2) years and submit it to the state legislature for approval. The Revised Draft 2020 Business Plan (Draft Plan) builds upon the previous 2018 Business Plan and the 2019 Project Update Report. CHSRA deferred adoption of the 2020 Final Business Plan by nearly a year to provide more time to assess risks, conduct further project reviews, provide more opportunity for public comment and to accommodate necessary legislative oversight due to the pandemic. The most significant change from the Draft Plan released last year was to perform a more robust risk assessment of cost and schedule. Notably, CHSRA is:

- increasing its risk contingency in its overall budget,
- establishing an Enterprise Risk Management program, including the creation of a risk committee and creation of a new director of Risk Management and Project Controls, and

- implementing a “Stage Gate” project development and delivery program to bring more “structure and rigor” for planning, design and construction.

Other highlights of the Draft Plan include:

- The construction and right-of-way acquisition schedule for the 119-mile Central Valley segment has been delayed due to the pandemic to a December 2023 completion date from December 2022.
- Right-of-way acquisition has been affected by the courts closing or severely reducing hours. Design work so far has identified 2,290 parcels necessary for construction of the 119-mile segment. CHSRA expects to have over 90 percent of these acquisitions completed by the end of 2021.
- The award of the track and signal request for proposals (RFP) is now scheduled for August 2021. The Revised Draft Plan proposes to deliver track incrementally, starting first with a single track. This phased approach will provide options to manage and defer costs without losing functionality. An initial phase for a single track has been added to the RFP package to allow for phased track installation on the 119 miles, as well as on the 52-miles of the northern and southern Merced and Bakersfield extensions.
- The cost for the 119-mile Central Valley section now under construction has increased \$330 million from what was reported in the first Draft Plan. Additionally, due to the more robust and comprehensive risk assessment, CHSRA is adding \$1 billion in contingency funding for this segment. The cost to extend the 119-mile segment 52 miles to Merced and Bakersfield ranges from \$21.3 to \$22.8 billion for the longer 171-mile segment.
- The Cap-and-Trade auctions in May, August and November 2020 resulted in \$288 million in lower revenues over previous auction proceeds for those months and generally what CHSRA estimated in the first Draft Plan.
- The Revised Draft Plan projects \$20.6 to \$23.1 billion in total funding available through 2030, about the same amount from the first Draft Plan. This includes no additional state funding outside of the Cap-and-Trade program, which is conservatively estimated at \$750 million per year through 2030. The Revised Draft Plan proposes extending Cap-and-Trade to 2050 which would allow CHSRA to obtain private financing against future auction proceeds.

- CHSRA is working with the new federal administration on a range of issues, including restoring the \$929 million of FY10 grant monies cancelled by the previous administration, schedule flexibility for current deliverables and an improved project oversight relationship with the Federal Railroad Administration.
- Cost estimates for the full Phase 1 from San Francisco to Anaheim have a base range of \$82.4 to \$83.6 billion with a high of \$99.9 billion. The Phase 1 system was estimated to cost \$77.3 billion in the 2018 Business Plan.
- Revenue service on the 171-mile initial operating segment between Merced and Bakersfield is scheduled for 2029. The Phase 1 start date remains scheduled for 2033.
- The Revised Draft has no sections or discussion of the Phase 2 extensions to Sacramento and San Diego, outside of it being shown on maps.

The environmental clearance process has also been updated since the release of the Draft Business Plan, including for the four Southern California sections. The new schedule is shown below.

Section	Draft EIS/EIR	Final EIS/EIR and ROD
Bakersfield to Palmdale	Completed February 2020	2 <sup>nd</sup> Quarter CY 2021
Palmdale to Burbank	3 <sup>rd</sup> Quarter CY 2021	4 <sup>th</sup> Quarter CY 2022
Burbank to Los Angeles	Completed May 2020	4 <sup>th</sup> Quarter CY 2021
Los Angeles to Anaheim	4 <sup>th</sup> Quarter CY 2021 to 1 <sup>st</sup> Quarter CY 2022	4 <sup>th</sup> Quarter CY 2022 to 2 <sup>nd</sup> Quarter CY 2023

Based on a review of the Revised Draft 2020 Business Plan, staff submitted the following comments to CHSRA:

1. Through the 2012 Southern California HSR Memorandum of Understanding (MOU) with SCAG and its transportation partners, including the City of Anaheim, Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission and the Southern California Regional Rail Authority, CHSRA committed \$1 billion - \$500 million in Prop 1A funding and another \$500 million from other funding sources - to fund early investments in Southern California’s existing regional rail system in advance of bringing HSR to our region. While the Revised Draft Plan discusses CHSRA’s commitment of Prop 1A funds, with \$423 million to the LINK US project and \$77 million to the Rosecrans/Marquardt grade separation project, it is silent regarding the additional \$500 million. Investment in the

Southern California bookends and the eventual delivery of HSR to Southern California are crucial components to implementing Connect SoCal in the SCAG region.

2. The final Business Plan should emphasize the job creation potential of HSR. CHSRA should identify opportunities for actionable investments in Southern California that both reduce greenhouse gas emissions (GHGs) and serve as a critical economic stimulus for COVID-19 recovery. This could also help position the region strategically for potential federal infrastructure funding. Through continued state partnership with our region, we can advance critical job-creating investments, including but not limited to: the MOU projects, the Southern California Optimized Regional Expansion (SCORE) program, freight-related rail strategies that support improved passenger rail corridors, and electrification of Metrolink corridors.
3. The final Business Plan should include a discussion on reductions in vehicle miles travelled (VMT) and criteria air pollutants resulting from HSR implementation. While the Revised Draft plan has high-level statewide GHG reduction estimates, it does not discuss reductions in criteria air pollutants, VMT and changes in interregional mode share. SCAG also requests that these analyses be discussed at the regional level.
4. SCAG requests that the Phase 1 2033 revenue start date be discussed in the final 2020 Business Plan, perhaps in the risk management chapter. The date has remained unchanged since the 2018 Business Plan. However, current construction progress in the San Joaquin Valley has been pushed back in the Revised Draft plan; the engineering and construction challenges in tunneling through the Pacheco Pass and Angeles National Forest are significant; and the Phase 1 funding gap all suggest a 2033 revenue service start date is very ambitious.
5. SCAG requests that a section on Phase 2 of CA HSR be included in the final 2020 Business Plan. While there is no funding or project schedule available, there has been some alternatives analysis and environmental work completed in the SCAG region in the last several years and this deserves some discussion.
6. While the Revised Draft Plan has a discussion on third-party agreements and utility relocations and work, it should have a section on the potential impacts to goods movement and freight railroad facilities. For example, on the Los Angeles to Anaheim section, delivery of high-speed rail service will require significant new freight and goods movements facilities to be constructed away from the high-speed rail alignment in urbanized areas of San Bernardino County. SCAG in coordination with the San Bernardino County Transportation



Authority and the South Coast Air Quality Management District have requested early consultation and sharing of more detailed technical information to enhance and streamline the review process and timeline.

7. The Revised Draft Plan has no discussion on community and stakeholder engagement, including for disadvantaged communities. This is an important part of the planning and environmental review process, as well as CalSTA's commitment to promote policies and programs that reflect principles of diversity, equity and inclusion, and should be highlighted.
8. SCAG requests that CHSRA and its partners coordinate with SCAG on future studies analyzing how best to integrate the proposed Brightline West services to the city of Palmdale/Antelope Valley and Rancho Cucamonga with the existing regional rail network and planned CA HSR.

**NEXT STEPS:**

Staff will review the CHSRA Final 2020 Business Plan and environmental review documents as they are made available and continue to give periodic updates to the Transportation Committee.

**FISCAL IMPACT:**

Staff work related to this project is included in the current OWP under Work Element No. 140. 00121-02 - Regional High Speed Rail Transport Program.

**ATTACHMENT(S):**

1. SCAG Comment Letter - CHSRA Revised Draft 2020 Business Plan (March 4, 2021)



SOUTHERN CALIFORNIA  
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**Cheryl Viegas-Walker, El Centro**

March 4, 2021

Mr. Brian P. Kelly  
Chief Executive Officer  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

**Subject: Revised Draft 2020 Business Plan**

Dear Mr. Kelly:

The Southern California Association of Governments (SCAG) appreciates the opportunity to provide comments on the California High-Speed Rail Authority's (CHSRA) Revised Draft 2020 Business Plan. SCAG supports the completion of the California High-Speed Rail (HSR) project and has shared a strong partnership with CHSRA over the last decade.

SCAG views the Revised Draft Plan as a well-written and comprehensive document that builds on the 2018 Business Plan and demonstrates progress towards bringing true HSR service to California, including near-term improvements to our regional rail system.

SCAG has the following comments on the Revised Draft Plan:

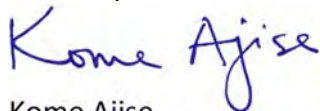
1. The 2012 Southern California HSR Memorandum of Understanding (MOU) with SCAG and its transportation partners, including the City of Anaheim, Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, and the Southern California Regional Rail Authority, CHSRA committed \$1 billion - \$500 million in Prop 1A funding and another \$500 million from other funding sources – to fund early investments in Southern California's existing regional rail system in advance of bringing HSR to our region. While the Revised Draft Plan discusses CHSRA's commitment of Prop 1A funds, with \$423 million to the LINK US project and \$77 million to the Rosecrans/Marquardt grade separation project, it is silent regarding the additional \$500 million. Investment in the Southern California bookends and the eventual delivery of HSR to Southern California are crucial components to implementing Connect SoCal in the SCAG region.
2. The final Business Plan should emphasize the job creation potential of HSR. CHSRA should identify opportunities for actionable Southern California investments that reduce greenhouse gas emissions (GHGs) and serve as a critical economic stimulus for COVID-19 recovery. Emphasizing the job creation potential could also help position the region strategically for potential federal infrastructure funding. Through continued state partnership with our region, we can advance critical job-creating investments, including but not limited to: the MOU projects, the Southern California Optimized Regional Expansion

(SCORE) program, freight-related rail strategies that support improved passenger rail corridors, and electrification of Metrolink corridors.

3. The final Business Plan should include a discussion on reductions in vehicle miles traveled (VMT) and criteria air pollutants resulting from HSR implementation. While the Revised Draft plan has high-level statewide GHG reduction estimates, it does not discuss reductions in criteria air pollutants, VMT, and changes in interregional mode share. SCAG also requests that these analyses be discussed at the regional level.
4. SCAG requests that the final 2020 Business Plan discuss the Phase 1 2033 revenue start date, perhaps in the risk management chapter. The date has remained unchanged since the 2018 Business Plan. However, current construction progress in the San Joaquin Valley has been pushed back in the Revised Draft plan; the engineering and construction challenges in tunneling through the Pacheco Pass and Angeles National Forest are significant; and the Phase 1 funding gap all suggest a 2033 revenue service start date is very ambitious.
5. SCAG requests that a section on Phase 2 of CA HSR be included in the final 2020 Business Plan. While there is no funding or project schedule available, there have been some alternative analysis and environmental work completed in the SCAG region in the last several years, which deserves some discussion.
6. While the Revised Draft plan discusses third-party agreements and utility relocations and work, it should have a section on the potential impacts to goods movement and freight railroad facilities. For example, in the Los Angeles to Anaheim section, the delivery of high-speed rail service will require significant new freight and goods movement facilities to be constructed away from the high-speed rail alignment in San Bernardino County's urbanized areas. SCAG, in coordination with the San Bernardino County Transportation Authority and the South Coast Air Quality Management District, has requested early consultation and sharing of more detailed technical information to enhance and streamline the review process and timeline.
7. The Revised Draft plan does not discuss community and stakeholder engagement, including for disadvantaged communities. This is an essential part of the planning and environmental review process and CalSTA's commitment to promoting policies and programs that reflect principles of diversity, equity, and inclusion and should be highlighted.
8. SCAG requests that CHSRA and its partners coordinate with SCAG on future studies analyzing how best to integrate the proposed Brightline West services to the city of Palmdale/Antelope Valley and Rancho Cucamonga with the existing regional rail network and planned CA HSR.

SCAG looks forward to continuing to work with CHSRA and the Southern California MOU partners to deliver short- and long-term passenger rail improvements to our region and state. If you would like to discuss these comments further, please do not hesitate to call me at 213-236-1835.

Sincerely,



Kome Ajise

Executive Director



AGENDA ITEM 7  
REPORT

Southern California Association of Governments  
Remote Participation Only  
April 1, 2021

**To:** Transportation Committee (TC)  
**From:** Priscilla Freduah-Agyemang, Senior Regional Planner  
(213) 236-1973, agyemang@scag.ca.gov  
**Subject:** Regional Transit Safety Target Setting

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Recommend the Regional Council approve the proposed initial regional transit safety targets, incorporating the remaining operators' input if received.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*SCAG staff coordinated with the County Transportation Commissions (CTCs) and transit operators through the Regional Transit Technical Advisory Committee (RTTAC) to develop the initial regional transit safety targets in accordance with federal metropolitan planning regulations. The Federal Transit Administration (FTA) published a Final Rule for Public Transportation Agency Safety Plans (PTASP) as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Final Rule requires states and certain providers of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 to develop Public Transportation Agency Safety Plans, and requires Metropolitan Planning Organizations (MPOs), states and transit providers to collaborate, to the maximum extent practicable, in the development of safety performance targets. The development and implementation of safety plans will help ensure that public transportation systems are safe nationwide. The Final Rule is available at: <https://www.transit.dot.gov/PTASP>.*

**BACKGROUND:**

Staff reported to the Transportation Committee (TC) on September 3, 2020 regarding the development of the initial regional transit safety targets, including the Federal Transit Administration (FTA) rulemaking processes to improve safety on the public transportation systems and to ensure better oversight of recipients of the Federal transit funds. The Public Transportation Agency Safety Plan (PTASP) Final Rule, published on July 19, 2018, requires Transit operators who are recipients and subrecipients of the Federal financial assistance under 49 U.S.C. Chapter 53, and

rail transit agencies that are subject to FTA's State Safety Oversight (SSO) Program, to develop an Agency Safety Plan (ASP). Exempt from this requirement are commuter rail agencies regulated by the Federal Railroad Administration (FRA), ferries and recipients that only receive Section 5310 and/or 5311 funds. Agencies must certify they have a plan in place, initially by July 20, 2020. Due to the COVID-19 public health emergency, FTA published a Notice of Enforcement Discretion which extended the initial compliance deadline to December 31, 2020 (**Attachment 1**), and then to July 20, 2021 (**Attachment 2**).

The PTASP Final Rule also requires transit agency coordination with the metropolitan and statewide planning process, including sharing safety performance targets with the MPO and coordination with the MPO in the selection of MPO safety performance targets. In summary, MPOs have 180 days from receipt of the agency targets to prepare their initial regional safety performance targets. The first MPO Regional Transportation Plan (RTP) update or amendment to be approved on or after July 20, 2021, must include the adopted transit safety targets for the region. Each subsequent full RTP update (not an amendment) must include adopted transit safety targets in its system performance report.

States must draft and certify Safety Plans on behalf of small public transportation providers, defined as a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307, that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system. Operators can choose to opt out of the state plan to develop and certify their own. As of March 2021, Caltrans notified SCAG that eleven (11) agencies in the region have opted out of the Caltrans plan. Caltrans has certified and/or is yet to certify five (5).

#### **DISCUSSION:**

As mentioned previously, SCAG's approach to developing the initial regional transit safety targets follows the approach approved by the Regional Council and used for the initial regional Transit Asset Management (TAM) targets, including coordination with the County Transportation Commissions (CTCs) and the transit agencies on the Regional Transit Technical Advisory Committee (RTTAC).

#### **Methodology**

As with the TAM targets, the initial regional safety targets were determined using county weighted averages of the operators' targets. The CTCs and transit operators on the RTTAC concurred that this represents a reasonable approach, particularly as local funding decisions for transit are made at the county level.

The weighted average methodology was used to calculate the county averages for the four (4) required safety performance measures discussed in the National Safety Plan: fatalities, injuries,

safety events, and system reliability. Weighting of the county averages is based on the operator's vehicle revenue miles (VRM). Where an operator did not provide VRM, SCAG defaulted to the latest available reported VRM in the National Transit Database (NTD). The thresholds for "reportable" fatalities, injuries, and safety events are defined in the NTD Safety and Security Reporting Manual. The county averages were calculated by mode, as required in the Final Rule.

### **Submission of Operator Targets**

SCAG staff developed a template for transit providers to better coordinate the submission of the safety targets and to ensure SCAG receives all the information needed to develop the initial regional safety targets. As of March 2021, out of the thirty-two (32) operators requested to submit their targets, SCAG has received twenty-nine (29). SCAG staff continues to coordinate with the remaining three (3) operators to collect their data and will incorporate their input once it is received. The overall regional targets are not expected to change substantially as a result.

In reviewing the safety targets submitted, SCAG staff provided assistance to the operators to ensure consistency regarding following:

- **Rate:** Operators used different VRM rates to calculate targets.
- **Targets by mode:** The Final Rule specifies targets must be determined by mode however, some operators combined modes and determined one (1) set of targets.
- **General calculation errors:** For some of the targets operators were using Vehicle Revenue Hours (VRH) instead of VRM, others also calculated system reliability dividing major mechanical failures by VRM instead of VRM by Major mechanical failures.
- **Target baseline year:** Baseline year for determining targets varied by operator. These included, one (1) calendar year, multi-calendar years, one (1) Fiscal year, and multi-fiscal year averages (eg. 3-5 FY averages)
- **Agency definitions versus NTD thresholds:** The FTA specified operators to use NTD thresholds and definitions for fatalities, injuries, and safety events.
- **Data Tracking:** Many bus operators lacked the mechanism for tracking road calls and safety events.

SCAG staff will continue to monitor and support the transit agencies when developing the regional safety targets to be included in the 2024 RTP/SCS.

### **Initial Regional Transit Safety Targets**

The county targets and initial regional safety targets presented here are based on the operators' targets received so far. The required safety performance measures are as follows.

- **Fatalities:** Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode.
- **Injuries:** Total number of injuries reported to NTD and rate per total VRM by mode.
- **Safety Events:** Total number of safety events reported to NTD and rate per total VRM by mode.
- **System Reliability:** Mean distance between major mechanical failures by mode.

