



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

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County Transportation Authority**

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Energy & Environment
Linda Parks, Ventura County

Transportation
Cheryl Viegas-Walker, El Centro

REGULAR MEETING

TRANSPORTATION COMMITTEE

*Thursday, October 3, 2019
10:00 a.m. – 12:00 p.m.*

**SCAG MAIN OFFICE
900 Wilshire Blvd., Ste. 1700
RC Board Room
Los Angeles, CA 90017
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. 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.

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TC - Transportation Committee *Members – October 2019*

1. **Hon. Cheryl Viegas-Walker**
TC Chair, El Centro, RC District 1
2. **Hon. Jess Talamantes**
TC Vice Chair, Burbank, RC District 42
3. **Hon. Sean Ashton**
Downey, RC District 25
4. **Hon. Rusty Bailey**
Riverside, RC District 68
5. **Hon. Kathryn Barger**
Los Angeles County
6. **Hon. Ben Benoit**
Air District Representative
7. **Hon. Will Berg**
Port Hueneme, VCOG
8. **Hon. Austin Bishop**
Palmdale, North L.A. County
9. **Hon. Drew Boyles**
El Segundo, President's Appt. (Member at Large)
10. **Hon. Art Brown**
Buena Park, RC District 21
11. **Hon. Joe Buscaino**
Los Angeles, RC District 62
12. **Hon. Ross Chun**
Aliso Viejo, OCCOG
13. **Hon. Jonathan Curtis**
La Canada Flintridge, RC District 36
14. **Hon. Diane Dixon**
Newport Beach, OCCOG
15. **Hon. J. John Dutrey**
Montclair, SBCTA

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

- 16. Hon. Emily Gabel-Luddy**
Burbank, AVCJPA
- 17. Hon. James Gazeley**
Lomita, RC District 39
- 18. Hon. Jack Hadjinian**
Montebello, Pres. Appt. (Member at Large)
- 19. Sup. Curt Hagman**
San Bernardino County
- 20. Hon. Ray Hamada**
Bellflower, GCCOG
- 21. Hon. Jan Harnik**
RCTC
- 22. Hon. Dave Harrington**
Aliso Viejo, OCCOG
- 23. Hon. Steven Hofbauer**
Palmdale, RC District 43
- 24. Hon. Jose Huizar**
Los Angeles, RC District 61
- 25. Hon. Mike Judge**
VCTC
- 26. Hon. Trish Kelley**
Mission Viejo, OCCOG
- 27. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
- 28. Hon. Linda Krupa**
Hemet, WRCOG
- 29. Hon. Clint Lorimore**
Eastvale, RC District 4
- 30. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 31. Hon. Ray Marquez**
Chino Hills, RC District 10

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TRANSPORTATION COMMITTEE AGENDA

- 32. Hon. Larry McCallon**
Highland, RC District 7
- 33. Hon. Brian McDonald**
Chemehuevi Indian Tribe, Tribal Govt Regl Plng Board
- 34. Hon. Marsha McLean**
Santa Clarita, North L.A. County
- 35. Hon. Dan Medina**
Gardena, RC District 28
- 36. Hon. L. Dennis Michael**
Rancho Cucamonga, RC District 9
- 37. Hon. Lisa Middleton**
Palm Springs, CVAG
- 38. Hon. Fred Minagar**
Laguna Niguel, RC District 12
- 39. Hon. Carol Moore**
Laguna Woods, OCCOG
- 40. Hon. Cory Moss**
Industry, SGVCOG
- 41. Hon. Ara Najarian**
Glendale, SFVCOG
- 42. Hon. Frank Navarro**
Colton, RC District 6
- 43. Hon. Hector Pacheco**
San Fernando, RC District 67
- 44. Hon. Chuck Puckett**
Tustin, RC District 17
- 45. Hon. Teresa RealSebastian**
Monterey Park, RC District 34
- 46. Hon. Ed Reece**
Claremont, SGVCOG
- 47. Hon. Dwight Robinson**
Lake Forest, OCCOG

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- 48. Hon. Carlos Rodriguez**
Yorba Linda, Pres. Appt., (Member at Large)
- 49. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 50. Hon. Ali Saleh**
Bell, RC District 27
- 51. Hon. Tim Sandoval**
Pomona, RC District 38
- 52. Hon. Rey Santos**
Beaumont, RC District 3
- 53. Hon. Marty Simonoff**
Brea, RC District 22
- 54. Hon. Thomas Small**
Culver City, WSCCOG
- 55. Hon. Jeremy Smith**
Canyon Lake, Pres Appt. (Member at Large)
- 56. Hon. Larry Smith**
Calimesa, Pres. Appt. (Member at Large)
- 57. Hon. Karen Spiegel**
Riverside County
- 58. Hon. Cynthia Sternquist**
Temple City, SGVCOG
- 59. Hon. Brent Tercero**
Pico Rivera, GCCOG
- 60. Hon. Steve Tye**
Diamond Bar, RC District 37
- 61. Hon. Donald Wagner**
Orange County
- 62. Hon. Alan Wapner**
SBCTA
- 63. Hon. Alicia Weintraub**
Calabasas, LVMCOG
- 64. Mr. Paul Marquez, Caltrans District 7**

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – RC Board Room
Los Angeles, California 90017
Thursday, October 3, 2019
10:00 AM

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

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

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The Chair has the discretion to reduce the time limit based upon the number of speakers and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

- 1. Minutes of the Meeting - September 5, 2019 Page 9
- 2. Resolution No. 19-615-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to support the Active Transportation Safety and Encouragement Campaign Page 16

Receive and File

- 3. 2020 Connect SoCal Financial Plan Update Page 20
- 4. Connect SoCal Transit/Rail Element Page 22
- 5. Connect SoCal Highways and Arterials Report Page 28
- 6. Connect SoCal Goods Movement Element Page 30
- 7. Transportation Safety Element in Connect SoCal Page 33
- 8. Connect SoCal Environmental Justice Report Page 38
- 9. Walktober and International Walk to School Month Page 59

INFORMATION ITEM

- 10. Connect SoCal Update 90 Mins. Page 61
(Naresh Amatya, Manager of Transportation Planning)

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CHAIR'S REPORT

(The Honorable Cheryl Viegas-Walker, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(John Asuncion, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENT/S

ADJOURNMENT

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

**TRANSPORTATION COMMITTEE
MINUTES OF THE MEETING
THURSDAY, SEPTEMBER 5, 2019**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG’S OFFICE.

The Transportation Committee (TC) met at SCAG, 900 Wilshire Blvd., 17th Floor, Los Angeles, CA 90017. The meeting was called to order by Chair Hon. Cheryl Viegas-Walker, El Centro. A quorum was present.

Members Present:

Hon. Sean Ashton, Downey	District 25
Hon. Rusty Bailey, Riverside	District 68
Hon. Kathryn Barger	Los Angeles County
Hon. Ben Benoit, Wildomar	South Coast AQMD
Hon. Will Berg, Port Hueneme	VCOG
Hon. Drew Boyles	El Segundo
Hon. Art Brown, Buena Park	District 21
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. John Dutrey, Montclair	SBCTA
Hon. Emily Gabel-Luddy	AVCJPA
Hon. James Gazeley, Lomita	District 39
Hon. Ray Hamada	Bellflower
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Clint Lorimore, Eastvale	District 4
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon, Highland	SBCTA
Hon. Brian McDonald	Tribal Government Board
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28

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Hon. Lisa Middleton, Palm Springs	CVAG
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Cory Moss, City of Industry	SGVCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Frank Navarro, Colton	District 6
Hon. Charles Puckett, Tustin	District 17
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Ed Reece, Claremont	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. Tim Sandoval, Pomona	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Marty Simonoff, Brea	District 22
Hon. Thomas Small	Culver City
Hon. Larry Smith	Calimesa
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes (Vice Chair)	SFVCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Steve Tye	District 37
Hon. Cheryl Viegas-Walker, El Centro (Chair)	District 1
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

Members Not Present:

Hon. Austin Bishop, Palmdale	North L.A. County
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Diane Dixon, Newport Beach	OCCOG
Hon. Curt Hagman	San Bernardino County
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Jose Huizar, Los Angeles	District 61
Hon. Paul Krekorian	District 49
Hon. Linda Krupa, Hemet	WRCOG
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Carlos Rodriguez, Yorba Linda	President’s Appointment
Hon. Damon Sandoval	Morongo Band of Mission Indians

Hon. Don Wagner

Orange County

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Cheryl Viegas-Walker, Imperial County Transportation Commission, called the meeting to order at 10:00 a.m. Hon. Jess Talamantes, Arroyo Verdugo Cities, led the Pledge of Allegiance.

PUBLIC COMMENT

No members of the public requested to comment.

CONSENT CALENDAR

1. 2021 Federal Transportation Improvement Program (FTIP) Guidelines
2. Minutes of the Meeting, August 1, 2019

Receive and File

3. September is Pedestrian Safety Month
4. Transit Asset Management (TAM) Target Setting for Connect SoCal
5. Transportation System Management, Preservation and Resiliency in Connect SoCal
6. Active Transportation Element in Connect SoCal
7. Transportation Safety Element in Connect SoCal
8. Connect SoCal Job Center Strategies
9. SCAG Transportation Demand Management Strategic Plan
10. Update on the SCAG Region Airport Passenger Demand Forecasts
11. EAC Retreat Housing Discussion Follow-Up

A MOTION was made (Brown) and SECONDED (Navarro) to approve Consent Calendar items 1 – 11. The Motion passed by the following votes:

AYES: Ashton, Bailey, Barger, Benoit, Berg, Boyles, Brown, Dutrey, Gabel-Luddy, Gazeley, Hamada, Harnik, Hofbauer, Judge, Kelley, Lorimore, Manos, McCallon, McDonald, McLean, Middleton, Moore, Navarro, Puckett, Real Sebastian, Reece, Ruiz, Sandoval, Santos, Simonoff, Small, Smith, Sternquist, Talamantes, Tye, Viegas-Walker, Wapner (37)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION/ACTION ITEMS

12. Connect SoCal Overview, Challenges and Opportunities
-

Naresh Amatya, SCAG staff, presented an overview of Connect SoCal and current challenges. He reviewed plan requirements including meeting Greenhouse Gas reduction targets established by California Air Resources Board under SB 375. Further, he noted the different technical, planning, and stakeholder outreach underway. Mr. Amatya stated staff will provide briefings on important plan elements including (1) System Management, Preservation and Resiliency, (2) Active Transportation, (3) Transportation Demand Management and (4) Regional Aviation.

Tarek Hatata, System Metrics Group, provided an update on System Management, Preservation and Resiliency. Mr. Hatata stated transportation system preservation and resilience is a key Connect SoCal goal noting that compared to the 2016 Regional Transportation Plan/Sustainable Communities Strategy, the region is better positioned mainly as a result of SB 1 which will generate \$15 billion to local streets and road maintenance and rehabilitation and \$19 billion to state highway maintenance. He noted SB 1 will not only fund critical maintenance such as pavement improvements but will also require that a standard of pavement conditions is maintained in each county. Further, these funds will be used to make bridges and roads more earthquake resilient and plan for impacts due to increasing climate change. He next noted technology initiatives to improve system performance in response to an emergency such as the I-210 effort to create a coordinated technology link to manage signal synchronization on local arterials between jurisdictions when vehicles divert onto them as the result of an emergency or traffic disruption on the I-210.