**Attachment 3** includes all the transit safety targets submitted to SCAG by operator and county, organized by the safety performance measures. Bus mode includes fixed route and commuter bus services. Demand Response mode includes all demand response modes: American with Disabilities Act (ADA) services, demand response taxi and general purpose demand response services.

- Imperial County Targets

Performance Measures	Bus	Demand Response
<b>Fatalities (Total)</b>	0	0
<b>Fatalities (rate per 100k VRM)</b>	0	0
<b>Injuries (Total)</b>	0	1
<b>Injuries (rate per 100k VRM)</b>	0	0
<b>Safety Events</b>	2	1
<b>Safety Events (rate per 100k VRM)</b>	0.24	0.16
<b>System Reliability (Mean Distance between failures)</b>	42,264	34,998

- Los Angeles County Targets

Performance Measures	Bus	Demand Response	Rail
<b>Fatalities (Total)</b>	0	0	0
<b>Fatalities (rate per 100k VRM)</b>	0	0	0
<b>Injuries (Total)</b>	419	1	12
<b>Injuries (rate per 100k VRM)</b>	0.39	0.06	0.06
<b>Safety Events</b>	837	8	78
<b>Safety Events (rate per 100k VRM)</b>	0.80	0.16	0.40
<b>System Reliability (Mean Distance between failures)</b>	15,297	55,594	41,980

- Orange County Targets



Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	84	0
Injuries (rate per 100k VRM)	0.56	0
Safety Events	136	0
Safety Events (rate per 100k VRM)	0.97	0
System Reliability (Mean Distance between failures)	14,848	14,823

- Riverside County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	26	5
Injuries (rate per 100k VRM)	0.23	0.16
Safety Events	34	16
Safety Events (rate per 100k VRM)	0.29	0.44
System Reliability (Mean Distance between failures)	9,261	13,219

- San Bernardino County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	24	8
Injuries (rate per 100k VRM)	0.22	0.22
Safety Events	30	3
Safety Events (rate per 100k VRM)	0.27	0.08
System Reliability (Mean Distance between failures)	65,705	40,105

- Ventura County Targets

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0



Injuries (Total)	7	2
Injuries (rate per 100k VRM)	0.13	0.09
Safety Events	21	3
Safety Events (rate per 100k VRM)	0.12	0.53
System Reliability (Mean Distance between failures)	23,312	31,593

- SCAG Region Targets

Performance Measures	Bus	Demand Response	Rail
Fatalities (Total)	0	0	0
Fatalities (rate per 100k VRM)	0.0	0	0
Injuries (Total)	560	16	12
Injuries (rate per 100k VRM)	0.38	0.07	0.06
Safety Events	1,060	31	78
Safety Events (rate per 100k VRM)	0.72	0.14	0.40
System Reliability (Mean Distance between failures)	18,818	24,467	41,980

The safety targets indicate the commitment of the transit operators to support safety management and provide resources and training, integrate safety as a primary principle and responsibility for all staff, and to ensure data-driven compliance measures and realistic targets inform operations and safety performance standards. They also reflect the aspirational goals towards zero (0) injuries, zero (0) fatalities, zero (0) safety events and fewer mechanical breakdowns between miles travelled to provide safe and reliable public transportation in Southern California region.

**Relationship between the Safety Performance and Transit Asset Management (TAM)**

The safety and overall performance of a public transit systems depend, to an extent, on the condition of its assets. When transit assets are not in a state of good repair, the consequences include increased safety risks (injuries, fatalities, safety events), decreased system reliability, leading to higher maintenance costs, and lower system performance.

**Next Steps**



Though the FTA extended the transit operators' compliance deadline to July 20, 2021, SCAG staff is requesting the Regional Council adopt the initial safety targets by June 2021. This is necessary to comply with the separate July 20, 2021 deadline to incorporate performance-based planning into the RTP and Federal Transportation Improvement Program (FTIP), as required by the Metropolitan Transportation Planning Final Rule. SCAG staff will continue to coordinate with the CTCs and RTTAC to update the regional transit safety targets that will be included in the 2024 RTP.

**FISCAL IMPACT:**

Funding for staff work on this issue is included in FY20/21 OWP 140.0121.01 Transit Planning.

**ATTACHMENT(S):**

1. PTASP Regulation - Notice of Enforcement Discretion (April 22, 2020)
2. PTASP Regulation - Notice of Enforcement Discretion (December 11, 2020)
3. Transit Operator Targets Submitted to SCAG by County
4. PowerPoint Presentation - Regional Transit Safety Targets

NOTICE OF ENFORCEMENT DISCRETION  
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN REGULATION  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) regulation, 49 CFR Part 673, as required by 49 U.S.C. § 5329(d). The effective date of the regulation was July 19, 2019. The PTASP regulation implements a risk-based Safety Management System approach and requires recipients or subrecipients of financial assistance under FTA's Urbanized Area Formula Program (49 U.S.C. § Section 5307)<sup>1</sup> and rail transit agencies to establish and certify that they have an Agency Safety Plan in place that meets statutory requirements no later than July 20, 2020, as required by 49 U.S.C. § 5329(d)(1).

On January 31, 2020, the Secretary of Health and Human Services declared a public health emergency under section 319 of the Public Health Service Act, and on March 13, 2020, the President issued a Proclamation on Declaring a National Emergency Concerning the Novel Coronavirus Disease 2019 (COVID-19). During the COVID-19 public health emergency, transit agencies are providing essential transportation services. While ridership has fallen drastically during this emergency, transit agencies across the country are continuing to provide millions of trips a day to lifeline services and carry healthcare and other essential workers to critical jobs. Accordingly, Federal guidance includes transit workers on an advisory list of essential critical infrastructure workers. Cybersecurity and Infrastructure Security Agency, Memorandum on Identification of Essential Critical Infrastructure Workers During COVID-19 Response. <https://www.cisa.gov/publication/guidance-essential-critical-infrastructure-workforce>.

The FTA acknowledges that current and anticipated disruptions to transit agencies due to the extraordinary operational challenges presented by the COVID-19 public health emergency are seriously impacting their ability to meet the compliance and certification requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 by July 20, 2020. This Notice is to advise FTA recipients and subrecipients subject to the PTASP regulation that until December 31, 2020, FTA will refrain from taking enforcement action pursuant to 49 U.S.C. § 5329(g) and the FTA Master Agreement (26) (October 1, 2019) if those FTA recipients and subrecipients are unable to certify that they have established a compliant Agency Safety Plan.

This Notice will remain in effect until December 31, 2020. Notwithstanding this Notice's exercise of enforcement discretion, FTA expects affected recipients and subrecipients to continue to work

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<sup>1</sup> FTA has deferred applicability of the PTASP regulation to recipients and subrecipients that only receive funding under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Formula program (5310) and the Rural Area Formula program (5311). In addition, the PTASP regulation does not apply to recipients and subrecipients that are subject to the safety jurisdiction of another Federal agency, including commuter rail operators and ferry operators. Accordingly, the aforementioned recipients and subrecipients were not required to comply with the PTASP regulation by July 20, 2020.

toward meeting the July 20, 2020, effective date to the extent practical under the current circumstances caused by the COVID-19 public health emergency.

This document is a temporary notice of enforcement discretion. Regulated entities may rely on this notice as a safeguard from departmental enforcement as described herein. To the extent this notice includes guidance on how regulated entities may comply with existing regulations, it does not have the force and effect of law and is not meant to bind the regulated entities in any way. Issued

April 4/22/20 2020, in Washington D.C.

KIMBERLY  
JANE WILLIAMS

Digitally signed by KIMBERLY  
JANE WILLIAMS  
Date: 2020.04.22 17:17:17  
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K. Jane Williams, Acting Administrator  
Federal Transit Administration

NOTICE OF ENFORCEMENT DISCRETION  
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN REGULATION  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) regulation, 49 CFR Part 673, as required by 49 U.S.C. § 5329(d). The effective date of the regulation was July 19, 2019. The PTASP regulation implements a risk-based Safety Management System approach and requires recipients or subrecipients of financial assistance under FTA's Urbanized Area Formula Program (49 U.S.C. § 5307)<sup>1</sup> and rail transit agencies to establish and certify that they have an Agency Safety Plan in place that meets statutory requirements no later than July 20, 2020, as required by 49 U.S.C. § 5329(d)(1).

On January 31, 2020, the Secretary of Health and Human Services declared a public health emergency under section 319 of the Public Health Service Act<sup>2</sup>, and on March 13, 2020, the President issued a Proclamation on Declaring a National Emergency Concerning the Novel Coronavirus Disease 2019 (COVID-19). During the COVID-19 public health emergency, transit agencies are providing essential transportation services. While ridership has fallen drastically during this emergency, transit agencies across the country are continuing to provide millions of trips a day to lifeline services and carry healthcare and other essential workers to critical jobs. Accordingly, Federal guidance<sup>3</sup> includes transit workers on an advisory list of essential critical infrastructure workers.

In recognition of the extraordinary operational challenges that the COVID-19 public health emergency presents for transit agencies, FTA published a Notice of Enforcement Discretion on April 22, 2020. The Notice conveys that until after December 31, 2020, FTA will refrain from taking enforcement action if FTA recipients and subrecipients are unable to certify that they have established a compliant Agency Safety Plan.

FTA acknowledges that transit agencies continue to experience substantial operational challenges due to the COVID-19 public health emergency, including reduced or suspended service, and reduced ridership and financial resources. COVID-19 case numbers are high or rising across the Nation, resulting in a foreseeable continuing need for transit providers to focus resources to address the COVID-19 public health emergency. FTA recognizes that these challenges seriously impact the ability of many transit agencies to meet the compliance and

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<sup>1</sup> FTA has deferred applicability of the PTASP regulation to recipients and subrecipients that only receive funding under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Formula program (5310) and the Rural Area Formula program (5311). In addition, the PTASP regulation does not apply to recipients and subrecipients that are subject to the safety jurisdiction of another Federal agency, including commuter rail operators and ferry operators. Accordingly, the aforementioned recipients and subrecipients were not required to comply with the PTASP regulation by July 20, 2020.

<sup>2</sup> The Secretary of Health and Human Services renewed the public health emergency determination on April 21, 2020; July 23, 2020; and October 2, 2020.

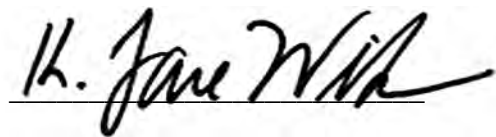
<sup>3</sup> Cybersecurity and Infrastructure Security Agency, Advisory Memorandum on Ensuring Essential Critical Infrastructure Workers Ability to Work During the COVID-19 Response.  
<https://www.cisa.gov/publication/guidance-essential-critical-infrastructure-workforce>.

certification requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 by December 31, 2020. This Notice is to advise FTA recipients and subrecipients subject to the PTASP regulation that FTA will refrain from taking enforcement action pursuant to 49 U.S.C. § 5329(g) and the FTA Master Agreement (26) (October 1, 2019) until July 21, 2021, if those FTA recipients and subrecipients are unable to certify that they have established a compliant Agency Safety Plan.

This Notice supersedes FTA's Notice of Enforcement Discretion dated April 22, 2020, and will remain in effect through July 20, 2021. Notwithstanding this Notice's exercise of enforcement discretion, FTA expects affected recipients and subrecipients to continue to work toward meeting the PTASP compliance and certification requirements as soon as reasonably practicable under the current circumstances caused by the COVID-19 public health emergency. FTA expects recipients and subrecipients to certify promptly and without delay after establishing a compliant Agency Safety Plan.

This document is a temporary notice of enforcement discretion. Regulated entities may rely on this notice as a safeguard from departmental enforcement as described herein. To the extent this notice includes guidance on how regulated entities may comply with existing regulations, it does not have the force and effect of law and is not meant to bind the regulated entities in any way.  
Issued

December 11, 2020, in Washington D.C.



K. Jane Williams  
Deputy Administrator  
Federal Transit Administration

## Initial Regional Transit Safety Targets

Bus mode includes fixed route and commuter services. Demand Response mode includes all demand response modes: American with Disabilities Act (ADA) services, demand response Taxi and general purpose demand response services.

### Imperial County

County/Mode	Operator	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/ Failures)	
Bus	ICTC	0	0	0	0	2	0.24	42,264	
	Demand Response	ICTC (ADA)	0	0	0	0	0.4	0.15	35,685
		ICTC	0	0	1	0.65	0.4	0.26	14,229
ICTC - Med to SD		0	0	0	0	0	0	70,515	

### Los Angeles County

County/Mode	Operator	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/ Failures)
Bus	Antelope Valley Transit Authority	0	0.14	76	2.2	147	4.2	9,200
	City of Arcadia Transit	0	0	0	0	0	0	163,000
	Beach Cities Transit (City of Redondo Beach)	0	0	4	0.38	83	7.87	2,600
	City of Commerce Municipal Bus Lines	0	0	2.1	2.4	3.4	5.2	324,089
	Culver CityBus	0	0	3	0.2	1	0.1	80,000
	Foothill Transit	0	0	6	0.05	25	0.20	11,250
	Gardena Municipal Bus Lines	0	0	10	0.59	1	0.06	6,000
	Metro	0	0	222	0.38	234	0.4	2,749
	Montebello BL(Local)	0	0	12	0.06	78	0.4	41,980
	Montebello BusLines (Express)	0	0	16	0.69	17	0.73	11,149

Attachment: Transit Operator Targets Submitted to SCAG by County (Regional Transit Safety Target Setting)

### Initial Regional Transit Safety Targets

	Norwalk Transit System	0	0	0	0	0	0	73,315
	City of Santa Clarita Transit	0	0	18	3.00	52	10.00	16,000
	City of Santa Monica Big Blue Bus	0	0	0	0	1	1.04	25,000
	Torrance Transit	0	0	25	0.7	30	0.75	11,000
<b>Demand Response</b>	Antelope Valley Transit Authority	0	0	0	0	1	0.2	6,000
	City of Arcadia Transit	0	0	0	0	0	0	85,557
	Beach Cities Transit (City of Redondo Beach)	0	0	0	1	1	1	37,000
	City of Commerce Municipal Bus Lines	0	0	0.6	0.4	1	1.4	67,613
	Culver CityBus	0	0	0	0	0	0	120,000
	Gardena Municipal Bus Lines	0	0	0	0	0	0.00	64,000
	City of LaMirada Transit	0	0	0	0	0	0.00	6,620
	Montebello Bus Lines DR-Taxi	0	0	0	0	0	0	38,409
	City of Santa Clarita Transit	0	0	0	0	0.03	0.03	25,000
	City of Santa Monica BBB	0	0	0	0.7	5	1	15,000
	Torrance Transit (Taxi - Bell cab)	0	0	0	0	0	0	13,333
	Torrance Transit (Taxi - Contractor - All Yellow)	0	0	0	0	0	0	75,000
	Torrance Transit (Taxi - Contractor - South Bay Yellow)	0	0	0	0	0	0	259,462

Attachment: Transit Operator Targets Submitted to SCAG by County (Regional Transit Safety Target Setting)



**Initial Regional Transit Safety Targets  
Orange County**

County/Mode	Operator	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/ Failures)
<b>Bus</b>	Anaheim Transit Network	0	0	3	0.18	3	0.2	15,053
	Orange County Transportation Authority (OCTA)	0	0	81	0.59	133	1.03	14,832
<b>Demand Response</b>	OCTA	0	0	0	0	0	0	14,823

**Riverside County**

County/Mode	Operator	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/ Failures)
<b>Bus</b>	City of Corona Transit	0	0	0	0	4	2.13	16,940
	Riverside Transit Agency	0	0	15	0.32	16	0.34	10,000
	Riverside Transit Agency (Contracted)	0	0	5	0.16	7	0.21	10,000
	SunLine Transit	0	0	6	0.18	7	0.21	7,032
<b>Demand Response</b>	City of Corona Transit	0	0	1	0.53	7	3.6	27,496
	City of Riverside Transit	0	0	1	0.11	4	0.34	24,929
	Riverside Transit Agency	0	0	3	0.19	3	0.19	10,000
	SunLine Transit	0	0	0	0	2	0.2	11,756

Attachment: Transit Operator Targets Submitted to SCAG by County (Regional Transit Safety Target Setting)

## Initial Regional Transit Safety Targets

### San Bernardino County

County/Mode	Operator	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/ Failures)
<b>Bus</b>	Omnitrans	0	0	19.1	0.23	22.76	0.27	87,757
	Victor Valley Transit Authority	0	0	5	0.2	7	0.28	9,500
<b>Demand Response</b>	Omnitrans	0	0	6.6	0.26	1.7	0.07	29,455
	Victor Valley Transit Authority	0	0	1	0.1	1	0.1	68,456

### Ventura County

County/Mode	Operator	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (VRM/ Failures)
<b>Bus</b>	Camarillo Area Transit	0	0	0	0	1	-	50,000
	Gold Coast Transit District	0	0	6	0.27	5	0.22	27,160
	Moorpark	0	0	0	0.01	<1	0.01	-
	Simi Valley	0	0	0.5	0	14	0	2,324
	Thousand Oaks	0	0	0	0.01	<1	0.01	-
	Camarillo	0	0	0	0	1	-	50,000
	Ventura County Transportation Commission (VCTC)	0	0	0	0.01	1	0.03	30,000
	Ventura County Transportation Commission (Commuter)	0	0	0	0.03	<1	0.06	30,000
<b>Demand Response</b>	Camarillo Area Transit	0	0	0	0	0	3	100,000
	GCTD	0	0	1	0.32	2	0.22	51,439
	City of Moorpark Transit	0	0	0	0.01	<1	0.01	-
	City of Simi Valley Transit	0	0	0.5	0	1	0.63	2,704
	City of Thousand Oaks Transit	0	0	0	0.01	<1	0.01	-
	VCTC	0	0	0	0.01	<1	0.03	40,000

Attachment: Transit Operator Targets Submitted to SCAG by County (Regional Transit Safety Target Setting)

# Regional Transit Safety Performance Targets

## Transportation Committee

Priscilla Freduah-Agyemang, Senior Regional Planner

Mobility Planning & Management

Thursday, April 1, 2021

[www.scag.ca.gov](http://www.scag.ca.gov)



## Background

- Public Transportation Agency Safety Plan (PTASP) Final Rule
- Metropolitan Planning Final Rule
- Notice of Enforcement discretion
  - Now extended the PTASP Final Rule compliance deadline from December 31, 2021 to July 20, 2021
- Starting July 20, 2021, SCAG's Regional Transportation Plans (RTPs) and Federal Transportation Improvement Program (FTIPs) must include the initial regional safety targets.

## Regional Safety Target Setting Process

- Approach for safety is consistent with the approach approved by the Regional Council for the Transit Asset Management (TAM) target setting
- Coordination with County Transportation Commission (CTCs) and transit operators through the Regional Transit Technical Advisory Committee (RTTAC)
- Coordination with Caltrans to the extent practicable
- Developed template for operators and collected safety target data
- Determined the methodology
- Developed the initial targets

## Transit Operators Target Submission

- Started receiving targets as early as February 2020
- Remaining targets: Between July 2020 – present

Provided assistance and encouraged consistency regarding:

- Rate
- Targets by mode
- Calculation errors
- Target year
- Definitions for injuries, fatalities and safety events
- Data tracking

## Target Submission Update – Cont’d

Transit operators expected to submit safety targets to SCAG	32
Transit operators who already certified and submitted targets to SCAG	29
Transit operators who are to certify and/or submit targets to SCAG	3

- Based on responses received as of 3/15/2021
- The three (3) remaining targets are in LA County

## Methodology

### Weighted average:

- County and regional targets are weighted by the total Vehicle Revenue Miles (VRM)
- Required Performance Measures:
  - Fatalities: Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode.
  - Injuries: Total number of injuries reported to NTD and rate per total VRM by mode.
  - Safety Events: Total number of safety events reported to NTD and rate per total VRM by mode.
  - System Reliability: Mean distance between major mechanical failures by mode.

## County Targets (County Weighted Averages)

Imperial County

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	0	1
Injuries (rate per 100k VRM)	0	0
Safety Events	2	1
Safety Events (rate per 100k VRM)	0.24	0.16
System Reliability (Mean Distance between failures)	42,264	34,998

Los Angeles County

Performance Measures	Bus	Demand Response	Rail
Fatalities (Total)	0	0	
Fatalities (rate per 100k VRM)	0	0	
Injuries (Total)	419	1	1
Injuries (rate per 100k VRM)	0.39	0.06	0.0
Safety Events	837	8	7
Safety Events (rate per 100k VRM)	0.80	0.16	0.4
System Reliability (Mean Distance between failures)	15,297	55,594	41,98

## County Targets (County Weighted Averages)

Orange County

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	84	0
Injuries (rate per 100k VRM)	0.56	0
Safety Events	136	0
Safety Events (rate per 100k VRM)	0.97	0
System Reliability (Mean Distance between failures)	14,848	14,823

Riverside County

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	26	5
Injuries (rate per 100k VRM)	0.23	0.10
Safety Events	34	10
Safety Events (rate per 100k VRM)	0.29	0.44
System Reliability (Mean Distance between failures)	9,261	13,219

## County Targets (County Weighted Averages)

### San Bernardino County

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	24	8
Injuries (rate per 100k VRM)	0.22	0.22
Safety Events	30	3
Safety Events (rate per 100k VRM)	0.27	0.08
System Reliability (Mean Distance between failures)	65,705	40,105

### Ventura County

Performance Measures	Bus	Demand Response
Fatalities (Total)	0	0
Fatalities (rate per 100k VRM)	0	0
Injuries (Total)	7	0.0
Injuries (rate per 100k VRM)	0.13	0.0
Safety Events	21	0.5
Safety Events (rate per 100k VRM)	0.12	0.5
System Reliability (Mean Distance between failures)	23,312	31,59

## Initial Regional Transit Safety Targets

Performance Measures	Bus	Demand Response	Rail
Fatalities (Total)	0	0	0
Fatalities (Rate per 100k VRM)	0.0	0	0
Injuries (Total)	560	16	12
Injuries (Rate per 100k VRM)	0.38	0.07	0.06
Safety Events	1,060	31	78
Safety Events (Rate per 100k VRM)	0.72	0.14	0.40
System Reliability (Mean Distance between failures)	18,818	24,467	41,980

## Next Steps

- TC Recommended action: Recommend the Regional Council to approve the proposed initial regional transit safety targets incorporating the remaining operators input if received.
- Regional Council adoption in June 2021
- Include the adopted targets in subsequent Regional Transportation Plans and Federal Transportation Improvement Programs
- Continue coordination with CTCs and transit operators on updating the safety targets for the 2024 RTP/SCS

Thank you!

Questions & Comments:

Contact Info:

Priscilla Freduah-Agyemang

Senior Regional Planner, Mobility Planning & Management

[agyemang@scag.ca.gov](mailto:agyemang@scag.ca.gov)/213-236-1973

[www.scag.ca.gov](http://www.scag.ca.gov)







Southern California Association of Governments  
Remote Participation Only  
April 1, 2021

**To:** Executive/Administration Committee (EAC)  
Transportation Committee (TC)  
Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Naresh Amatya, Manager of Transportation Planning and Programming  
(213) 236-1885, amatya@scag.ca.gov

**Subject:** Proposed Coronavirus Response and Relief Supplemental Appropriations  
Act (CRRSAA) and American Recovery Plan Act (ARPA) Apportionments

**RECOMMENDED ACTION FOR EAC AND TC:**

Recommend to the Regional Council that it approve staff's recommendation to follow the FTA approach that uses 75% and 132% of the 2018 Operating Costs as reported for the urbanized area (UZA) in the 2018 national transit database (NTD) to allocate CRRSAA and ARPA funds, respectively, when combined with the preceding rounds of stimulus funds to each of the UZAs to further sub-allocate to the eligible counties within each of the multi-county UZAs.

**RECOMMENDED ACTION FOR RC:**

Approve staff's recommendation to follow the FTA approach that uses 75% and 132% of the 2018 Operating Costs as reported for the UZA in the 2018 NTD to allocate CRRSAA and ARPA funds, respectively, when combined with the preceding rounds of stimulus funds to each of the UZAs to further sub-allocate to the eligible counties within each of the multi-county UZAs.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Coronavirus pandemic continues to have a severe impact on our nation, state, and regions' transit systems. As the ridership on most of our transit assets, including bus, rapid bus, urban and commuter rail systems, continue to remain depressed, all of our transit operators, large and small, face financial hardships. In order to address this national crisis, the federal government approved a series of stimulus bills that provide direct assistance to the transit operators.*

*In total, and as a result of three separate stimulus bills, \$53 billion in funding has been authorized nationwide to be administered by the Federal Transit Administration (FTA) through the Section 5307 Urbanized Area Formula Grants program. The 5307 Program utilizes a formula-based*

*approach to apportion federal transit assistance to urbanized areas to each of the designated Urbanized Zone Areas or UZAs. The share of the funding allocated to UZAs within the SCAG region has varied across each of the bills, with two of the bills limiting resources based on operating costs to ensure funding is targeting transit operators with the greatest need.*

*SCAG is the designated recipient for several UZAs and is responsible for allocating the funds apportioned within the UZAs to each of the eligible county transportation commissions (CTCs) for UZAs that span across multiple counties. Historically, SCAG has utilized the same approach that FTA applies at the UZA level to further sub apportion to the eligible counties within each of the multi-county UZAs. SCAG staff utilized this approach in apportioning the funding allocated to the region through the first stimulus bill, the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), and is recommending to also sub apportion the funding from the other two bills, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Recovery Plan Act (ARPA), utilizing the same approach that FTA applies at the UZA level.*

**BACKGROUND:**

The Coronavirus pandemic continues to have a severe impact on our nation, state, and regions' transit systems. As the ridership on most of our transit assets, including bus, rapid bus, urban and commuter rail systems, continue to remain depressed, all of our transit operators, large and small, are struggling to remain afloat. In order to address this national crisis, the federal government has championed a series of stimulus bills that provide direct assistance to the transit operators.

In April 2020, the FTA announced \$25 billion in funding as part of the Coronavirus Aid, Relief, and Economic Security (CARES) Act. Under the CARES Act, \$1.453 billion was apportioned to the six UZAs for which SCAG is the designated recipient (Los Angeles County - Los Angeles - Long Beach-Anaheim, Riverside – San Bernardino, Murrieta – Temecula – Menifee, Indio – Cathedral City, Lancaster - Palmdale and Santa Clarita) under the existing FTA Section 5307 Urbanized Area Formula Grants program. The funds were allocated using FTA's 5307 distribution formula (See Attachment 1, which relies on data sets that are released with the annual Federal Register including on factors such as rail/fixed guideway, bus incentive, basic bus capital, growing states, and low income. SCAG was responsible for distributing the CARES Act funds to the CTCs for two of the multi-county UZAs (Los Angeles – Long Beach – Anaheim UZA and the Riverside – San Bernardino UZA). The CARES apportionments were made through an administrative process, as is SCAG's procedure for distributing 5307 funds, which carry forward the federal formula for inter-county distribution. The CARES Act funds were released in April 2020 in accordance with FTA's formula distribution.

On December 27, 2020, CRRSAA was signed into law; the act allocates \$14 billion in Federal Transit Administration (FTA) relief funds with \$13.26 billion allocated to large and small UZAs to support the transit industry during the COVID-19 public health emergency. The CRRSAA funding received by

the SCAG region represents the second allocation of federal transit stimulus funding to the transit agencies to address the fiscal impacts of the COVID-19 pandemic.

Furthermore, on March 11, 2021, the American Recovery Plan Act (ARPA) was signed into law and provides for a third round of stimulus funding. Approximately \$1.8 billion is apportioned to the SCAG region. Unlike the CRRSAA, all of the designated UZAs are eligible to receive funds from ARPA because the cap is raised to 132% of the 2018 operating costs as reported by NTD when all three rounds of funding are combined.

As the designated recipient for the UZAs, SCAG is responsible for allocating the funds apportioned within the UZAs to each of the eligible CTCs for UZAs that span across multiple counties. Los Angeles – Long Beach – Anaheim and Riverside – San Bernardino are two major multi-county UZAs within the SCAG region. FTA utilizes a formula-based approach to apportion federal transit assistance to urbanized areas through a program called 5307 to each of the designated Urbanized Zone Areas or UZAs. Historically, SCAG has utilized same approach that FTA applies at the UZA level to further sub apportion to the eligible counties within each of the multi-county UZAs. SCAG staff is recommending that we do the same for apportioning CRRSAA and ARPA funds to the eligible counties in the two aforementioned UZAs.

#### **CRRSAA APPORTIONMENT**

The CRRSAA funding received by the SCAG region represents the second allocation of federal transit stimulus funding to the transit agencies to address the fiscal impacts of the COVID-19 pandemic. CRRSAA specifies that FTA Section 5307 funding for a given UZA, when combined with the amounts allocated to that UZA from Section 5307 funds appropriated under the CARES Act, **shall not exceed 75 percent of that UZA's 2018 NTD operating cost.**

“...That the amounts allocated to any urbanized area from amounts made available under this paragraph in this Act when combined with the amounts allocated to that urbanized area from funds appropriated under this heading in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) may not exceed 75 percent of that urbanized area’s 2018 operating costs based on data contained in the National Transit Database...”

For this reason, only three of the six UZA’s in the SCAG region received a share of CRRSAA apportionments. The other three UZA’s had already received CARES Act funding exceeding 75 percent of the UZA’s 2018 NTD operating cost and were therefore excluded from the apportionments due to the federal guidelines. Of the \$13.26 billion available under CRRSAA, the following UZAs in the SCAG region received CRRSAA apportionments.

<b>CRRSAA APPORTIONMENTS</b>	
<b>Urbanized Area</b>	<b>Funding Totals</b>
<b>Los Angeles-Long Beach-Anaheim, CA</b>	\$954,900,781
<b>Indio-Cathedral City, CA</b>	\$5,011,454
<b>Santa Clarita, CA</b>	\$224,351

As the MPO and the designated recipient, SCAG is responsible for distributing the CRRSAA apportionments in the multi-county UZA, Los Angeles – Long Beach – Anaheim. CRRSAA provides SCAG with the discretion to carry forward the federal formula as the basis for inter-county apportionments or develop an alternative methodology for determining each county transportation commission’s apportionment. Staff is recommending the federal formula be carried forward for the inter-county distributions to mirror the federal process for apportioning CRRSAA funds to each UZA.

The following table shows SCAG’s inter-county distributions recommended through CRRSAA for the Los Angeles – Long Beach – Anaheim UZA pursuant to this proposed allocation methodology. The allocations for each county are as shown under “CRRSAA Final Allocation” (see fourth shaded row). In addition, the table reflects operating expenses in each county and the total resources apportioned to each county as a result of both federal transit stimulus relief:

<b>CRRSAA Allocations Based on Federal Methodology</b>						
	<b>Los Angeles</b>	<b>Orange</b>	<b>San Bernardino</b>	<b>Riverside</b>	<b>Ventura</b>	<b>Total</b>
<b>2018 Operating Expense</b>	\$2,557,384,189	\$299,429,433	\$36,902,117	\$789,887	\$0	\$2,894,505,626
<b>75% of 2018 NTD OE</b>	\$1,918,038,142	\$224,572,075	\$27,676,588	\$592,415	\$0	\$2,170,879,220
<b>CARES Act Allocation</b>	\$999,267,072	\$181,131,657	\$35,266,741	\$312,970	\$0	\$1,215,978,440
<b>CRRSAA Final Allocation</b>	\$911,525,690	\$43,097,849	\$0	\$277,242	\$0	\$954,900,781
<b>CARES + CRRSAA</b>	\$1,910,792,762	\$224,229,506	\$35,266,741	\$590,212	\$0	\$2,170,879,221
<b>% of OE</b>	74.72%	74.89%	95.57%	74.72%	0.00%	

Based on this allocation, Los Angeles, Orange, and Riverside receive nearly 75% of their operating costs through a combination of the first (CARES Act) the second (CRRSAA) allocation of federal transit stimulus funding. San Bernardino County received about \$7.59 million more through the CARES Act compared to the equivalent of 75% of operating expenses reported by transit operators in the county for 2018. Therefore, San Bernardino County does not receive additional funds through CRRSAA using this allocation methodology.

Per the suggestion of the CTCs, SCAG also reviewed and considered proportionately distributing the CRRSAA funds based on the FTA Section 5307 formula which was used to apportion the CARES Act funds. This approach would result in distributions that exceed 75% of operating expenses in Orange and San Bernardino counties while falling below the 75% equivalent in Los Angeles and Riverside counties. Given the disparity in total funding that results from this allocation approach as

compared to the 2018 operating costs, staff does not recommend this approach. For reference, a summary result of this approach is provided in Table 1 of Attachment 2 to this report.

Staff’s recommendation for CRRSAA apportionments was placed on the agenda for SCAG’s Executive Administration Committee (EAC) and Regional Council (RC) meetings on March 3 and 4, 2021, respectively. However, partly at the request of several of the CTCs, the item was pulled from the agenda and deferred to the April board meeting for further action. At the same time, SCAG President Rex Richardson directed staff to move forward with distributing the “uncontested amount” of CRRSAA funds through issuance of a split letter to FTA as noted in the table below (Los Angeles County’s sub-allocation is pending board approval). Therefore, the table below represents the first round of CRRSAA funding that represents uncontested amounts, which is the smaller of the amounts for each county between the two approaches.

	<b>Allocations Based on 75% Operating Cost</b>	<b>Allocations Proportionate to CARES Act</b>	<b>CRRSAA Round 1 Distribution - Unconstrained</b>
Los Angeles	\$911,525,690	\$784,718,607	<b>\$784,718,607</b>
Orange	\$43,097,849	\$142,241,634	<b>\$43,097,849</b>
San Bernardino	\$0	\$27,694,766	<b>\$0</b>
Riverside	\$277,242	\$245,774	<b>\$245,774</b>
Ventura	\$0	\$0	<b>\$0</b>
<b>Total:</b>	<b>\$954,900,781</b>	<b>\$954,900,781</b>	<b>\$828,062,230</b>
		CRRSAA Apportionment:	\$954,900,781
		<b>Remaining Balance - Round 2 Distribution:</b>	<b>\$126,838,551</b>

Once approved, staff will work with the CTCs to finalize the split letter and issue Round 2 of the remaining CRRSAA funds.

**ARPA APPORTIONMENTS**

On March 11, 2021, the American Recovery Plan Act (ARPA) was signed into law and provides for a third round of stimulus funding. Approximately \$1.8 billion is apportioned to the SCAG region.

Language in the ARPA specifies that FTA Section 5307 funding for a given UZA, when combined with the CARES Act and CRRSAA allocations shall not exceed **132 percent of that UZA’s operating costs as reported in the 2018 NTD. Because of the increase in the cap to 132 percent, all of the UZAs in the SCAG region were eligible for funding under ARPA.** The following are six UZAs for which SCAG is the designated recipient that receive ARPA funding as specified in the table below.

ARPA APPORTIONMENTS	
Urbanized Area	Funding Totals
Indio-Cathedral City, CA	\$16,011,182
Lancaster-Palmdale, CA	\$1,665,574
Los Angeles-Long Beach-Anaheim, CA	\$1,649,868,207
Murrieta-Temecula-Meniffee, CA	\$900,366
Riverside-San Bernardino, CA	\$71,995,802
Santa Clarita, CA	\$16,028,364

ARPA funding shown above is tentative at this point pending release of final numbers in the Federal Register. Staff is providing this information based on preliminary data. Funding amounts are subject to change once the final FTA Section 5307 funding tables are published.

Similar to the CRRSAA apportionment, SCAG is recommending that the same methodology, applying 132% of the UZAs reported operating cost, be applied to the inter-county allocations for the Los Angeles – Long Beach – Anaheim UZA as well as Riverside – San Bernardino UZA.