Hon. Kathryn Barger, Los Angeles County, asked if penalties would be issued to those cities who do not comply with the effort on the I-210 to coordinate traffic signal activity in response to an emergency. Mr. Hatata responded that Pasadena and Arcadia have signed onto the effort in Phase I and it is anticipated that other cities along the corridor will do the same.

Hon. Carol Moore, Laguna Woods, encouraged the use of technology to manage traffic flows and emergencies and stated greater efficiencies can be achieved noting that waste from their city is currently transported to another city for processing creating environmental impacts and increasing traffic congestion as a result.

Hannah Keyes, SCAG staff, next reported on the Active Transportation component of Connect SoCal noting that 12% of regional trips are made by active transportation which also account for 27% of all fatalities. Ms. Keyes noted that the majority of those making bicycle trips are male while the greater portion of walking trips are made by females and walking is more frequent for those under 20 and over 65 years old. She reviewed the 2019

active transportation funding allocation, its health benefits as well as emerging micro-mobility devices such as bike share and scooters.

Hon. Cynthia Sternquist, Temple City, asked if data on the causes of active transportation accidents is available so cities can understand the situations which may lead to active transportation injuries.

Terenig Topjian, Have A Go, stated that increasing active transportation would reduce the amount of roadway wear and ought to be viewed as an integral mobility option linking the user with the greater regional transportation system.

Steve Fox, SCAG staff, next reported on Transportation Demand Management (TDM) component of Connect SoCal and noted these are strategies aimed at reducing demand for roadway travel such as public transit, carsharing, rideshare, biking, bikeshare, vanpooling and telecommuting. Mr. Fox reviewed TDM goals and objectives and stated key findings include regulation, when enforced, is a major driver in shaping TDM strategy as well as a lack of sufficient standardized data collection although technological advances provide an opportunity to collect better data and potentially increase users of TDM programs. He reviewed final recommendations including updating SCAG's TDM Toolbox of Strategies which include new technologies such as Waze, Scoop, dockless bikes/scooters, multi-modal applications and others. Mr. Fox noted recommended actions include creating a dedicated page on SCAG's website to share TDM Toolbox of Strategies and providing TDM training sessions/seminars in SCAG's six counties. Next, to establish a TDM regional data clearinghouse, formalize performance metrics and facilitate partnerships between the public and private providers of technology and new mobility services.

Finally, Hiroshi Ishikawa, Ph.D., SCAG staff, provided an update on regional air passenger forecast. Dr. Ishikawa stated that SCAG's required component in its aviation element is the ground access improvement program in response to anticipated airport passenger growth. He noted that in 2017 there were 110 million air passengers in the region and 3.14 million tons of cargo transported. Additionally, based on a 2.1% yearly growth projection, in 2045 it is anticipated there will be 197 million air passengers and 7.7 million tons of cargo moved regionally. Further, it is projected the regional airport system could reach capacity by 2045. Dr. Ishikawa stated next steps include continuing modeling efforts and aviation planning through the Aviation Technical Advisory Committee.

Hon. Drew Boyles, El Segundo, requested an update on expansion of Los Angeles Airport and their planned growth to 127 million air passengers. Mr. Ishikawa responded that staff would work with LAWA on updating the committee.

METROLINK REPORT

Hon. Art Brown, Buena Park, reported that Metrolink achieved its highest annual ridership in its almost 27-year history with 11,935,356 boardings in fiscal year (FY) 2018-2019. The new record is an increase of 247,000 boardings from the prior year and eclipses the previous record of 11,796,086 set in FY 2008-2009. This marks five years in a row of ridership increases. The rise in ridership is in stark contrast to a trend of declining or flat ridership in public transportation nationwide. Also, Metrolink will host a Rail Safety Summit at the Sheraton Grand Los Angeles, September 12, 2019. The sessions will cover topics of grade crossings and Right-of-Way (ROW) safety, the latest Positive Train Control (PTC) update, a discussion on mental health, rail safety and quiet zone implementation.

ADJOURNMENT

Chair Cheryl Viegas-Walker, El Centro, adjourned the meeting at 11:55 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