**ARPA Los Angeles – Long Beach - Anaheim UZA allocations**

The following table reflects the inter-county allocations for the Los Angeles – Long Beach – Anaheim UZA using the 132% allocation methodology:

ARPA Allocations Based on Federal Methodology						
LOS ANGELES - LONG BEACH - ANAHEIM UZA						
	Los Angeles	Orange	San Bernardino	Riverside	Ventura	Total
132% of 2018 NTD OE	\$3,375,747,129	\$395,246,852	\$48,710,794	\$1,042,651	\$0	\$3,820,747,426
CARES Act Apportionment Total	\$999,267,072	\$181,131,657	\$35,266,741	\$312,970	\$0	\$1,215,978,440
Staff Recommended CRRSAA	\$911,525,690	\$43,097,849	\$0	\$277,242	\$0	\$954,900,781
CARES + Staff Recom. CRRSAA	\$1,910,792,762	\$224,229,506	\$35,266,741	\$590,212	\$0	\$2,170,879,221
Balance (Potential ARPA Dist.)	\$1,464,954,368	\$171,017,346	\$13,444,054	\$452,440	\$0	\$1,649,868,207
CARES+CRRSAA+ARPA	\$3,375,747,129	\$395,246,852	\$48,710,794	\$1,042,651	\$0	\$3,820,747,426
% of 2018 OE	132.0%	132.0%	132.0%	132.0%		

By applying the 132% cap methodology, all counties receive an equal 132% share of their operating costs when combined with their CARES, CRRSAA and ARPA allocations, consistent with the intent of the ARPA.

Similar to CRRSAA apportionments, staff also analyzed the implications of apportioning the ARPA funds ignoring the 132% cap and simply relying on the proportions used for the CARES Act funds. This approach results in Orange and San Bernardino counties exceeding their 132% share significantly, while Los Angeles and Riverside counties’ distribution is below the 132% cap, which is not consistent with the intent of ARPA. Staff does not recommend following this allocation

approach because of the disparity it creates between the counties. For reference, a summary result of this approach is provided in Table 2 of Attachment 2 to this report.

**RIVERSIDE – SAN BERNARDINO UZA ALLOCATIONS for ARPA**

As previously mentioned, the Riverside – San Bernardino UZA did not receive a CRRSAA apportionment due to their CARES Act allocations exceeding the 75% threshold. As such, the allocations in the following tables under CRRSAA Apportionment are shown as \$0. The following table reflects the inter-county allocations for the Riverside – San Bernardino UZA from ARPA using the federal cost methodology which includes a 132% cap:

ARPA Allocations Based on Federal Methodology					
RIVERSIDE - SAN BERNARDINO UZA					
	Los Angeles	Orange	San Bernardino	Riverside	Total
132% of 2018 NTD OE	\$0	\$345,700	\$102,988,548	\$106,228,227	\$209,562,475
CARES Act Apport. Total	\$0	\$1,321,150	\$58,246,293	\$77,999,230	\$137,566,673
CRRSAA Apportionment	\$0	\$0	\$0	\$0	\$0
Balance (Potential ARPA Dist.)	\$0	(\$975,450)	\$44,742,255	\$28,228,997	\$71,995,803
Potential ARPA (zeroing out OC)	\$0	\$0	\$44,144,159	\$27,851,644	\$71,995,803
CARES+CRRSAA+ARPA	\$0	\$1,321,150	\$102,390,452	\$105,850,874	\$209,562,475
% of 2018 OE	0.0%	504.5%	131.2%	131.5%	

In the Riverside – San Bernardino UZA, San Bernardino and Riverside would receive slightly less than 132% of their operating costs through a combination of CARES Act and ARPA. Orange County received \$975,450 more in their CARES Act allocation compared to their 132% operating expenses reported in 2018 NTD and does not meet the threshold to receive ARPA funds based on the 132% cap.

Again, for comparison, staff analyzed the implications of apportioning this UZA ignoring the 132% cap and simply relying on the CARES Act proportions (Attachment 2 Table 3). This approach would result in Riverside County exceeding the 132% distribution. Orange County would receive a 768% of their 2018 operating costs between CARES Act and ARPA allocations, while San Bernardino County falls below the 132% cap. Staff does not recommend following this allocation approach because of the disparity it creates between the counties.

**Conclusion**

Given the intent of the program to address the fiscal impacts of COVID-19 pandemic, SCAG staff does not believe the approach that ignores the transit operators expense cap is as well aligned with the intent of the bill. Moreover, because the funding allocated to each UZA is based on operating expenses, it does not seem appropriate to then redistribute those resources through a formula that does not consider operating expense. Therefore, staff recommends following the federal formula that caps the UZA level allocations to 75% and 132% of their 2018 operating costs for CRRSAA and



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ARPA, respectively, when combined with the preceding rounds of apportionments for inter-county distributions as well. SCAG staff believes this approach is more transparent, fair, consistent with the intent of the emergency appropriations and consistent with SCAG's past practices of applying the same approach that is used to allocate to the UZA down to each of the eligible counties.

**Next Steps**

Upon approval, SCAG staff will work with the CTCs to finalize the split letter and distribute Round 2 of the remaining CRRSAA funds as well as the ARPA funds.

**FISCAL IMPACT:**

None. Work associated with this item is included in the current FY 20-21 Overall Work Program (030.00146A.02: Federal Transportation Improvement Program and 010.SCG0170.01: RTP Support, Development, and Implementation)

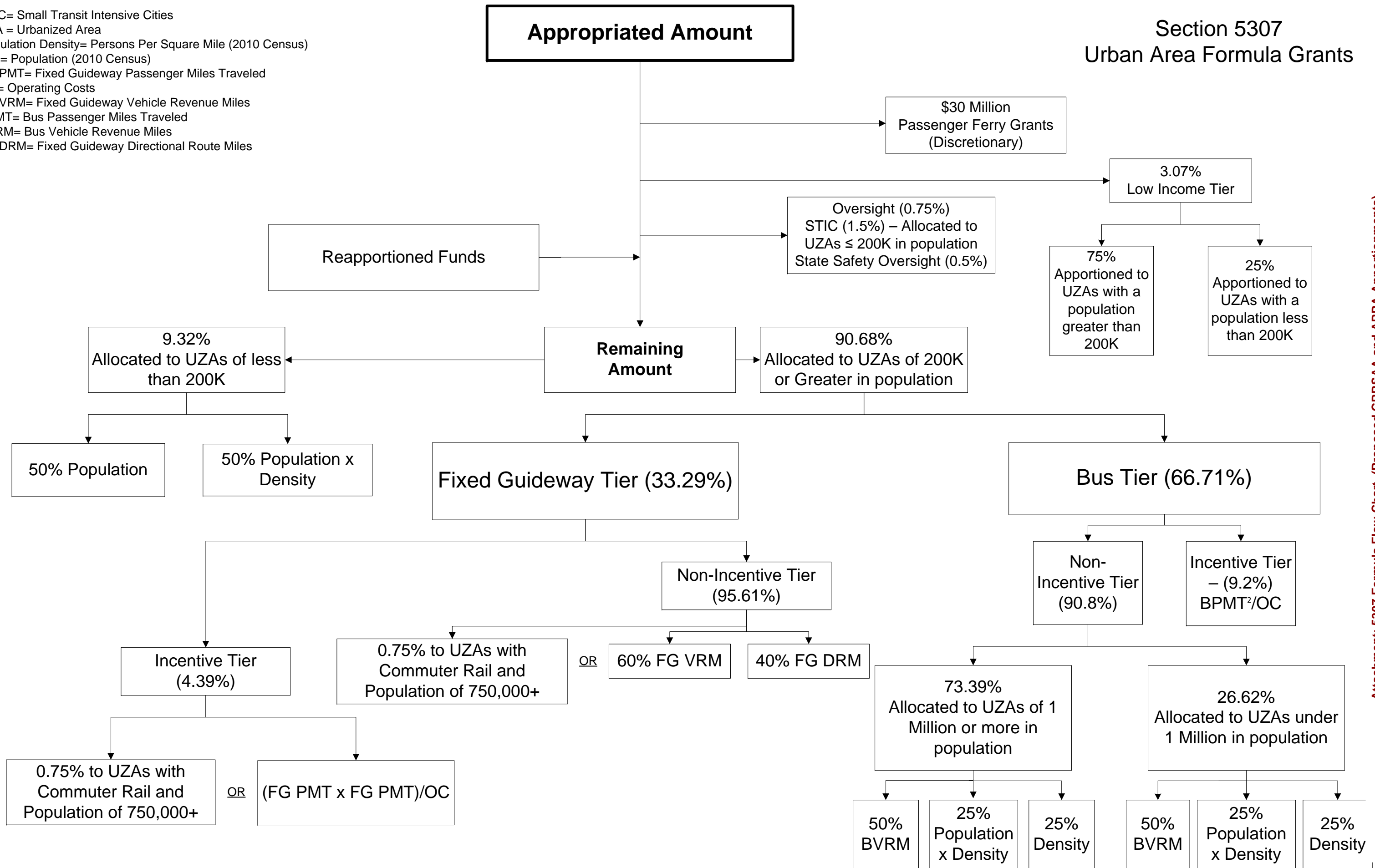
**ATTACHMENT(S):**

1. 5307 Formula Flow Chart
2. CARES Act Proportionate Allocations (Alternative Allocation Approach)



STIC= Small Transit Intensive Cities  
 UZA = Urbanized Area  
 Population Density= Persons Per Square Mile (2010 Census)  
 Pop= Population (2010 Census)  
 FG PMT= Fixed Guideway Passenger Miles Traveled  
 OC= Operating Costs  
 FG VRM= Fixed Guideway Vehicle Revenue Miles  
 BPMT= Bus Passenger Miles Traveled  
 BVRM= Bus Vehicle Revenue Miles  
 FG DRM= Fixed Guideway Directional Route Miles

## Section 5307 Urban Area Formula Grants



Attachment: 5307 Formula Flow Chart (Proposed CRRSAA and ARPA Apportionments)

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CRRSAA Allocations Proportionate to CARES Act Distribution						
	Los Angeles	Orange	San Bernardino	Riverside	Ventura	Total
<b>2018 Operating Expense</b>	\$2,557,384,189	\$299,429,433	\$36,902,117	\$789,887	\$0	\$2,894,505,626
<b>75% of 2018 NTD OE</b>	\$1,918,038,142	\$224,572,075	\$27,676,588	\$592,415	\$0	\$2,170,879,220
<b>CARES Act Allocation</b>	\$999,267,072	\$181,131,657	\$35,266,741	\$312,970	\$0	\$1,215,978,440
<b>% of CARES Act Allocation</b>	82.18%	14.90%	2.90%	0.03%	0.00%	100.00%
<b>Ignoring 75%</b>	\$784,718,607	\$142,241,634	\$27,694,766	\$245,774	\$0	\$954,900,781
<b>CARES + CRRSAA</b>	\$1,783,985,679	\$323,373,291	\$62,961,507	\$558,744	\$0	\$2,170,879,221
<b>% of OE</b>	69.76%	108.00%	170.62%	70.74%	0.00%	

Table 2

ARPA Allocations Proportionate to CARES Act Distribution LOS ANGELES - LONG BEACH - ANAHEIM UZA						
	Los Angeles	Orange	San Bernardino	Riverside	Ventura	Total
<b>RES Act Apportionment Total</b>	\$999,267,072	\$181,131,657	\$35,266,741	\$312,970	\$0	\$1,215,978,440
<b>CRRSAA (Ignoring 75%)</b>	\$784,718,607	\$142,241,634	\$27,694,766	\$245,774	\$0	\$954,900,781
<b>CARES+CRRSAA (Ignoring 75%)</b>	\$1,783,985,679	\$323,373,291	\$62,961,507	\$558,744	\$0	\$2,170,879,221
<b>Balance (Potential ARPA Dist.)</b>	\$1,355,829,115	\$245,763,701	\$47,850,745	\$424,645	\$0	\$1,649,868,206
<b>CARES+CRRSAA+ARPA</b>	\$3,139,814,794	\$569,136,992	\$110,812,252	\$983,389	\$0	\$3,820,747,427
<b>% of 2018 OE</b>	122.8%	190.1%	300.3%	124.5%	0.0%	132.0%

Table 3

ARPA Allocations Proportionate to CARES Act Distribution RIVERSIDE - SAN BERNARDINO UZA						
	Los Angeles	Orange	San Bernardino	Riverside	Total	
<b>132% of 2018 NTD OE</b>	\$0	\$345,700	\$102,988,548	\$106,228,227	\$209,562,475	
<b>CARES Act Apport. Total</b>	\$0	\$1,321,150	\$58,246,293	\$77,999,230	\$137,566,673	
<b>% of CARES Act</b>	0.00%	0.96%	42.34%	56.70%	100.00%	
<b>CRRSAA (Ignoring 75%)</b>	\$0	\$0	\$0	\$0	\$0	
<b>CARES+CRRSAA (Ignoring 75%)</b>	\$0	\$1,321,150	\$58,246,293	\$77,999,230	\$137,566,673	
<b>Balance (Potential ARPA Dist.)</b>	\$0	\$691,426	\$30,483,318	\$40,821,058	\$71,995,802	
<b>CARES+CRRSAA+ARPA</b>	\$0	\$2,012,576	\$88,729,610	\$118,820,288	\$209,562,475	
<b>% of 2018 OE</b>	0.0%	768.5%	113.7%	147.6%		

Attachment: CARES Act Proportionate Allocations (Alternative Allocation Approach) (Proposed CRRSAA and ARPA Apportionments)



Southern California Association of Governments  
Remote Participation Only  
April 1, 2021

**To:** Transportation Committee (TC)  
**From:** Jaimee Lederman, Senior Regional Planner  
(213) 236-1948, lederman@scag.ca.gov

EXECUTIVE DIRECTOR'S  
APPROVAL

**Subject:** Connect SoCal: Key Connections Work Program

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Key Connections are new initiatives in Connect SoCal further enhancing SCAG’s commitment to leveraging new technologies and innovation to address emerging challenges and reduce greenhouse gas (GHG) emissions. These new initiatives aim to break down the silos that historically exist between planning for land use, transportation and technology and helped to achieve 30 percent of our greenhouse gas reduction target, closing the gap between core planning strategies and increasingly aggressive sustainability goals. Connect SoCal includes five Key Connections: Accelerated Electrification; Housing Supportive Infrastructure; Go Zones, Smart Cities and Job Centers; Shared Mobility and Mobility as a Service (MaaS). SCAG staff are developing work plans to advance each of the Key Connections and further develop these strategy areas for the 2024 plan.*

*This report focuses on the work program related to the Go Zone, Smart Cities and Job Centers, Shared Mobility and MaaS Key Connections, which staff are addressing through one strategy team due to the interconnectedness of this work. The coordinated work plan aims to maximize synergies among each thematic area to achieve the goals of Connect SoCal. Staff will provide an update on the interdependent work activities (projects and programs) of the strategy team supporting these key connections, their common goals and planning elements, and key objectives and deliverables that advance the implementation of Connect SoCal.*

**BACKGROUND:**

SCAG staff has developed a work program and strategy team to advance Key Connections in Connect SoCal covering three (3) thematic areas – Go Zones, Smart Cities and Job Centers, Shared Mobility and Mobility as a Service. The context of each theme is defined in Connect SoCal. These three thematic areas share many common objectives and planning elements, and some projects in the workplan are interdepartmental. These Key Connections are included in one strategy team to maximize internal collaboration and offer synergies that advance implementation of Connect SoCal and other agency-wide goals.

Go Zones are meant to create geographic areas where a suite of mobility service options is provided in addition to incentives to reduce dependency on single occupancy vehicles (SOV). This expanded mobility ecosystem can include increased transit, bike share, enhanced active transportation infrastructure and incentives, such as a fee on solo driving during peak traffic periods.

The rise of Shared Mobility and Mobility as a Service will allow residents to choose how to travel, depending on the time, distance or goal of their trip. “Shared mobility” refers to a broad range of transportation options, such as rental e-scooters and e-bikes, ridesourcing services like Uber and Lyft, and on-demand app-based transit connections provided by vans and shuttles. “Mobility as a service,” or MaaS, allows travelers to research and compare different transportation options from one screen and plan and pay for their trip accordingly.

Connect SoCal specifically envisions intensified deployment of Smart Cities strategies in sub-regional job centers to encourage more growth of both jobs and housing in areas with already high employment density. The Smart Cities and Job Centers strategy enables this by using integrated information and communication technologies to improve the efficiency and performance of the transportation system. Additionally, making “virtual access” a cost-effective and reliable option for all types of trips will expand the air quality, congestion and VMT reduction benefits the region already realizes through teleworking.

These three Key Connections are fundamentally interconnected and joining them in a single strategy group allows maximizing synergies among them to achieve the goals of Connect SoCal. The work activities (projects and programs) supporting these Key Connections are interdependent, sharing common goals and planning elements. Each thematic area is a building block critical for the others to be successful. For instance, Go Zones and smart cities will depend on shared mobility and MaaS. Further, successful development of these strategies relies on input, expertise, and collaboration from team members across the three Key Connections. The common planning elements that define these interdependencies are described more fully below. Equity is a central tenet of these key connections work activities and corresponding planning elements will each consider and incorporate equity in both processes and outcomes.

### **Common Planning Elements among the Work Activities**

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### **Transportation Demand Management (TDM)**

- Employ Transportation Demand Management strategies to encourage more efficient and balanced use of transportation resources.
- Reduce dependency on single occupancy vehicles.
- Support pricing strategies to align travel costs with system usage, manage congestion and reduce SOV trips.
- Leverage existing transportation infrastructure in more sustainable ways.
- Efficiently manage the diverse usage and demand on curb space.

### **Multi-modal Planning**

- Integration of multi-modal travel options and complete streets planning with the focus on improving traveler experience (comfort and safety) for all modes.
- Support seamless trip planning and integration of fare payment systems through Mobility as a service (MaaS).
- Create mobility hubs to benefit users and providers.
- Encourage and facilitate the planning and implementation of complete streets with a focus on providing access to regional mobility hubs. This includes first-last mile connections to transit, safe routes to schools, and the coordination of docked new mobility station locations. Complete streets implementation will create space for people walking, biking, riding transit, and using new mobility (bike share, scooter share, shared neighborhood electric vehicles, etc.).