2019															Total Mtgs Attended To Date
MEMBERS	CITY	Representing	JAN (dark)	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	
Ashton, Sean	Downey	District 25		1	1	1		1		1	1				6
Bailey, Rusty	Riverside	WRCOG			1	1					1				3
Barger, Kathryn	Los Angeles County	Los Angeles County		1		1		1			1				4
Benoit, Ben	Wildomar	South Coast AQMD			1	1		1		1	1				5
Berg, Will	Port Hueneme	VCOG		1		1		1			1				4
Bishop, Austin	Palmdale	North L.A.													0
Boyles, Drew	El Segundo	El Segundo		1	1			1			1				4
Brown, Art	Buena Park	District 21		1	1	1		1		1	1				6
Buscaino, Joe	Los Angeles	District 62									1				0
Chun, Ross	Aliso Viejo	OCTA		1	1			1		1	1				5
Curtis, Jonathan	La Cañada Flintridge	District 36		1	1	1									3
Dixon, Diane	Newport Beach	OCCOG													0
Dutrey, J. John	Montclair	SBCTA								NM	1				1
Gabel-Luddy, Emily	Burbank	AVCIPA		1	1	1		1		1	1				6
Gazeley, James	Lomita	District 39		1	1	1		1		1	1				6
Hadjinian, Jack	Montebello	SGVCOG		1	1	1		1		1					5
Hagman, Curt	San Bernardino Cnty	San Bernardino Cnty		1		1		1							3
Hamada, Ray	Bellflower	Bellflower				1		1		1	1				4
Harnik, Jan	Palm Desert	RCTC			1	1		1		1	1				5
Harrington, Dave	Aliso Viejo	OCCOG													0
Hofbauer, Steven	Palmdale	District 43		1	1					1	1				4
Huizar, Jose	City of Los Angeles	District 61													0
Judge, Mike	Simi Valley	VCTC		1	1	1		1		1	1				6
Kelley, Trish	Mission Viejo	OCCOG		1	1	1		1		1	1				6
Krekorian, Paul	Public Transit Rep	District 49													0
Krupa, Linda	Hemet	WRCOG			1					1					2
Lorimore, Clint	Eastvale	District 4		1	1			1		1	1				5
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	SBCTA		1	1	1		1		1	1				6
McDonald, Brian	Tribal Gov't Board	Tribal Gov't Board								1	1				0
McLean, Marsha	No. L.A. County	District 67		1	1	1		1		1	1				6
Medina, Dan	Gardena	District 28		1	1	1		1		1	1				6
Michael, L. Dennis	Rancho Cucamonga	District 9			1			1		1					3
Middleton, Lisa	Palm Springs	CVAG								1	1				2
Minagar, Fred	Laguna Niguel	District 12		1	1	1				1					4
Moore, Carol	Laguna Woods	OCCOG		1	1	1				1	1				5
Moss, Cory	City of Industry	SGVCOG									1				1
Najarian, Ara	Glendale	AVCIPA		1	1			1			1				4
Navarro, Frank	Colton	District 6			1	1		1			1				4
Puckett, Charles	Tustin	District 17		1	1	1		1		1	1				5
Real Sebastian, Teresa	Monterey Park	SGVCOG		1	1	1		1		1	1				6
Reece, Ed	Claremont	SGVCOG									1				1
Robinson, Dwight	Lake Forest	OCCOG													0
Rodriguez, Carlos	Yorba Linda	President's Appt		1	1	1		1							4
Ruiz, Crystal	San Jacinto	WRCOG		1		1				1	1				4
Saleh, Ali	City of Bell	GCCOG		1	1	1					1				4
Sandoval, Damon	Morongo Mission Indians	Morongo Mission Indians													0
Sandoval, Tim	Pomona	District 38		1		1		1			1				4
Santos, Rey	Beaumont	District 3								1	1				2
Simonoff, Marty	Brea	District 22			1	1		1		1	1				5
Small, Thomas	Culver City	Culver City			1	1					1				3
Smith, Larry	Calimesa	Calimesa								1	1				2
Spiegel, Karen	Riverside County	Riverside County			1	1		1		1	1				5
Sternquist, Cynthia	Temple City	SGVCOG		1		1				1	1				4
Talamantes, Jess	Burbank	SFVCOG		1	1	1		1		1	1				6
Tercero, Brent	Pico Rivera	GCCOG		1	1	1				1	1				4
Tye, Steve	Diamond Bar	District 37						1		1	1				1
Viegas-Walker, Cheryl	El Centro	District 1		1		1		1		1	1				5
Wagner, Don	Orange County	Orange County						1							2
Wapner, Alan	Ontario	SBCTA		1	1	1		1		1	1				6
Weintraub, Alicia	Calabasas	LVMCOG		1	1	1		1			1				3

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Executive/Administration Committee (EAC)
Transportation Committee (TC)
Regional Council (RC)
From: Julia Lippe-Klein, Assistant Regional Planner, Active
Transportation & Special Programs, (213) 236-1856, Lippe-
Klein@scag.ca.gov
Subject: Resolution No. 19-615-1 Regarding Acceptance of Office of
Traffic Safety Grant Funds to support the Active
Transportation Safety and Encouragement Campaign

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council approve Resolution No. 19-615-1 authorizing SCAG to accept if awarded Office of Traffic Safety grant funds in the amount of \$1,000,000 to support the Southern California Go Human Campaign.

RECOMMENDED ACTION FOR EAC AND RC:

Approve Resolution No. 19-615-1 authorizing SCAG to accept if awarded Office of Traffic Safety grant funds to support the Go Human Campaign.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

On May 1, 2014, the General Assembly adopted 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 applied for Pedestrian/Bicycle Safety funds from the Office of Traffic Safety in the amount of \$1,000,000 to conduct a fourth round of Go Human advertising and safety programming and outreach across the region. On July 12th, SCAG was informed that the grant award was being tentatively offered. SCAG is seeking RC approval to receive the funds.

BACKGROUND:

The SCAG region, like California and the nation as a whole, 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, 1,500 people are killed, 5,200 are seriously injured

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and 136,000 are injured in traffic collisions on average each year. About 73 percent of those killed since 2001 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 bicyclists killed are the highest they have been for more than a decade. These collisions are happening in every city across the region.

To address the number of collisions occurring, the SCAG 2014 General Assembly passed a resolution to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured \$2.3 million in Caltrans grant funding from the statewide 2014 Active Transportation Program call for projects to coordinate a Southern California Active Transportation Safety and Encouragement Campaign.

Using these grant resources, SCAG successfully initiated the Go Human Campaign with the launch of a first round of advertising in September of 2015 as well as two additional rounds of advertising funded through the Office of Traffic Safety. The advertising campaign has secured over 550 million impressions to date (each time an ad is seen) region-wide through a combination of SCAG's initial investment, added value media secured through op-eds and press outlets, and donated media from local and county partners. SCAG has also completed and extended the other components of the initial grant scope of work which includes implementing a series of Go Human events in partnership with local cities as well as developing toolkits aimed at creating active transportation champions.

To continue the Go Human Campaign's momentum, SCAG applied for an additional \$1,000,000 in funding from the Office of Traffic Safety to extend the campaign into 2020. On July 12th, 2019, SCAG received notice that the award was being tentatively offered. If awarded, this funding will be used to conduct a fourth round of safety advertising, with advertisements running in 2020. In addition, the funds will be used to support localized safety community engagement, the expansion of SCAG's demonstration resources through its Kit of Parts deployment program in partnership with cities across the region, as well as an updated website for Go Human. SCAG is seeking RC approval to receive the funds.

FISCAL IMPACT:

If awarded, SCAG will receive \$1,000,000 in grant funds from the Office of Traffic Safety that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign.