### **Technology Implementation**

- Implement technological innovations to improve mobility and access.
- Prepare the region for connected vehicle and automated technologies.
- Leverage emerging technologies to reduce vehicle miles traveled and greenhouse gas emissions.

### **Equitable Access**

- Promote access to safe and varied mobility options for people of various income levels and address equity concerns:
  - Address equity concerns and promote mobility choices for people of various income levels.
  - Promote equitable and sustainable mobility systems that allow maximum access to jobs and services for marginalized communities.
  - Promote and improve equitable access to and availability of affordable broadband in disadvantaged and rural communities.

### **Support Economic Resilience through Mobility Innovation**

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- 
- Support a range of transit options near job centers, increasing access to jobs by non-SOV modes.
  - Understand the impacts of COVID-19 on travel behavior and options, and work toward an inclusive recovery.
  - Explore pricing strategies and systems to fund expanded mobility options and distribute transit service equitably.

### **Work Plan Objectives**

The objectives of the work plan are:

- Increase internal collaboration across SCAG work activities, teams, and departments.
- Develop a holistic approach to cross-cutting planning themes described above.
- Identify and provide support for projects, programs and pilot projects of partner agencies and stakeholders with similar themes identified.
- Track timeline of strategy support and implementation to help meet goals of Connect SoCal.
- Advance work in programmatic areas to refine and shape strategies to support development of the 2024 RTP/SCS.
- Engage with policy committees on strategy team efforts and solicit feedback and direction to guide our work.

### **Work Plan Deliverables**

#### **Strategy Group Collaborative Deliverables**

- “Catalog” of work activities
    - Document key milestones or determine ways to identify key milestones and deliverables for the work activities that support these key connections.
    - Identify how work plan activities align with the common planning elements identified for the strategy team and support objectives.
    - Identify common planning elements to facilitate collaboration among team members on work activities.
  - Identify and capitalize on opportunities for ongoing internal collaboration.
    - Share relevant materials (including SOW, grant applications, and draft deliverables) with appropriate strategy team members for feedback.
    - Work with other strategy teams (e.g. Performance Measures, Accelerated Electrification, Equity Work Group) to identify how our work can support each other and other efforts in the Planning Division where applicable.
    - Participate in the creation of the Broadband Action Plan and ensure that it addresses how broadband can reduce VMT and get us closer to congestion and climate goals.
-

- Develop and administer Sustainable Communities Program (SCP) 3 Call for Projects (Smart Cities and Mobility Innovations) and integrate grants into workplan.
- Track policies related to themes identified under this strategy team.
  - Examples include Cal-ITP, curb space management, road user charges.
  - Work with legislative team to identify policies that inform and align with work activities, including how our work could support future legislative efforts.
- Improve outreach and education on the key connections that form this strategy team.
- Identify future pilot projects and research that further the key connections and build on the interconnected strategies identified.

### **Current Major Work Activities**

#### **Future Communities Pilot Program**

The overall Pilot Program aims to deploy and test innovative technologies for the purposes of VMT and GHG reduction. The Final Report on monitoring and analyzing project technologies will be available summer 2023.

#### **Broadband Strategies to Reduce VMT and GHG**

The project will quantify the VMT and GHG reduction that would result from increased access to and adoption of broadband in the SCAG region, especially in relation to formalizing the installation of broadband infrastructure as part of Caltrans's "dig once" policy. The final report will be ready by February 2022.

#### **Last Mile Freight Program (LMFP)**

The LMFP will fund commercial deployment of last mile delivery vehicles and infrastructure targeting zero and near-zero emission technologies.

#### **SoCal Communities & Freight Impact Engagement**

Through outreach and analysis, we will identify challenges of communities impacted by the goods movement industry, as well as opportunities to address impacts, and use the goods movement industry to benefit communities. Focus will be on health impacts, workforce development and innovative communications and inclusion practices.

#### **Mobility Innovations & Incentives**

This multi-year project will help to understand the travel behavior response to road user charges and incentives to manage congestion and reduce emissions.

#### **Curb Space Management Study**

SCAG will work with municipalities around the region to study curb use innovations that are tailored to the needs of a specific area. The Final Report will be available summer 2022.

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**Mobility as a Service Feasibility White Paper**

The study will assess the feasibility of implementing MaaS in our region, including identification of the challenges and opportunities, as well as key institutional and infrastructure needs, and an action plan. Provision of improved travel and mobility options will be relevant for post-pandemic recovery. The framing of the challenges and opportunities are key to support the successful future of transit and mobility in general. The feasibility study and implementation guide for MaaS is expected to be completed by spring 2022.

**Next Steps**

Staff will continue to work on the various work activities and deliverables for the strategy group and provide project-specific updates at key milestones. Staff will provide updates for discussion on how these Key Connection strategies will be aligned for the 2024 RTP/SCS update.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 2020-21 Overall Work Program (OWP) budget under project number 21-310.4874.02, Key Connections Strategy Team.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Key Connections Strategy Team Work Plan



# Key Connections Strategy Team – Work Plan

Co-Leads: Jaimee Lederman, Priscilla Freduah-Agyemang, Tom Bellino

Sponsors: Annie Nam and Philip Law

Transportation Committee April 1, 2021

[www.scag.ca.gov](http://www.scag.ca.gov)



## Outline

- Key Connections Background
  - Go Zones, Shared Mobility & MaaS, Smart Cities and Job Centers
- Strategy Team
- Common Planning Elements
- Strategy Team Objectives
- Strategy Group Collaborative Deliverables
- Key Work Activities
- Next Steps

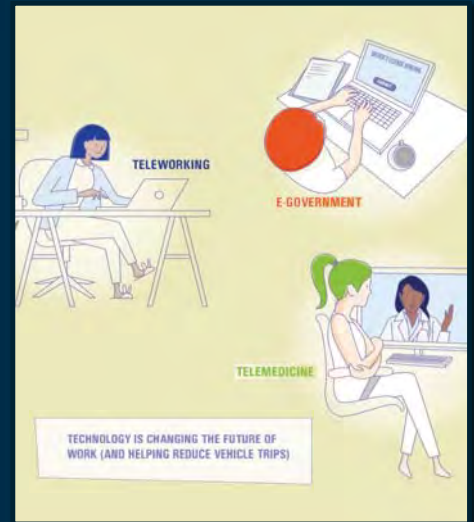
## Key Connections



Go Zones



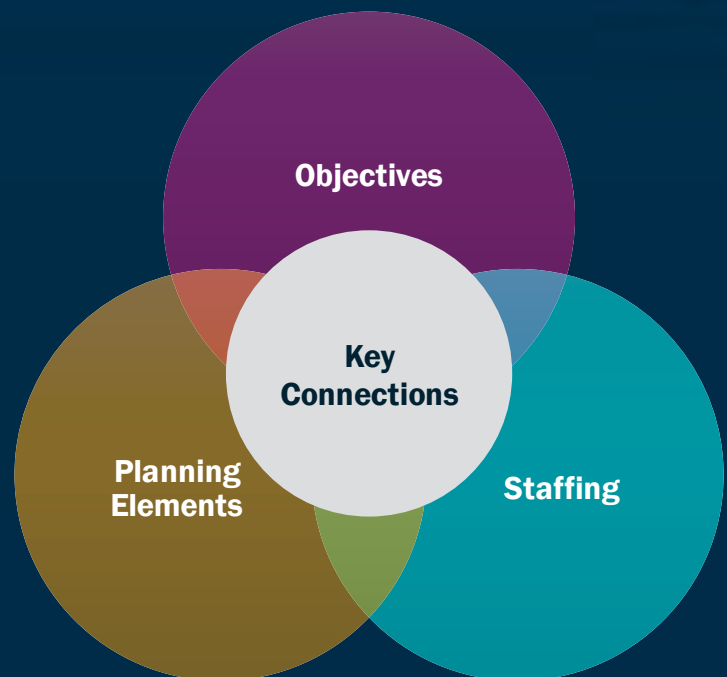
Shared Mobility & Mobility as a Service



Smart Cities and Job Centers

## Fundamentally Interconnected Strategies

- Three key connections - fundamentally interconnected. Joining them in a single strategy group can maximizing synergies to achieve the goals of Connect SoCal.
- Work activities supporting these key connections are interdependent, sharing common goals and planning elements.
- Each thematic area is a building block critical for the others to be successful.
- Successful development of these strategies relies on input, expertise, and collaboration from team members across the three key connections.



# Common Planning Elements



Transportation Demand Management



Multi-modal Planning



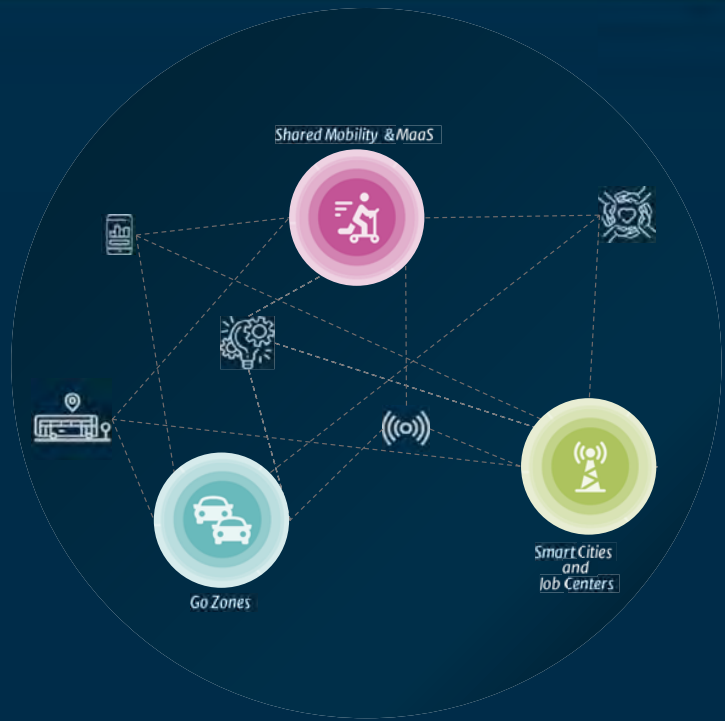
Technology Implementation



Equitable Access



Economic Resilience through Mobility Innovation



# Strategy Team Objectives

- Increase internal collaboration across SCAG work activities, teams, and departments.
- Develop a holistic approach to cross-cutting planning elements.
- Track timeline of strategy support and implementation to help meet goals of Connect SoCal.
- Advance work in programmatic areas to refine and shape strategies to support development of the 2024 RTP/SCS.
- Identify and provide support for projects, programs and pilot projects of partner agencies and stakeholders with similar themes identified.
- Engage with policy committee on strategy team efforts and solicit feedback and direction to support our work.

## Strategy Group Collaborative Deliverables

- Develop “Catalog” of work activities
- Identify and capitalize on opportunities for ongoing internal collaboration
- Develop and administer Sustainable Communities Program (SCP) 3 Call for Projects (Smart Cities and Mobility Innovations) and integrate grants into workplan.
- Track policies related to themes identified under this strategy team
- Improve outreach and education on the key connections that form this strategy team.
- Identify future pilot projects and research that further the key connections and build on the interconnected strategies identified.

## Current Major Work Efforts

- Future Communities Pilot Program
- Broadband Strategies to Reduce VMT and Increase Access
- Last Mile Freight Program
- SoCal Communities & Freight Impact Engagement
- Mobility Innovations and Incentives
- Curb Space Management Study
- Mobility as a Service (MaaS) Feasibility White Paper

## Next Steps

- Staff will continue to work on the various work activities and deliverables for the strategy group and provide project-specific updates at key milestones.
- Staff will provide updates for discussion on how these Key Connection strategies will be aligned for the 2024 RTP/SCS update.

Thank You

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AGENDA ITEM 10  
REPORT

Southern California Association of Governments  
Remote Participation Only  
April 1, 2021

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

**From:** Sarah Dominguez, Senior Regional Planner  
(213) 236-1918, dominguezs@scag.ca.gov

**Subject:** 2024 Regional Transportation Plan/Sustainable Communities Strategy  
Framework

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC, CEHD, TC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR RC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Every four years, the Southern California Association of Governments (SCAG) must prepare and adopt a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG's Regional Council adopted the current-2020 RTP/SCS, or Connect SoCal, in two separate actions in April and September of 2020. The next RTP/SCS will be prepared for adoption by the Regional Council by April 2024. The purpose of this report is to outline the process for developing the next RTP/SCS, highlight major milestones, and outline SCAG's stakeholder outreach approach.*

**BACKGROUND:**

Every four years, SCAG must prepare and adopt a RTP/SCS. SCAG's Regional Council adopted the current 2020 RTP/SCS, Connect SoCal, in two separate actions in April and September of 2020. The next RTP/SCS will be prepared for consideration by the Regional Council for adoption by April 2024. The purpose of this report is to outline the process for developing the next RTP/SCS, highlight major milestones, and outline SCAG's stakeholder outreach approach.

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### *What is the RTP/SCS?*

The RTP/SCS is a long-range regional plan that builds upon land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable regional development pattern. The RTP/SCS charts a path towards a more mobile, sustainable and prosperous region by strengthening regional connections between transportation networks, land use planning, and between the people whose collaboration can improve the quality of life for Southern Californians. Development of the RTP/SCS requires several years of data collection, rigorous technical analysis, robust policy discussions, and substantial stakeholder engagement.

As the Metropolitan Planning Organization (MPO) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG must follow specific state and federal requirements in the development of the RTP/SCS. Meeting the following requirements is necessary to ensure receipt of transportation funding from both state and federal sources:

**Regional Transportation Plan (RTP)** – SCAG is required by federal law to prepare and update a long-range RTP (23 U.S.C. §134 et seq.). The RTP must include, among other things: the identification of transportation facilities such as major roadways, transit, intermodal facilities and connectors that function as an integrated metropolitan system over at least a 20-year forecast period; a financial plan demonstrating how the RTP can be implemented with “reasonably available” resources and additional financial approaches; strategies to improve existing facilities, relieve vehicular congestion, and maximize the safety and mobility of people and goods; and environmental mitigation activities. (23 U.S.C. §134 (i)(2)).

**Transportation Conformity Requirements** – Pursuant to the federal Clean Air Act, SCAG’s RTP/SCS is required to meet all federal transportation conformity requirements, including regional emissions analysis, financial constraint, timely implementation of Transportation Control Measures, and interagency consultation and public involvement (42 U.S.C. §7401 et seq.).

**System Performance Monitoring** – Transportation system performance planning and monitoring became federal mandates with the passage of ‘Moving Ahead for Progress in the 21st Century’ (MAP-21) in 2012, and the ‘FAST Act’ in 2015. SCAG has been a pioneer in the development and use of performance metrics to evaluate progress toward achieving regional goals before MAP-21/FAST Act became law. Starting with the 1998 RTP, SCAG has been using quantitative performance measures to evaluate how the RTP is performing in terms of achieving the plan’s regional goals.

**Environmental Justice Analysis** – As an MPO that receives federal funding, SCAG is required to conduct an Environmental Justice (EJ) analysis for the RTP/SCS. The plan is required to

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consider the consequences of transportation projects on low-income and minority communities, and avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts on low-income and minority populations. Consideration of EJ in the transportation planning process stems from Title VI of the Civil Rights Act of 1964, which establishes the need for transportation agencies to disclose to the general public the benefits and burdens of proposed projects on minority populations, later expanded through federal executive branch order to also include protections based on income.

**Sustainable Communities Strategy** – California Senate Bill 375, codified in 2008 in Government Code §65080 (b)(2)(B), requires that the RTP includes a Sustainable Communities Strategy (SCS) which can meet greenhouse gas (GHG) reduction targets set by the California Air Resources Board (CARB). Currently, the targets for the SCAG region are eight percent below 2005 per capita GHG emissions levels by 2020, and 19 percent below 2005 per capita emissions levels by 2035.

#### *What's new for this RTP/SCS?*

This next 2024 RTP/SCS will incorporate important updates of fundamental data, strategies and investments based on, and to strengthen, the plan adopted by the SCAG Regional Council in 2020. For this reason, SCAG staff anticipates using the same name, "Connect SoCal," to underscore the continuation of the planning effort. The pillars of the Connect SoCal, the Core Vision and Key Connections, will continue into the next plan. The Core Vision centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets.

The Key Connections augment the Core Vision of the plan to address trends and emerging challenges. These Key Connections lie at the intersection of land use, transportation and innovation, aiming to coalesce policy discussions and advance promising strategies for leveraging new technologies and partnerships to accelerate progress on regional planning goals.

For this cycle, SCAG staff will focus on process improvements and on data updates and refinements. During the post-adoption period for the last RTP/SCS, SCAG staff debriefed on the plan development process internally as well as with select stakeholders. Based on these reflections there were several key takeaways, including maintaining one-on-one meetings with local jurisdictions, continuing to partner with Community-Based Organizations (CBOs), and improving the public engagement process through earlier outreach.



However, there will likely be many changes within the region that are yet to be fully understood as we recover from the COVID-19 pandemic, as noted in the 'Connect SoCal - Emerging Issues and Trends for Future' Planning staff report of September 2020.<sup>1</sup> The pandemic profoundly impacted the ways we live, work, and learn and will undoubtedly influence our planning processes for years to come. In developing the 2024 RTP/SCS, SCAG must reexamine trends and assess these emerging issues in order to put forth a plan that addresses the region's evolving needs, challenges and opportunities.

Two overarching issues identified in the previously cited 'Emerging Issues and Trends' staff report, 'Equity' and 'Resilience,' will have enhanced presence in the next plan. Both equity and resilience will be lenses through which various aspects of the plan content will be examined. Additionally, the issue of the digital divide within the region as discussed in the staff report will be incorporated into the next RTP/SCS.

**Equity:** As central to SCAG's work, racial equity describes the actions, policies, and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color, to ensure all people can be healthy, prosperous, and participate fully in civic life. In July 2020, SCAG passed Resolution No. 20-623-2<sup>2</sup> stating that systemic racism is a human rights and public health crisis and established an ad hoc Special Committee on Equity and Social Justice. At its May meeting, the Regional Council is anticipated to consider a Racial Equity Early Action Plan (EAP), which will include the development of a Connect SoCal racial equity framework.