ATTACHMENT(S):

1. Resolution No. 19-615-1 Acceptance of OTS Funds



RESOLUTION NO. 19-615-1

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

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AUTHORIZING THE ACCEPTANCE OF THE OFFICE OF TRAFFIC SFAETY GRANT FUNDS TO SUPPORT THE SOUTHERN CALIFORNIA ACTIVE TRANSPORTATION SAFETY AND ENCOURAGEMENT CAMPAIGN

REGIONAL COUNCIL OFFICERS

- President Bill Jahn, Big Bear Lake
First Vice President Rex Richardson, Long Beach
Second Vice President Clint Lorimore, Eastvale
Immediate Past President Alan D. Wapner, San Bernardino County Transportation Authority

COMMITTEE CHAIRS

- Executive/Administration Bill Jahn, Big Bear Lake
Community, Economic & Human Development Peggy Huang, Transportation Corridor Agencies
Energy & Environment Linda Parks, Ventura County
Transportation Cheryl Viegas-Walker, El Centro

WHEREAS, the Southern California Association of Governments ("SCAG") is the Metropolitan Planning Organization, for the six county region comprising of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. §5303 et seq.; and

WHEREAS, each year in the Southern California region, over 1,500 people are killed and over 136,000 are injured in traffic collisions;

WHEREAS, in the SCAG region, 524 pedestrians and bicyclists were killed in traffic collisions in 2016, representing 33% of all traffic fatalities in the region; and

WHEREAS, SCAG has applied for an award of \$1,000,000 in OFFICE OF TRAFFIC SAFETY, PEDESTRIAN/BICYCLE SAFETY Funds ("Grant Funds"), to support the ACTIVE TRANSPORTATION SAFETY AND ENCOURAGEMENT CAMPAIGN;

WHEREAS, the primary goal of the OFFICE OF TRAFFIC SAFETY is to "effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses"; and

WHEREAS, the Grant Funds will be used for the SOUTHERN CALIFORNIA ACTIVE TRANSPORTATION SAFETY AND ENCOURAGEMENT CAMPAIGN, which will involve consulting services to extend the Go Human Advertising Campaign, localized safety community engagement, the expansion of SCAG's demonstration resources through its Kit of Parts deployment program in partnership with cities across the region, as well as an updated website for Go Human.

NOW, THEREFORE, BE IT RESOLVED, by the Regional Council of Southern California Association of Governments to authorize SCAG to accept and administer the Grant Funds if awarded to support the SOUTHERN CALIFORNIA ACTIVE TRANSPORTATION SAFETY AND ENCOURAGEMENT CAMPAIGN.

Attachment: Resolution No. 19-615-1 Acceptance of OTS Funds (Acceptance of Office of Traffic Safety Grant Funds)

BE IT FURTHER RESOLVED THAT:

1. That the Regional Council hereby authorizes SCAG to accept the tentative Grant Funds in the amount of \$1,000,000 OFFICE OF TRAFFIC SAFETY to support the SOUTHERN CALIFORNIA ACTIVE TRANSPORTATION SAFETY AND ENCOURAGEMENT CAMPAIGN.
2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to the Grant Funds supporting the SOUTHERN CALIFORNIA ACTIVE TRANSPORTATION SAFETY AND ENCOURAGEMENT CAMPAIGN.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of October, 2019.

William "Bill" Jahn
President, SCAG

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Annie Nam, Manager of Goods Movement, Goods Movement
& Transportation Finance, 213-236-1827, Nam@scag.ca.gov

Subject: 2020 Connect SoCal Financial Plan Update

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. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

A financial plan is a critical element of a Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), identifying the sources of funds reasonably expected to be available to support the region's surface transportation investments. The SCAG region's financially constrained plan includes revenues from existing and new sources which together total \$638.6 billion from FY2020-21 through FY2044-45.

BACKGROUND:

The 2020 RTP/SCS, also referred to as Connect SoCal, must include a financial plan that estimates how much funding will be needed to implement recommended improvements, as well as operate and maintain the transportation system as a whole, over the minimum 20-year planning horizon. This includes information on how the region reasonably expects to fund the projects included in the RTP/SCS, including anticipated revenues from federal, state, local, and private sources and user charges. The plan must demonstrate that there is a balance between the expected revenue sources for transportation investments and the estimated costs of the projects and programs described in the RTP/SCS, ensuring that the plan is financially constrained.

Staff will provide an update of the 2020 Connect SoCal financial plan, including the draft revenue forecast. This presentation covers a) the initial core revenue forecast, which comprises projections of existing federal, state, and local revenue sources only, b) the estimated costs of projects and programs included in the 2020 Connect SoCal, and c) identification of potential sources of new revenue and innovative financing strategies necessary to address the region's transportation needs.

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The SCAG region's financially constrained Connect SoCal plan includes revenues totaling \$638.6 billion from FY2020-21 through FY2044-45. Core sources contribute \$499.3 billion. For core sources, the Plan is funded 61 percent by local sources, 31 percent by state sources and 8 percent by federal sources. New and innovative sources total \$139.4 billion.

Investment in capital projects total \$287 billion. Operating and maintenance (O&M) costs total \$316 billion, while debt service obligations total \$35.6 billion. Transit-related costs comprise the largest share of O&M costs for the region, totaling \$173.9 billion.

There are several new funding sources that are reasonably expected to be available during the time horizon of Connect SoCal. The following guiding principles were used for identifying reasonably available revenues:

- Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and ensures an equitable distribution of costs and benefits.
- Promote national and state programs that include return-to-source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources.
- Leverage locally available funding with innovative financing tools (e.g., tax credits and expansion of the Transportation Infrastructure Finance and Innovation Act [TIFIA]) to attract private capital and accelerate project delivery.
- Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability, and resilience.

Consistent with past RTPs, new funding sources were identified on the basis of their potential for revenue generation, historical precedence and the likelihood of their implementation within the timeframe of Connect SoCal. New sources include adjustments to the existing federal gas tax rate; the eventual replacement of existing state and federal gas excise taxes with more direct mileage-based user fees; federal credit assistance and bond proceeds to leverage new sources of funds; private equity investment; a localized road charge option; value capture strategies; and a per-mile charge for Transportation Network Companies (e.g., Uber and Lyft).

SCAG has secured the necessary resources to support transportation investments detailed in past RTPs, and our current financial plan will continue to meet the necessary milestones to implement Connect SoCal.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2019-2020 Overall Work Program 20-015.0159.01 RTP Financial Planning.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kome Ajise, Executive Director, Transit/Rail, 213-236-1835,
Ajise@scag.ca.gov

Subject: Connect SoCal Transit/Rail Element

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The transit and passenger rail system in the six-county SCAG region comprises an extensive network of services that collectively carry about 670 million passengers per year. This system represents a key component of the region's plans for improving air quality and reducing congestion. Recent declines in transit ridership, along with advances in technology that have brought new mobility options into play, have required transit operators to adapt and seek innovative ways to deliver improved services that meet the needs of travelers in the region. While the transit element of Connect SoCal includes significant investment in improved and expanded services, it is the integrated set of land use and transportation strategies in Connect SoCal, working together, that is necessary to fully realize the region's goals.

BACKGROUND:

The transit system in the six-county SCAG region comprises an extensive network of services that includes fixed-route local buses, community circulators, express buses, bus rapid transit (BRT), demand response, commuter rail, heavy rail and light rail. The region has 68 fixed route transit providers and many more specialized providers, offering the second largest amount of service in the country after New York City and carrying 655 million annual boardings in 2016. Metrolink offers commuter rail service in five of the region's six counties and connects with San Diego County rail service in Oceanside. Metrolink has experienced record ridership numbers and now carries 11.9 million annual boardings. The Pacific Surfliner serves a 351-mile-long intercity passenger rail corridor connecting San Luis Obispo, Los Angeles and San Diego, paralleling the U.S. 101 and I-5 freeways. With about 3 million annual boardings, it is the second busiest Amtrak route, after the

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Northeast Regional.

In terms of public policy, transit serves as both an important component of local and regional efforts to combat climate change and manage congestion, as well as a critical social service. It is a key way Southern California provides mobility for individuals who otherwise may not be able to provide it for themselves, especially those without access to automobiles, the very poor, and the elderly and disabled. Transit also serves as the backbone of an integrated multi-modal transportation system, providing an important alternative to driving alone.

Transit Ridership Decline

Between 2007 and 2017, total transit trips in the SCAG region declined by 143 million, or 19 percent. On a per capita basis, this was a decline of 10 trips, or nearly 25 percent. SCAG partnered with the University of California, Los Angeles (UCLA) Institute of Transportation Studies to determine the cause of the ridership decline, and released the findings in a 2018 report titled *Falling Transit Ridership*. While the UCLA researchers examined many factors, including transit service and fares, fuel prices, neighborhood change, and the rise of transportation network companies (TNCs), the main cause was determined to be a dramatic increase in vehicle ownership that occurred between 2000 and 2015. In this period, the share of households without vehicles fell by 30 percent, and the region added nearly one vehicle for every new resident, a rate four times greater than in the preceding decade. The increase in vehicle ownership was most dramatic among those groups that historically are the most frequent transit users, including low-income households, recent immigrants, and households without vehicles.

To address the ridership decline, local jurisdictions and transit providers are planning for and developing improved transportation services, including new technology and innovative strategies. However, as noted in *Falling Transit Ridership*, a critical and unquestionably more difficult part of the solution to improving transit ridership lies outside of the purview of transit operators and within the realm of policy decisions regarding the use of private automobiles.

Transit Strategies

The Connect SoCal vision for transit is developed via a cooperative, comprehensive and continuing process where transit agencies work with their county transportation commission and SCAG to identify projects that deliver increased mobility and accessibility and support Connect SoCal goals. With the implementation of the transit and rail projects included in Connect SoCal, the region will have a greatly expanded urban rail network including new Metro Rail corridors, multiple Metro Rail extensions and the first urban rail services in Orange County (OC Streetcar) and San Bernardino County (Redlands Rail/Arrow). New rapid bus or bus rapid transit routes will be implemented across Los Angeles, Orange, Riverside and San Bernardino Counties. Riverside County will extend Metrolink to San Jacinto and San Bernardino County will connect Metrolink to Ontario International Airport.

Transit agencies are piloting improvements using emerging technologies and innovations. Metro is in the process of upgrading its TAP card program with an open integration platform to support a regional account system and unified payment across multimodal programs such as bike share, car share, parking and Express Lanes, forming the foundation for Mobility as a Service (MaaS) in Southern California. A number of operators such as Metro, OCTA, City of Los Angeles and Anaheim Transit Network are piloting microtransit services, which typically involve smaller vehicles, flexible routing, on-demand dispatch and public-private partnerships. For example, OCTA is piloting their service called OC Flex, providing on-demand, curb-to-curb shuttle service serving two zones in Orange County. Microtransit has the potential to expand the reach of the transit network by providing service in geographic locations or during times of day that are low-demand, where and when traditional fixed-route transit service may not be efficient. Cities such as Monrovia and San Clemente are partnering with TNCs to provide first-mile/last-mile services or replace low performing bus routes.

Regional transit initiatives build upon the local investment in the transit network, such as high quality transit corridors providing frequent and reliable bus service every 15 minutes or better, and enhanced networks such as those identified in the “City of Los Angeles Mobility Plan 2035: An Element of the General Plan”. Mobility Plan 2035 incorporates dedicated multimodal lanes and “complete streets” principles, laying the policy foundation for how future generations of residents interact with their streets. Additional regional initiatives include fixed guideway gap closures that leverage existing investments to expand regional connectivity and support a seamless network.