**Resilience:** In January 2021, SCAG passed Resolution No. 21-628-1<sup>3</sup> which states that SCAG will pursue a number of activities to address climate change, including mitigation and adaptation, to strengthen regional resilience. These include developing a regional resilience framework to help the region plan and prepare for a changing climate and other potential near- and long-term disruptions to Southern California. The resolution also stated that SCAG shall include climate adaptation and mitigation analysis and strategies in the 2024 RTP/SCS.

**Digital Divide:** In February 2021, SCAG passed Resolution 21-629-2<sup>4</sup> directing SCAG staff to develop a Broadband Action Plan which includes incorporating broadband planning, data and research findings, and strategies, as appropriate, into existing SCAG programs and, based on SCAG's findings, utilize data as part of Scenario Planning Process for upcoming and future long-range plans.

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<sup>1</sup> [https://scag.ca.gov/sites/main/files/file-attachments/rc\\_090320fullagn.pdf?1604639362](https://scag.ca.gov/sites/main/files/file-attachments/rc_090320fullagn.pdf?1604639362)

<sup>2</sup> [https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232\\_0.pdf?1605039926](https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232_0.pdf?1605039926)

<sup>3</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc010721resolution21-628-1.pdf?1610072923>

<sup>4</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rc020421fullpacket.pdf?1612231563>

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*Who will be involved in Connect SoCal development?*

Obtaining local input is integral to the development of a robust plan, including both transportation projects from County Transportation Commissions and land use data from local jurisdictions. Gathering this information helps us understand where the region will grow and how people will move around the region. Connect SoCal also relies on extensive stakeholder engagement and policy discussions with local elected leaders, who make up SCAG's Policy Committees and Regional Council.

**SCAG Policy Committees:** Each SCAG Policy Committee has unique purview over different aspects of plan development and makes recommendations for the Regional Council to take action. For overarching policy discussions, SCAG sometimes holds Joint Policy Committee meetings including all members from the Community, Economic, and Human Development, (CEHD), Environment and Energy Committee (EEC), and Transportation Committees (TC).

Outside of elected leadership, SCAG staff also engages with stakeholders through several formal working groups and direct communications.

**Stakeholder Groups:** SCAG hosts many different topical working groups and technical advisory committees as well as engaging in direct communication with stakeholders throughout the development of different products of Connect SoCal. See the [stakeholder outline] attachment for more detail.

**Local Input:** SCAG relies on the input from County Transportation Commissions to develop the Connect SoCal project list, in coordination with partner transportation agencies including Caltrans and transit operators, and on local jurisdictions to update and verify growth forecast land use data.

**Public Outreach:** SCAG engages with the public in a variety of ways during the development of Connect SoCal. Before initiating public outreach efforts, SCAG will update and adopt a Public Participation Plan (PPP), anticipated in early 2022. The PPP will establish goals for ensuring a wide range of perspectives are heard and will be developed compliant with Title 23, CFR 450.316(a) and state planning law. Per Government Code §65080 (b)(2)(F), SCAG will hold at least 16 public workshops and at least three public hearings.

*What's next for this RTP/SCS?*

As illustrated in the [Major Milestones] attachment, several plan items will come before the SCAG Regional Council this year. Later this summer, SCAG staff will present several early RTP/SCS

development items including the SCS Subregional Delegation Guidelines, Growth Forecast Framework, and Performance Measures and Monitoring Framework. Not reflected in the major milestones overview are the many individual projects, research, and report items that SCAG staff will bring to the Regional Council which will then be incorporated into the draft plan. As a general overview, the work to develop the next Connect SoCal will proceed in four phases:

**Foundations and Frameworks** (Now – Early 2022): Initiate plan development process and establish plan goals.

**Data Collection and Policy Development** (Early 2022 – Early 2023): Collect input from local jurisdictions and transportation agencies, conduct research, identify emerging regional trends, and propose discuss plan policies and strategies with stakeholders.

**Outreach and Analysis** (Early 2023 – Mid 2023): Conduct public workshops, incorporate feedback from outreach activities and analyze data.

**Draft Plan and Adoption** (Late 2023 – Early 2024): Prepare draft plan for public review and final plan for consideration by the Regional Council for adoption by April 2024.

While the major development steps for the next RTP/SCS are largely known and driven by federal and state regulations, SCAG has discretion over the projects, policies, strategies and data presented in the plan. SCAG staff will work to identify and present these variables to the various SCAG Policy Committees and Regional Council. Further discussion with regional stakeholders and decision-makers will be necessary over the next three years as new information comes to light on the state of the region and in identifying the policy responses and underlying goals for the region moving forward.

**FISCAL IMPACT:**

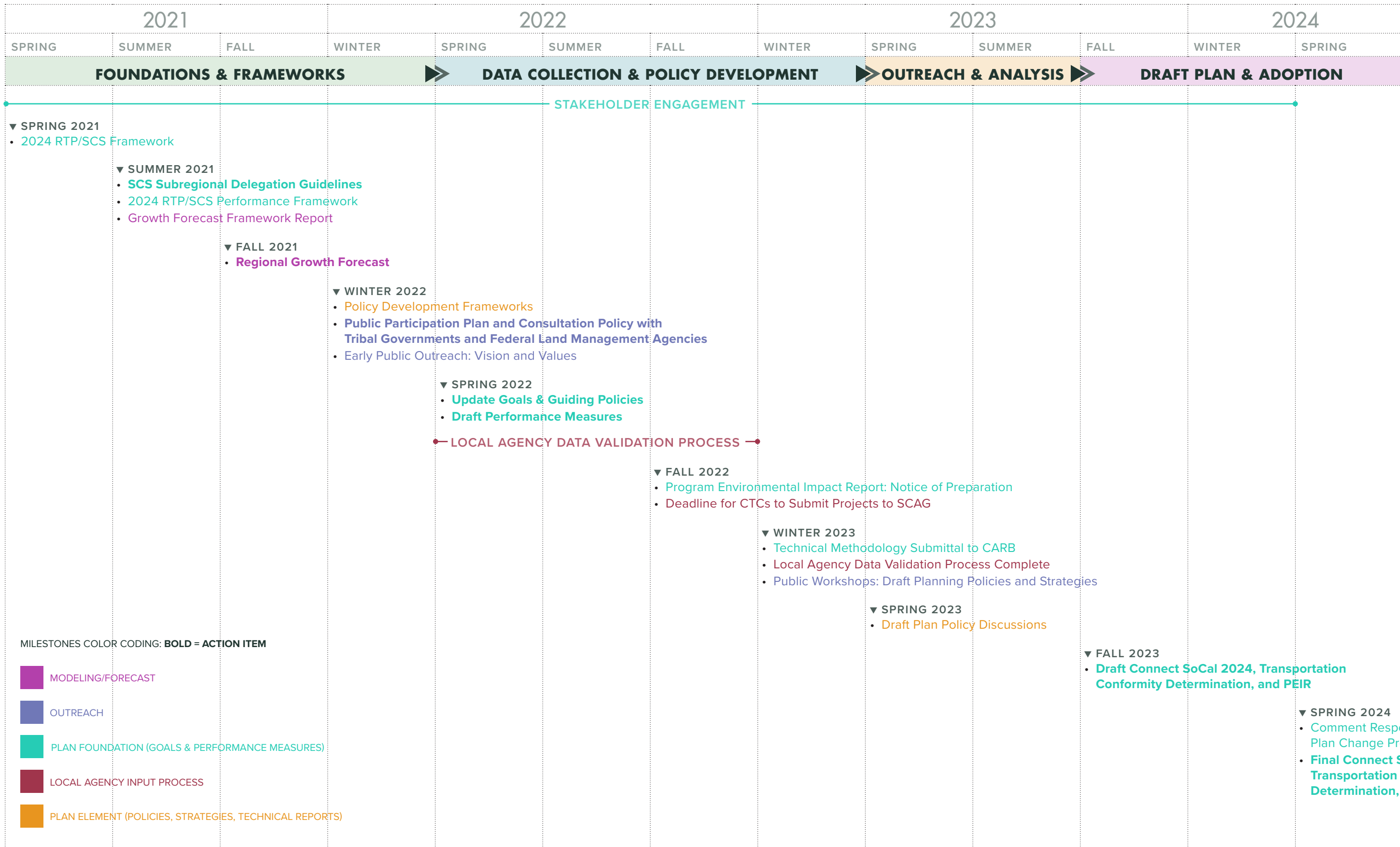
Work associated with this item is included in the FY 20-21 and proposed FY 21-22 Overall Work Program (310.4874.01: Connect SoCal Development).

**ATTACHMENT(S):**

1. 2024 Connect SoCal Major Milestones
2. 2024 Connect SoCal Stakeholder Overview



# 2024 RTP/SCS PRELIMINARY MILESTONES



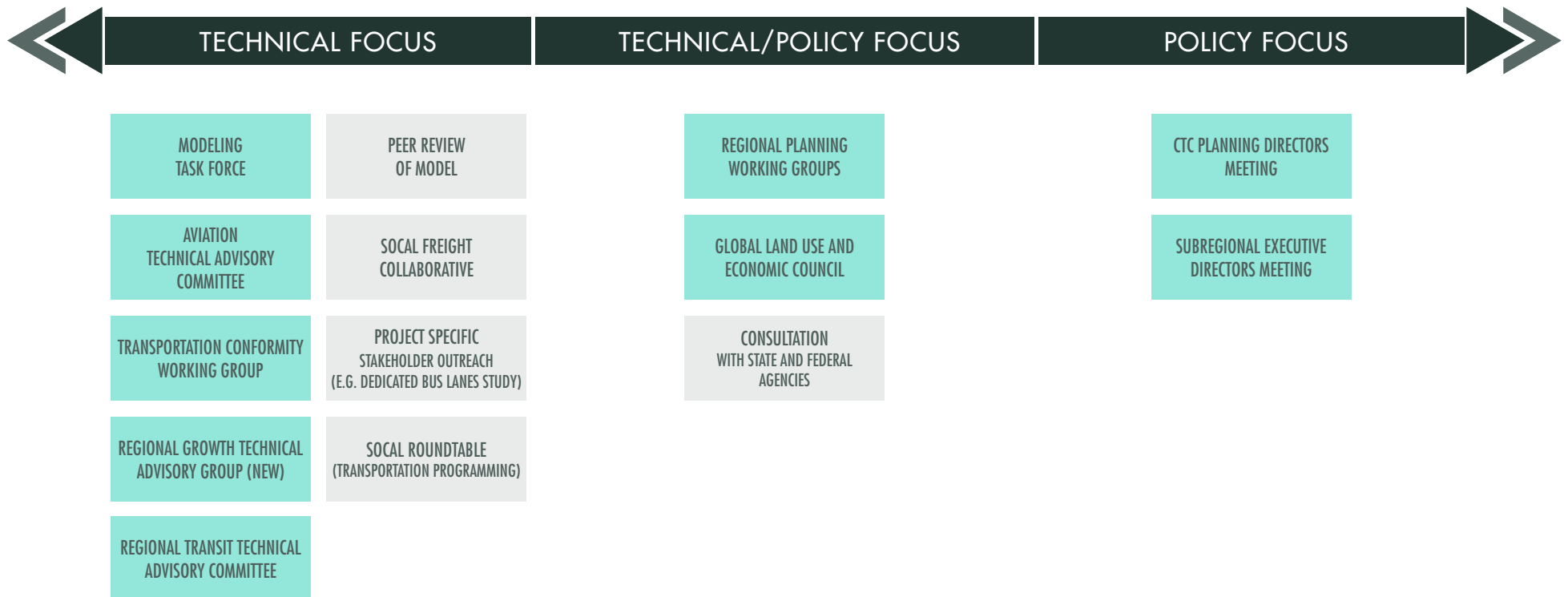
MILESTONES COLOR CODING: **BOLD** = ACTION ITEM

- MODELING/FORECAST
- OUTREACH
- PLAN FOUNDATION (GOALS & PERFORMANCE MEASURES)
- LOCAL AGENCY INPUT PROCESS
- PLAN ELEMENT (POLICIES, STRATEGIES, TECHNICAL REPORTS)



# 2024 RTP/SCS STAKEHOLDER OUTLOOK

SCAG staff relies on many different stakeholder meetings to get input for and review of materials related to the development of the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) before bringing them to SCAG Committees or Regional Council. The below summary is not inclusive of SCAG's broader public stakeholder outreach activities such as workshops or Community Based Organization partnerships, which will be further outlined in an updated Public Participation Plan. These stakeholder meetings fall along a spectrum of focus from technical to policy focused agenda items with some groups covering items from both categories.



Regular meetings
  Direct, ad-hoc or limited duration stakeholder involvement



Southern California Association of Governments  
Remote Participation Only  
April 1, 2021

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Julia Lippe-Klein, Program Manager I  
(213) 236-1856, Lippe-Klein@scag.ca.gov

Subject: SCAG's Disadvantaged Communities Active Transportation Planning Initiative & Toolkit

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*In 2018, the California Active Transportation Program (ATP) Cycle 3 awarded the Southern California Association of Governments (SCAG) with \$1,150,000 in grant funding to develop the Disadvantaged Communities Active Transportation Planning Initiative (DACPI) to develop a Toolkit to create local active transportation plans, and operationalize that Toolkit with the development of active transportation plans in seven communities. The DACPI was developed to achieve the following for jurisdictions across the region:*

- *A low-cost model delivering active transportation plans in historically disinvested communities;*
- *Expanded and leveraged use of SCAG's existing engagement resources and data services;*
- *Applicability to a variety of contexts, recognizing the diversity of the SCAG region;*
- *Alignment with the requirements of the California Active Transportation Program, to ensure plans serve as an effective vehicle for accessing infrastructure funding; and*
- *Expansion beyond the current state-of-practice to produce data-driven and innovative planning solutions.*

*The seven pilot jurisdictions, across each of SCAG's six counties, have completed active transportation plans, alongside the development of the Toolkit. The jurisdictions included: City of Calipatria, City of Perris, City of Stanton, City of Highland, City of Santa Fe Springs, Unincorporated Saticoy and City of Adelanto.*

***SCAG currently is working with ESRI and the DACPI consultant team Alta Planning + Design to incorporate the tool into the Regional Data Platform (RDP). As such, the DACPI Tool will be housed in the RDP, hosted by SCAG. The Toolkit is scheduled to launch publicly in summer 2021.***

**BACKGROUND:**

A significant challenge to the development and implementation of Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy, is the lack of comprehensive countywide and local active transportation plans which serve as the basis for regional active transportation planning. SCAG aims for all local jurisdictions to have high-quality, local active transportation plans as inputs to the regional planning process. The Southern California DACPI plays a critical role in achieving this goal with the development a low-cost, high-impact model to develop active transportation plans. The initiative, launched in January 2019, leveraged SCAG’s staff, data, and outreach resources to deliver context-sensitive plans in high-need, historically disinvested cities and unincorporated areas. Through this model, plans can be integrated into existing and emerging regional active transportation infrastructure and frameworks.

Evaluation of collision data in the region indicate that fatalities and serious injuries mostly occur on a subset of streets and that fatalities and serious injuries are increasing - disproportionately impacting people walking and bicycling. Fatalities and serious injuries are mostly occurring in Disadvantaged Communities (DAC) and Communities of Concern (CoC). Specifically, between 2012 and 2016, 68 percent of fatalities and serious injuries in the SCAG region occurred on local streets and arterials and 32 percent of fatal and serious injuries occurred on state highways. Sixty-five percent of fatalities and serious injuries occurred on less than 1.5 percent of the roadway network; most importantly, 66 percent of the High Injury Network is in disadvantaged communities.

Active transportation plans are essential to address safety, equity, and accessibility for residents. Better active transportation networks help increase safety, affordability, access, and are critical to reducing greenhouse gas emissions. The transportation interventions that come out of active transportation plans are particularly vital for people living in disadvantaged communities. In 2012, the California Senate passed SB 535 requiring that a portion (or, 25%), of all revenue from the state’s Greenhouse Gas Reduction Fund (GGRF) be spent on projects that benefit disadvantaged communities and charged the California Environmental Protection Agency (CalEPA) with determining which communities qualify as “disadvantaged.” CalEPA developed CalEnviroScreen, an online tool that ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions. Census tracts scoring in the top 25 percent qualify as disadvantaged. The largest source of state funding for active transportation projects, Caltrans’s Active Transportation Program (ATP), also defines communities with median household incomes at or below 80 percent of the state median as disadvantaged. More than 56 percent of jurisdictions within SCAG’s planning area meet the

thresholds for disadvantaged status. Of these communities, less than 26 percent have existing active transportation plans.

To address this inequity, the DACPI developed an active transportation plan template, which took the shape of a toolkit (Toolkit). SCAG piloted the Toolkit in seven disadvantaged communities to develop seven unique, local plans and create a resource for jurisdictions across the region to facilitate development of active transportation plans.

To prepare the Toolkit, the project team analyzed best practices and emerging trends in the field. Pedestrian and bicycle master plans, first/ last mile plans, and Vision Zero strategies were reviewed from across the country. Considering that the Toolkit is intended to support disadvantaged communities, analysis included plans with an explicit emphasis on equity, completed in historically disinvested and disadvantaged communities.

In addition to the scan of national best practices, the project team leveraged knowledge from local experts, convening a focus group of practitioners from public agencies, nonprofits, and private firms with first-hand knowledge in planning and implementing active transportation networks. An online survey of communities in Southern California that had recently completed an active transportation plan was conducted to gain targeted input on best practices related to community engagement. Both efforts informed the Outreach and Equity Framework, the foundation of the Toolkit.

The Toolkit involves a framework for conducting transportation-related health assessments and an automated process for analyzing other data sets. The health assessment utilizes the California Healthy Places Index (HPI), developed by the Public Health Alliance of Southern California to aggregate local factors that predict life expectancy and community conditions throughout the state. To help offset staffing and financial limitations in historically disinvested communities, the Toolkit involves an automated data analysis process for evaluating existing conditions and prioritizing recommended projects. The Toolkit helps communities assess transportation safety, connectivity and equity. The Toolkit includes corresponding ArcMap document files (.MXD templates), geodatabases, and Excel files that help facilitate visualizing and interpreting the data.