Of note, several ongoing efforts of regional significance require monitoring and coordination with respect to Connect SoCal and future updates. These efforts include the Twenty-Eight by ‘28 Initiative to deliver up to 28 major projects for and by the 2028 Summer Olympic and Paralympic Games. Metro’s NextGen Bus Study will identify major changes to Metro’s bus service and network to improve speed, frequency, reliability, quality of service and safety. Lastly, the California Air Resources Board (CARB) Innovative Clean Transit Rule requires that transit agencies convert to Zero Emissions Bus Fleets in stages based on their fleet size and location by air basin, with full transition by 2040. Bus rollout plans are due from the larger transit operators in June 2020.

Passenger Rail Strategies

There is great potential for passenger rail to significantly decrease vehicle miles travelled (VMT) by reducing the number of single-occupant vehicles (SOVs) on the road, since these services mostly run along the region’s freeways. With increases in service levels, passenger rail will provide a greater incentive for the region’s travelers to choose multi-modal services for their trip making, thereby decreasing congestion on capacity-constrained freeways and airports, increasing mobility and promoting sustainability.

Connect SoCal includes the SCORE program, which expands the capacity of the entire Metrolink system to accommodate service that is more regular and frequent, throughout the entire service day (from morning to late evening). The Link US project, together with the Union Station Master Plan, will transform Los Angeles Union Station (LAUS) from a “stub-end” station, to a “run-through” station by extending tracks south over the US-101 freeway to connect to the current tracks on each side of the Los Angeles River, reducing rail travel times and allowing one-seat ride opportunities to many more destinations.

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Strategic Implementation Plan lays out a long-range vision of customer and capital improvements to increase speed and quality of service. The LOSSAN Business Plan calls for improved connectivity with local services and 13 daily round trips between Los Angeles and San Diego, six round trips between Goleta and Los Angeles and three round trips between San Luis Obispo and Los Angeles.

The California High-Speed Rail (CA HSR) is a voter-approved high-speed rail service connecting the state’s major metropolitan areas. Phase 1 segments in the SCAG region connect the Central Valley to Palmdale, Hollywood Burbank Airport, Los Angeles Union Station, and Anaheim. As described in the 2018 Business Plan, Phase 1 will begin service in 2033. In 2012, the Regional Council entered into a memorandum of understanding (MOU) between CHSRA, Metrolink, SCAG, SANDAG, Metro, RCTC, and the City of Anaheim to include Phase 1 in the 2012 RTP/SCS and commit \$500 million in Prop. 1A funds on early investments in Southern California’s existing system. In 2018, CHSRA executed funding agreements with L.A. Metro for the LINK US project and the Rosecrans/Marquardt grade separation project to receive the \$500 million in Prop. 1A funds.

The Victorville to Las Vegas HSR will connect Victorville to Las Vegas. The project was environmentally cleared under XpressWest and the FRA issued a record of decision (ROD) on July 8, 2011. Virgin Trains USA is now in the process of planning, constructing and operating this service, which is expected to be privately financed.

Transit Asset Management Target Setting

Staff previously reported to the TC regarding the Transit Asset Management (TAM) target setting requirements required by the Federal Transit Administration (FTA). The FTA’s TAM Final Rule (49 CFR 625) establishes a National TAM System to monitor and manage public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance. The FTA identifies four asset categories of performance measures (equipment, rolling stock, infrastructure, and facilities) with one measure for each asset class within each category. Transit providers must develop a TAM plan every four years, and they must establish annual TAM targets and report on progress towards meeting the targets. SCAG must develop regional TAM targets for Connect SoCal, and report on performance in future RTP updates.

In July 2017, the Regional Council established initial regional TAM targets as required by the FTA, and directed staff to update the target methodology for the 2020 RTP/SCS in coordination with the region’s transit operators. The draft TAM targets presented in this report are a result of this effort, which includes guidance from a Project Advisory Committee and the Regional Transit Technical Advisory Committee. Staff will continue this interagency coordination on the TAM target setting through the release of the Draft Connect SoCal for public review and comment, and adjust the targets as necessary. The TAM targets will then be finalized and incorporated into the Final Connect SoCal for adoption by the Regional Council in April 2020.

The draft TAM targets presented in this report reflect a desire to maintain current (year 2019) conditions through the Connect SoCal horizon period through 2045. This is an optimistic target, as based on our analysis of the data, it is unlikely the region would meet all of these targets without additional funding. Furthermore, the total cost to bring all assets into a state of good repair, ie. with 0% target levels, would require even more funding.

Draft TAM Targets

County/Agency	Rolling Stock (% of revenue vehicles that meet/exceed ULB)	Equipment (% of non-revenue vehicles that meet/exceed ULB)	Facilities (% of facilities rated below 3.0 on TERM scale)	Infrastructure (% of track segments with performance restrictions)
Imperial	0.0%	NA	NA	NA
Los Angeles	16.0%	27.7%	6.4%	1.5%
Orange	11.7%	18.6%	0.0%	NA
Riverside	3.8%	17.9%	22.1%	NA
San Bernardino	22.2%	27.7%	26.3%	NA
Ventura	6.3%	25.0%	0.0%	NA
Metrolink	10.0%	22.7%	33.3%	15.0%
SCAG Region	14.8%	26.1%	11.0%	11.5%

Notes: ULB = Useful Life Benchmark; TERM = Transit Economic Requirements Model; NA = Not Applicable

As part of the analysis, SCAG estimated an unfunded need of approximately \$10 billion to achieve a state of good repair across the region. Connect SoCal is the first RTP for which TAM targets were developed, and SCAG staff will continue to work with the region’s transit operators and county transportation commissions to seek ways to improve the methodology, data collection and analysis for future RTP updates, and to continue engaging in a regional discussion about transit state of good repair and the need for the additional funding. This includes reporting on progress made towards meeting the targets in future RTPs and Federal Transportation Improvement Programs (FTIPs), as required by the FTA.