The development of the Toolkit was informed by a robust Community Engagement Plan and implementation, including the development of a Community Advisory Committee comprised of stakeholders and staff from each of the seven jurisdictions. Through paid partnerships with community-based organizations, engagement activities utilized capacity building trainings, interactive web maps, walk audits, art installations, project websites, social media advertisements, community surveys, virtual Town Halls and curbside displays, to engage community members and collect feedback. The approach to community engagement creatively shifted as a result of the COVID-19 pandemic and public health considerations for in-person engagement.



The Toolkit includes three key components: The Manual, inclusive of the project background, a How-to Guide and Planning Tips; The Template, inclusive of a Customizable Plan, Spanish Executive Summary, and Template Tutorial; and Resources, inclusive of ATP Grant Technical Assistance, Completed Active Transportation Plans, Data Analysis and Outreach Tools, Facility Design Guidelines, Needs Assessment Tools, Graphics Library, Recommendations, Adoption and Implementation Resources, among other resources.

The development and piloting of the Toolkit resulted in seven completed Active Transportation Plans, as well as the development of an additional guidance tool for securing funding and implementing recommendations.

The Tool will be available to jurisdictions across the SCAG region in summer 2021 as resource within the Regional Data Platform (RDP).

**FISCAL IMPACT:**

Work associated with this item is included in the FY 20-21 Overall Work Program (SCAG Active Transportation Community Plans, 225.4839.01).

**ATTACHMENT(S):**

1. PowerPoint Presentation: Disadvantaged Communities Active Transportation Planning Initiative



## Disadvantaged Communities Active Transportation Planning Initiative

Transportation Committee & Regional Council | 4/1/2021

Sam Corbett | Principal, Alta Planning + Design | [samcorbett@altago.com](mailto:samcorbett@altago.com)



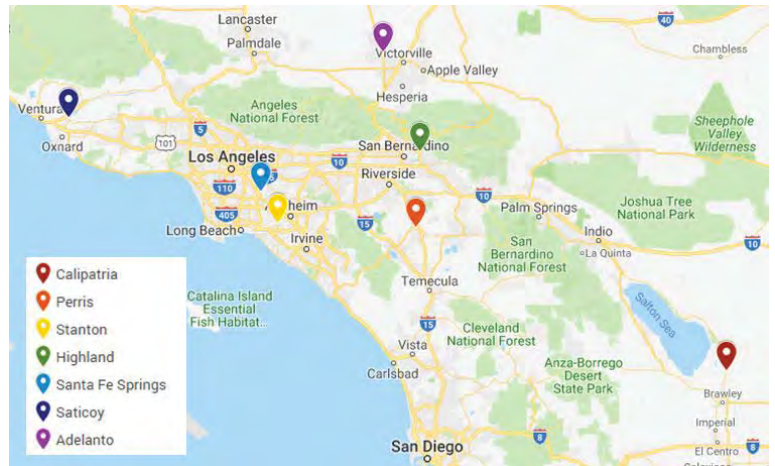
## Planning Impetus



- Fatalities and serious injuries disproportionately impact people walking and bicycling
- 66% of SCAG's High Injury Network is in disadvantaged communities
- Disadvantaged communities face a greater pollution burden and worse public health outcomes than other communities throughout the state
- 56% of jurisdictions within SCAG meet the thresholds for disadvantaged status
- **Of these communities, less than 26% have active transportation plans**

# Project Background

- SCAG’s Disadvantaged Communities Planning Initiative (DCPI): 2 year planning effort (2019-2021)
- Develop an Active Transportation Plan Toolkit
- Toolkit approach was piloted in 7 communities
  - Urban, suburban, rural
- Project Team:



# DCPI Goals

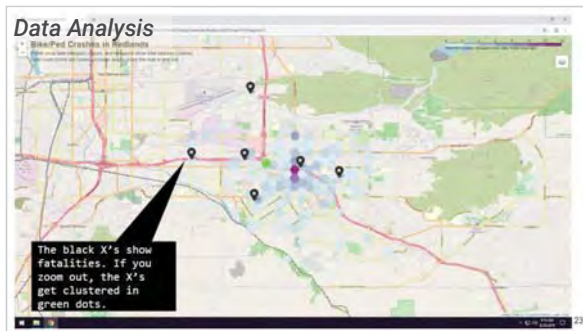
1. Develop **low-cost model** for delivering active transportation plan in low-resourced communities;
2. **Expand use and value** of SCAG’s existing active transportation resources;
3. Ensure approach is **applicable in a variety of contexts**, recognizing the diversity of the SCAG region;
4. Align planning products with the requirements of the **California Active Transportation Program for funding**;
5. Go beyond the current state-of-practice to produce **data-driven and innovative planning solutions**;
6. Design for **long-term sustainability**; provide guidance and recommendations to support use of the Toolkit beyond the life of the project.



# Toolkit Preparation

- National Scan of Best Practices
- Outreach + Equity Framework
- Expert Focus Group
- Data Analysis Tools
  - Includes public health assessment

= Preliminary Toolkit



Attachment: PowerPoint Presentation: Disadvantaged Communities Active Transportation Planning Initiative (SCAG's Disadvantaged

# Toolkit Piloting Process

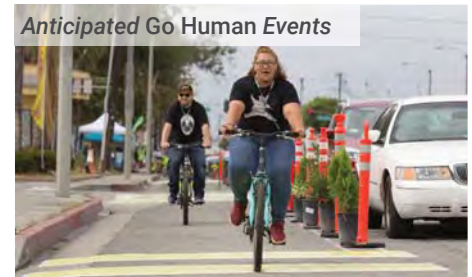
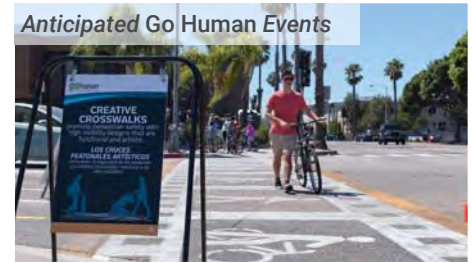
- Community Advisory Committees
- Partnerships with Community-Based Organizations (CBOs)
- Engagement Activities
  - Interactive Web Map
  - Walk Audits
  - Art Installation
  - Project Website
  - Social Media Advertisements
  - Community Surveys
  - Virtual Town Hall
  - Curbside Displays



# Toolkit Piloting Process - Go Human



- SCAG’s community outreach + advertising campaign to reduce traffic collisions and encourage walking/biking
- Hosted 2 capacity-building trainings per community
- Planned community demonstration events

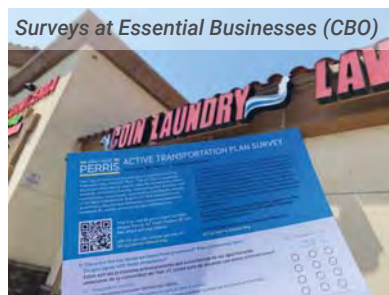


= Capacity Building + Public Input

# Toolkit Piloting Process - COVID-19



- Cancelled Activities
  - Bicycle + Pedestrian Counts
  - Go Human Demonstration Events
- Transition to Virtual Engagement
  - Social Media Advertisements
  - Recommendations Survey [Online + Print]
  - Virtual Town Hall
  - Call-in Office Hours
  - Curbside Displays
- Paper / In-Person Activities
  - Support from CBOs



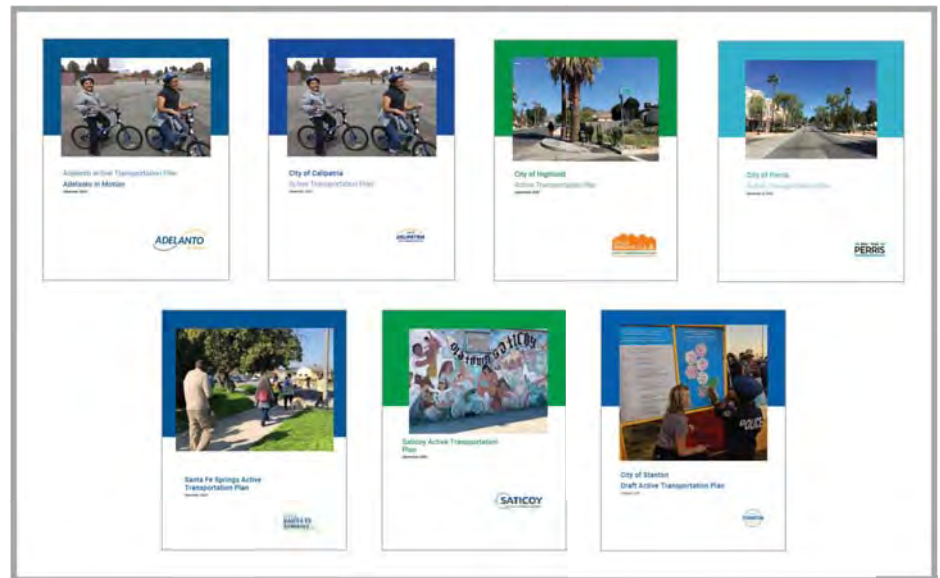
= Importance of Partnerships with CBOs

Attachment: PowerPoint Presentation: Disadvantaged Communities Active Transportation Planning Initiative (SCAG's Disadvantaged

# Toolkit Piloting Process - Completion



- 7 completed Active Transportation Plans
- Roadmap for securing funding, implementing recommendations
- Built community support for walking and biking
- Allowed for continuous improvements to Toolkit



# Key Lessons Learned



1. **There is a big appetite for AT improvements.** All 7 communities have a strong desire for improvements to make walking and biking more comfortable, convenient, and safe.
2. **City staff are resource-constrained.** Even with Toolkit, cities may not have the resources to complete their Plans without additional support (especially mapping and network development).
3. **Successful community engagement approaches included partnerships with CBOs, social media advertisements, and going to the people.** Engagement needs to be tailored for each community and take a variety of approaches (i.e., high / low / no tech).
4. **Planning efforts can adjust to a pandemic** while still engaging vulnerable residents.

# Toolkit Final Components



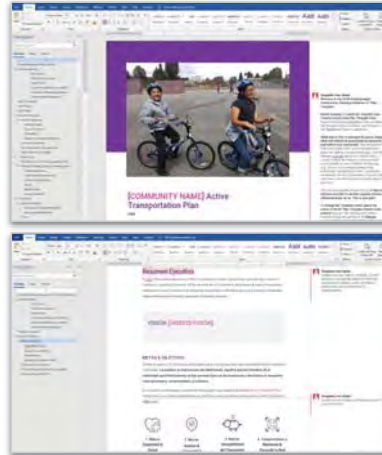
- DCPI Background
- How-to Guide
- Planning Tips

## MANUAL



- Customizable Plan
- Spanish Executive Summary
- Template Tutorial

## TEMPLATE



- Data Analysis, Outreach
- Graphics Library
- Recommendations
- Adoption, Implementation
- + more

## RESOURCES



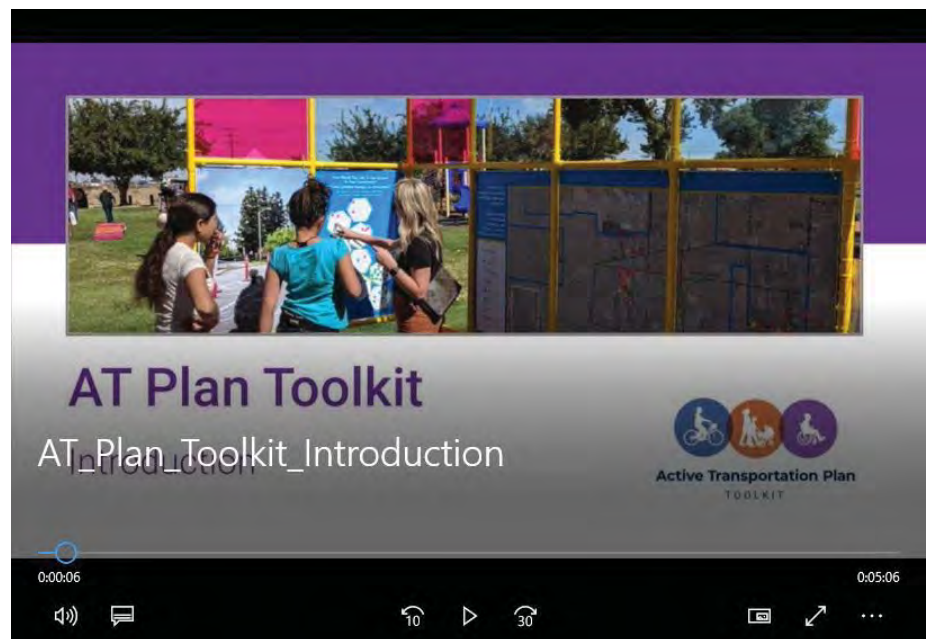
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Attachment: PowerPoint Presentation: Disadvantaged Communities Active Transportation Planning Initiative (SCAG's Disadvantaged

# Toolkit Final Components



- 1\_Manual
- 2\_Template
- 3\_Resources
- AT\_Plan\_Toolkit\_Introduction  
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# 1. Manual

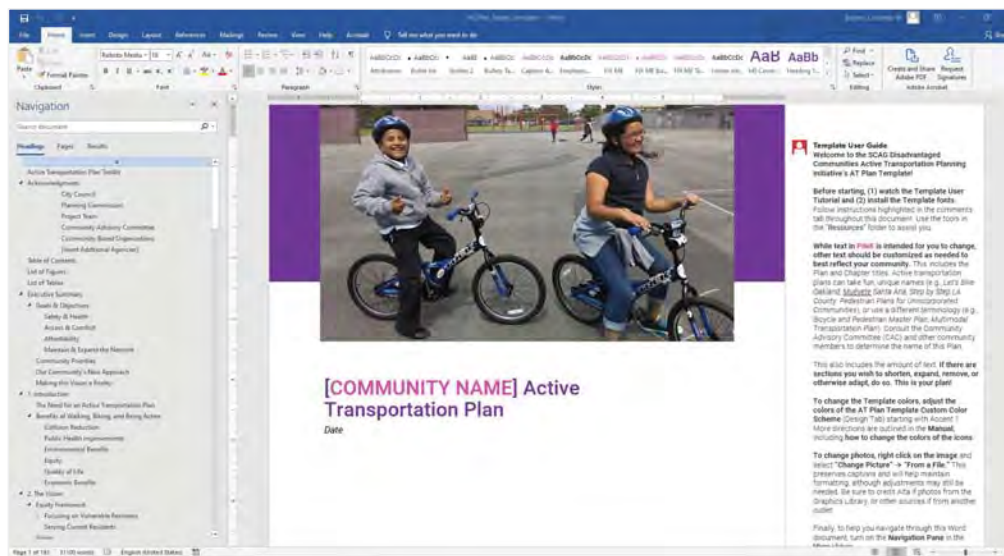


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# 2. Template



- Step 1\_Watch Template Tutorial
- Step 2\_Install Fonts
- Step 3\_Build Your Plan



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Attachment: PowerPoint Presentation: Disadvantaged Communities Active Transportation Planning Initiative (SCAG's Disadvantaged



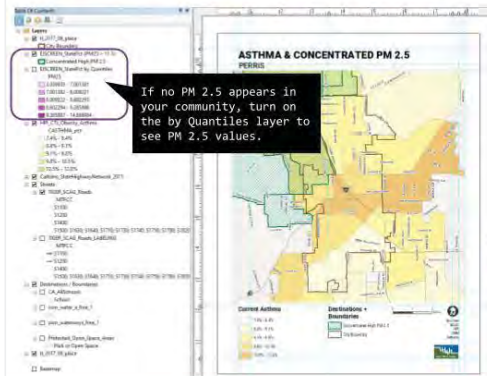
# 3. Resources

- Active Transportation Program Grant Technical Assistance
- Completed AT Plans
- Data Analysis
- DCPI Lessons Learned
- Facility Design Guidelines
- Graphics Library
- Needs Assessment
- Outreach
- Plan Adoption
- Recommendations
- Word Tips and Tricks
- Work Plan



## Conducting the Health Assessment

### Asthma & Particulate Matter 2.5



Update the queries and zoom to your community.

If no areas of Concentrated High PM 2.5 are shaded, turn on the **EJSCREEN\_StatePCT by Quantiles** layer. Determine if areas in the community are just below the threshold (PM25 > 11.5). Adjust the definition query as appropriate, or if PM 2.5 is not of high concern in the community, disregard this map.

# 3. Resources

- Active Transportation Program Grant Technical Assistance
- Completed AT Plans
- Data Analysis
- DCPI Lessons Learned
- Facility Design Guidelines
- Graphics Library
- Needs Assessment
- Outreach
- Plan Adoption
- Recommendations
- Word Tips and Tricks
- Work Plan

- Sample Materials
- AT\_Plan\_Toolkit\_Engagement\_Tracker
- AT\_Plan\_Toolkit\_Resources\_Outreach\_and\_Equity\_Framework
- AT\_Plan\_Toolkit\_Resources\_Outreach\_Toolkit



## Using the Outreach Materials

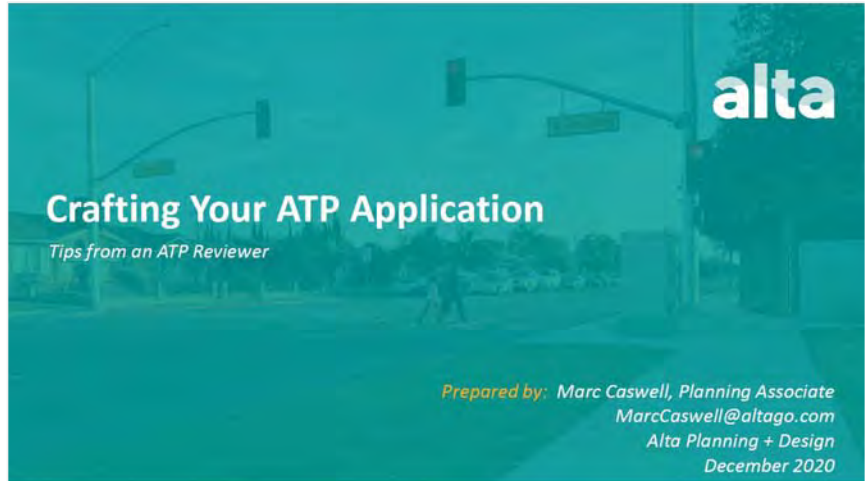
Attachment: PowerPoint Presentation: Disadvantaged Communities Active Transportation Planning Initiative (SCAG's Disadvantaged

# 3. Resources



## Adopting + Implementing the Plan

- Active Transportation Program Grant Technical Assistance
  - Completed AT Plans
  - Data Analysis
  - DCPI Lessons Learned
  - Facility Design Guidelines
  - Graphics Library
  - Needs Assessment
  - Outreach
  - Plan Adoption
  - Recommendations
  - Word Tips and Tricks
  - Work Plan
- 
- Sample City Council Materials
  - Sample Planning Commission Materials



Attachment: PowerPoint Presentation: Disadvantaged Communities Active Transportation Planning Initiative (SCAG's Disadvantaged

# Toolkit Launch

- Coming Spring 2021
- Includes all materials for jurisdictions to develop their own active transportation plans
- Visit [scag.ca.gov](http://scag.ca.gov) to learn more!



# Questions?



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AGENDA ITEM 12  
REPORT

Southern California Association of Governments  
Remote Participation Only  
April 1, 2021

**To:** Transportation Committee (TC)  
**From:** Andres Carrasquillo, Community Engagement Specialist  
(213) 630-1401, carrasquillo@scag.ca.gov  
**Subject:** Go Human Program Promotion & Recruitment

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**  
Information Only – No Action Required

**STRATEGIC PLAN:**  
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

**EXECUTIVE SUMMARY:**  
*On May 1, 2014, the General Assembly adopted a resolution in support of endorsing a regional effort to promote a 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 has secured Pedestrian/Bicycle Safety funds from California Office of Traffic Safety annually since 2016. Most recently, SCAG secured a grant in the amount of \$1,250,000 to conduct the fifth round of Go Human safety programming and outreach across the region. With this funding, SCAG will provide: co-branded safety material to jurisdictions; mini-grant opportunities to community-based organizations to implement street-level safety strategies; virtual convenings for safety practitioners for knowledge- and skills-building; a leadership training series on safety for community leaders in the Counties of Imperial, San Bernardino, and Ventura; and the Kit of Parts lending library for jurisdictions.*

**BACKGROUND:**  
The SCAG region, like California and the nation, experienced a period of annual declines in traffic-related fatalities and serious injuries until 2012 when they began to steadily rise. Although the region has made some progress on safety, on average between 2012 and 2016, 1,500 people are killed, 5,200 are seriously injured, and 136,000 are injured in traffic collisions each year. About 73

percent of those killed between 2001 and 2016 were in vehicles or on motorcycles, while the remaining 27 percent were walking or bicycling (disproportionate to their mode share, 12 percent of all daily trips are walking or biking trips). The numbers of both pedestrians and motorcyclists killed are the highest they have been for more than a decade. These collisions are happening in every city across the region.

To heighten awareness of the region's transportation safety challenges and opportunities, and to reduce collisions resulting in serious injuries or fatalities, SCAG launched the *Go Human* campaign in 2015. *Go Human* is an award-winning community engagement and advertising campaign with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. Now a SCAG program, *Go Human* is a collaboration between SCAG and the County Transportation Commissions and Public Health Departments in the region. The program provides advertising and educational resources to partners and implements temporary safety demonstration projects to showcase innovative transportation designs and help cities re-envision their streets as safer, more accessible places for walking and biking.

The *Go Human* program has been funded annually through the California Office of Traffic Safety for the past five years. In this current grant period, ending September 30, 2021, with \$1,250,000 in funding, *Go Human* will implement a variety of strategies to improve the safety of residents walking and biking across the region.

This item is being presented to inform SCAG Policy Members of current and upcoming *Go Human* programs funded through the California Office of Traffic Safety. The activities include:

- Co-Branded Safety Material;
- Safe Streets and Justice Mini-Grant Program;
- Sub-Regional Safety Peer Exchanges;
- Community Safety Ambassadors;
- Kit of Parts; and
- SCAG Safety Pledge

I. Co-Branded Safety Material

SCAG provides *Go Human* safety advertisements to local partners to promote safe driving across the region. Partner jurisdictions and community-based organizations can request material, co-branded with their logos, at no cost. SCAG designs, prints, and ships material for the partner to implement. Advertisements come with pre-set messaging, and partners may request custom messaging to suit their needs. SCAG produces both physical media for outdoor ads and digital images to use online. The table below describes the advertisement types typically requested by partners.

<i>Media Type</i>	<i>Advertisements</i>
<i>Physical</i>	<i>Lawn signs, Banners, Bus shelter ads, Billboards, Gas pump toppers, postcards.</i>
<i>Digital</i>	<i>Social media (e.g., Instagram, Facebook), Website ads.</i>

SCAG can explore alternatives to these advertisements with partners.

Partners can request material using the Materials Request Form on the *Go Human* website, GoHumanSoCal.org. SCAG is currently accepting requests through September 30, 2021.

## II. Safe Streets and Justice Mini-Grant Program

The Safe Streets and Justice Mini-Grant Program, the third round of funding through *Go Human*, will provide up to \$10,000 to 30 community-based organizations to implement safety projects. This program aims to support community-driven safety strategies that meet the needs of people most harmed by traffic injuries and fatalities, including Black, Indigenous, and People of Color; people with disabilities; and frontline workers, particularly those walking and biking. Funding priorities include:

- Organizations that are focused on and provide services to disadvantaged communities and/or are managed or led by persons from disadvantaged communities; public health organizations, disability justice organizations, social service organizations; parent groups; organizations that serve elders; organizations that serve rural communities.
- Projects that leverage Go Human safety resources, including co-branded safety materials or the Kit of Parts.
- Leadership and capacity building strategies.

The 2020 round of Mini-Grant funding provided over \$210,000 to twenty-eight (28) projects. The call for applications for the 2021 round will be released in April 2021.

## III. Sub-Regional Safety Peer Exchanges

The Sub-Regional Safety Peer Exchanges is a series of twelve (12) in-depth virtual sessions on best practices for traffic safety planning and implementation of local strategies to reduce fatalities and serious injuries. The sessions are open to practitioners, community-based organizations, and non-profits.

SCAG currently seeks input on topic areas. The anticipated start date of the series is May 2021.

#### IV. Community Safety Ambassador Program

SCAG has partnered with California Walks to implement the Community Safety Ambassador Program, a planning and leadership series that will launch April 2021. In this program, sixty (60) community leaders from the Counties of Imperial, San Bernardino, and Ventura will participate in six (6) virtual sessions, which culminate in local safety activations led by the Ambassadors.

The application for the program opened in late March 2021. Ambassadors will be compensated for their participation in the program and for activation materials.

#### V. Kit of Parts

The Kit of Parts is an engagement tool that provides for short-term demonstrations of safety improvements. This resource creates opportunities for members of the public to enjoy safety improvements and learn about their benefits without waiting many years for full implementation.

Produced in response to the COVID-19 pandemic, the Resilient Streets Toolkit details how jurisdictions can use the Kit of Parts for response and resilient economic recovery. This resource identifies project examples, practical considerations for implementation, and potential funding sources for projects.

The Resilient Streets Toolkit is available at [GoHumanSoCal.org](http://GoHumanSoCal.org), and SCAG is currently accepting requests for Kit of Parts deployments.

#### VI. SCAG Safety Pledge

The SCAG Safety Pledge calls on local governments to commit to improving safety. Partners that sign the pledge have access to SCAG's safety resources, such as co-branded safety material and the Kit of Parts.

Elected officials and staff can sign the pledge at any time at [GoHumanSoCal.org](http://GoHumanSoCal.org). A map of jurisdictions that have taken the SCAG Safety Pledge, alongside their implemented strategies, will be developed and promoted in Spring 2021.

#### **FISCAL IMPACT:**

All costs associated with this item are included in the FY 2020-21 Overall Work Program (OWP) under project number 225-3564J6.16 and funded by a Pedestrian and Bicycle Safety Program Grant from the California Office of Traffic Safety.



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**ATTACHMENT(S):**

1. PowerPoint: Go Human Program Promotion & Recruitment



# SCAG's Go Human Program

Spring Programs & Resources: Recruitment & Promotion

Andres Carrasquillo, Community Engagement Specialist

Planning Strategy

April 1, 2021

[www.scag.ca.gov](http://www.scag.ca.gov)



## SCAG Go Human Promotion and Recruitment

- *Go Human* Background
- Safe Streets & Justice Mini-Grants Program
- Sub-Regional Safety Peer Exchanges
- Community Safety Ambassador Program
- Kit of Parts and Resilient Streets Toolkit
- Co-Branded Safety Material
- SCAG Safety Pledge
- Timelines

## Go Human Background

- SCAG launched *Go Human* in 2015 to reduce traffic collisions and encourage people to walk and bike more.
- Amid the COVID-19 pandemic, *Go Human* expanded the concept of traffic safety to intersect with public health and equity.
- Expanding the conversation beyond vehicular violence.

### Regional Traffic Safety Data Snapshot

On average, every year\*:

<b>136,000</b> Injuries (372/day)	<b>5,200</b> Serious Injuries (14/day)	<b>1,500</b> Fatalities (4/day)
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People who walk and bike

<b>12%</b> Daily trips	<b>27%</b> Fatalities
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\*Based on 2012 - 2016 data.

## Safe Streets and Justice Mini-Grants Program

- Provides up to \$10,000 to 30 community organizations. Funding priorities include:
  - Organizations that are focused on and provide services to disadvantaged communities and/or are managed or led by persons from disadvantaged communities; public health organizations, disability justice organizations, social service organizations; parent groups; organizations that serve elders; organizations that serve rural communities.
  - Projects that leverage *Go Human* safety resources, including co-branded safety materials or the Kit of Parts.
  - Leadership and capacity building strategies.
- Application opens April 2021.



Costa Mesa Alliance for Better Streets

## Material Produced by Mini-Grant Awardees

- In 2020, SCAG provided over \$210,000 to 28 community-driven projects.

### Previous projects include:

- Storytelling radio series focusing on transit
- Virtual workshops for youth
- Free bike match and repair for essential workers and families
- Co-creation of community resilience and safety resources

#### City Fabrick

### CX3 COMMUNITY SURVEY

The City of Long Beach would like to hear how COVID-19 has impacted your walking experience in your neighborhood.

#### Central City Neighborhood Partners



## Material Produced by Mini-Grant Awardees

#### Central City Neighborhood Partners

Recuerde: Mascarilla; Distancia; Lavar sus manos con frecuencia.

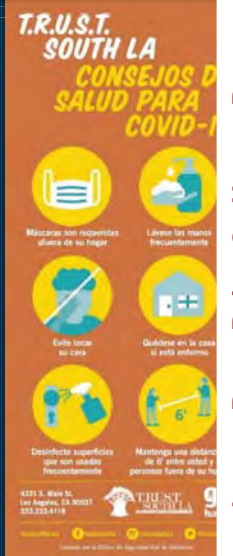
Nataj chawe: le ch'uqb'al ach'i, kiya' ixol; xaq kach'ajwi' le ag'ab'.



#### Latino Health Access



#### T.R.U.S.T South LA

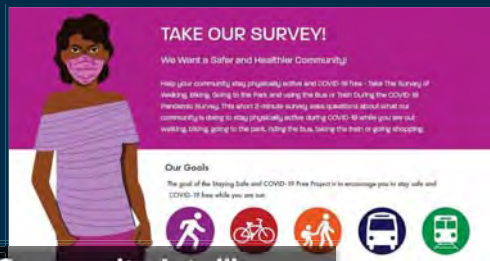
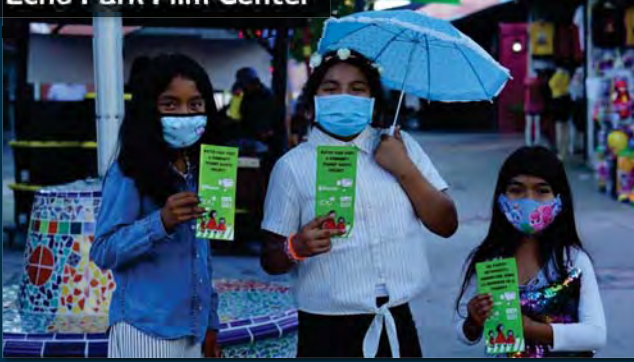


#### Bike Ventura



## Material Produced by Mini-Grant Awardees

Echo Park Film Center



Community Intelligence

Los Angeles Walks

Hola buenas tardes Dulce,  
Espero que se encuentren bien. Aquí está el enlace para el grupo de Facebook para los talleres:  
<https://www.facebook.com/groups/tallereswilmingtoncfs>  
Por favor ingrésese para aceptarla y para que se actualice. Dígame si tiene preguntas 😊 gracias!

Yesterday 8:27 AM

Hola buen día gracias 🙏 bendiciones 🙏

## Sub-Regional Safety Peer Exchanges

- Series of 12 in-depth sessions on best practices for traffic safety planning and implementation of local strategies to reduce fatalities and serious injuries. Program builds upon 2019 Regional Safety Workshops.
- Program content prioritizes systems change over individual change.
- Open to practitioners, community-based organizations, and non-profits. Will reach a minimum of 200 people.
- Currently seeking input on topic areas. Anticipated start date is May 2021.



Regional Safety Workshop, Orange County, August 2019.

## Community Safety Ambassador Program

- Participatory & experiential planning and leadership series, launching in April.
- 60 Ambassadors in the Counties of Imperial, San Bernardino, and Ventura (20 ambassadors each)
- Ambassadors participate in 6 virtual leadership sessions and carry out a local safety activation
- Ambassadors will be compensated.
- Application will open in late March.

### Goals

- Identify and cultivate community leaders and advocates.
- Facilitate partnership building between Community Ambassadors, SCAG, and local jurisdictions.
- Connect with organizations that are focused on and provide services to disadvantaged communities and/or are managed or led by persons from disadvantaged communities, public health organizations, disability justice organizations, social service organizations; parent groups; organizations that serve elders; organizations that serve rural communities.

## Go Human Kit of Parts and Resilient Streets Toolkit

- The Kit of Parts is an engagement tool for short-term demonstrations of safety improvements.
- Members of the public can enjoy the improvements and learn about their benefits without waiting many years for full implementation
- The [Resilient Streets Toolkit](#) identifies how jurisdictions can use Kit of Parts towards pandemic response and resilient economic recovery.



Kit of Parts demonstration, City of Wildomar, March 2021

## Kit of Parts Contents

- The Kit of Parts (“Kit”) includes custom-designed modular, lightweight, durable components that can be easily assembled to demonstrate design treatments
  - protected bike lanes
  - parklets
  - crosswalks
  - pedestrian refuge island
  - bulb-outs



## Co-Branded Safety Material

- Safety material co-branded with partner logos, using pre-set or custom messaging, provided at no cost.
- Now accepting requests. Use our [online request form](#), accessible at [GoHumanSoCal.org](http://GoHumanSoCal.org).

Ad types	Outdoor (lawn signs, bus shelters, billboards, gas pump toppers, etc.) Digital (social media ads, web ads)
Languages	English, Spanish, and more
Performance Metrics	1.25+ billion impressions to date 80% of audience find ads motivating (based on 2020 survey)



## From the 2020 Regional Advertisement Campaign



## SCAG Safety Pledge



- Calls on local governments to commit to improving safety.
- SCAG invites elected officials and staff to sign.
- Safety Pledges will be shared in an online map, to be released Summer 2021.
- [Sign the pledge online.](#)

**SCAG Safety Pledge**

Commit to Safety to design and build safer streets that promote walking, biking and community connections.

The SCAG Safety Pledge encourages local governments to commit to improving safety in your community. Your city can choose to participate in a variety of ways depending on the unique needs of your community. Anything from adopting a Vision Zero plan, to hosting a pop-up safety demonstration, to implementing a safety outreach campaign can help make a difference.

By committing to this pledge today, your organization will have access to SCAG's Safety Resources including:

- Temporary Safety Demonstration Projects
- Co-branded safety materials (billboards, lawn signs, bus shelter ads, etc.)
- Sample Resolution
- Sample Social Media
- Newsletter Content
- And more!

For more information, please visit the [SCAG Safety Resources Page](#).

Name \*  Email \*

First  Last

Title \*  Organization \*

Attachment: PowerPoint: Go Human Program Promotion & Recruitment [Revision 1] (Go Human Program Promotion & Recruitment)

# Thank you to Jurisdictions & Agencies that Committed to the Safety Pledge!



- |                |                      |                |
|----------------|----------------------|----------------|
| Altadena       | Hemet                | Orange         |
| Banning        | Imperial County      | Palm Desert    |
| Beaumont       | Transportation       | Palm Springs   |
| Buena Park     | Commission           | Palmdale       |
| Calimesa       | La Cañada Flintridge | Pasadena       |
| Calipatria     | Long Beach           | Placentia      |
| Cathedral City | Los Angeles          | Rosemead       |
| Chino Hills    | Lynwood              | San Jacinto    |
| Costa Mesa     | Maywood              | Thousand Oaks  |
| Culver City    | Mission Viejo        | West Hollywood |
| El Centro      | Moreno Valley        | Wildomar       |
| Glendora       | OCTA                 |                |

## Timeline



Safety Strategy	Anticipated Date
Safe Streets and Justice Mini-Grants Program	Call for Applications – April 2021
Sub-Regional Safety Peer Exchanges	May – July 2021
Community Ambassadors	Application open – late March – <i>now recruiting!</i> Program launch – April
Kit of Parts	Ongoing
Co-Branded Material Requests	Digital Graphics Requests: Ongoing Printed Material Requests: April – September 2021
SCAG Safety Pledge	Ongoing Online Map – Summer 2021

Attachment: PowerPoint: Go Human Program Promotion & Recruitment [Revision 1] (Go Human Program Promotion & Recruitment)



Thank you!

Visit [GoHumanSoCal.org](http://GoHumanSoCal.org)

Follow us @GoHumanSoCal on Twitter, Instagram, and Facebook

And sign up for our [newsletter!](#)



Materials developed with funding provided by the California Office of Traffic Safety.