FISCAL IMPACT:

Work associated with this item is included in the current FY19-20 Overall Work Program 20-140.0121.01 Transit Planning, 20-140.0121.02 Regional High Speed Transport, and 20-140.0121.08 Transit Asset Management (TAM) Planning



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Connect SoCal Highways and Arterials Report

RECOMMENDED ACTION:

Receive and File.

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 Highway and Arterial system is the backbone of our transportation system. More than 90% of the trips for all trip purposes in our region utilize our roadway network. At the same time, we have a mature roadway system that requires greater attention towards system maintenance and operation rather than system expansion. We also need to make sure that we are investing adequately to ensure the system resiliency against natural or manmade disasters. These are some of the issues that are considered in the Highway and Arterials element of the Draft Connect SoCal. Staff will provide an overview of the proposed Highway and Arterial Element of the Draft Connect SoCal (2020 RTP/SCS).

BACKGROUND:

The Highway and Arterial system is the backbone of our transportation system. Our regionally significant roadway network is made up of more than 23,000 centerline miles or more than 73,000 lane miles of roadway. More than 90% of all trips in our region utilize our roadway network to make the trips. In addition to auto and trucks, all non-rail transit trips, biking, walking, micro mobility devices (scooters), shared mobility utilize our roadway space for making the trips. Therefore, striving to make sure that our roadways are well maintained and operating efficiently at all times is fundamental to ensuring reliable mobility and safety for all traveling public. Furthermore, we have a mature roadway system that demands greater attention towards system maintenance and efficient operation rather than system expansion. In addition, we also need to make sure that we are investing adequately to ensure the system is as resilient as it can be against

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natural and manmade disasters. Accordingly, the Draft Connect SoCal proposes investing more than \$115 billion over the next 25 years towards preserving, operating and ensuring resiliency of our current and future roadway system. The capital list of highway and arterial projects included in the Draft Connect SoCal reflect the priorities submitted by each of the county transportation commissions.

The following are the core guiding principles carried forward from the last RTP/SCS that helped shape the Highway and Arterial element of the Draft Connect SoCal:

- Protect and preserve what we have.
- Focus on achieving maximum productivity through strategic investments in system management and demand management.
- Focus on adding capacity primarily to:
 - Close gaps in the system
 - Improve access where needed
- Support policies and system improvements that will encourage seamless operation of our roadway network from user perspective.
- Any new roadway capacity project must be developed with consideration and incorporation of congestion management strategies, including demand management measures, operational improvements, transit, and ITS, where feasible.
- Focus on addressing non-recurring congestion with new technology.
- Support Complete Street opportunities.

Safety is a critical consideration in all activities related to roadway improvements and operation. Given the importance of transportation safety, it is addressed separately and in more focused manner in the Draft Connect SoCal in Transportation Safety and Security section. A technical report dedicated to Transportation Safety and Security will also be available as part of the Draft Connect SoCal. Transportation Safety will also be discussed today under a separate cover.

FISCAL IMPACT:

Funding for the work effort associated with the Highway and Arterials element of the Draft Connect SoCal is included in WBS#010.0170.01 Support Development and Implementation of 2020 RTP/SCS.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Annie Nam, Manager of Goods Movement, Goods Movement
& Transportation Finance, 213-236-1827, Nam@scag.ca.gov

Subject: Connect SoCal Goods Movement Element

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:

Goods movement represents a disproportionate share of the region’s economic potential, employment, and transportation system. Goods move in myriad ways and through complex systems, often using multiple modes of transportation to get to businesses and consumers. The efficient movement of goods is a critical component of a strong economy and improves quality of life in the region. Maintaining and improving existing infrastructure is key to ensuring the competitiveness of a growing economy. At the same time, goods movement also has negative impacts and externalities. Growing trade and increased volumes of goods moving across the transportation system have contributed to greater congestion, safety concerns, harmful emissions of dangerous pollutants, wear-and-tear on roadways, and impacts on local neighborhoods. Connect SoCal identifies a number of strategies to address these opportunities and challenges.

BACKGROUND: Global supply chains are interconnected and changes in one area have subsequent and far-reaching ripple effects on transportation networks. This is especially true in the SCAG region which serves as the premier trade gateway for the U.S. Since the adoption of the 2016 -2040 RTP/SCS, a number of new paradigms have emerged that are reshaping the way the region addresses goods movement issues. E-commerce has been a core driver affecting all aspects of regional goods movement, facilitating increased cargo volumes, fostering both the development and turnover of industrial establishments, changing consumer habits, causing shifts in labor forces, and paving the way for new technologies in logistics. The region is positioning itself to address the challenges that will accompany new technologies like automation and its corollary impacts on the regional workforce. Balancing traditional goods movement concerns and opportunities with these

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challenges, SCAG has developed key strategies to realize a regional vision that maintains regional economic competitiveness, promotes job creation and retention, increases freight mobility and safety, and mitigates environmental impacts. Some of the key issues addressed in Connect SoCal include, but are not limited to:

Domestic Competition: The SCAG region is the premier trade gateway for the U.S. It faces escalating competition from other domestic gateways seeking to capture the economic benefits provided by increased trade. These gateways continue to improve infrastructure and facilities to compete with the SCAG region. While the overall volume of trade continues to grow, some components of the regional goods movement system are experiencing losses in market share.

E-Commerce: E-commerce continues to be one of the most influential factors shaping goods movement. Consumer expectations of expedited and free (or low cost) shipping are pushing businesses to move toward the use of urban fulfillment centers that help meet customer needs and reduce costs (e.g., inventory costs, fuel costs, costs of delay, etc.). The ubiquity of e-commerce also begs questions related to the impacts of growing congestion (especially on neighborhood streets), competition for valuable curb space for deliveries, and whether vehicle-miles-traveled (VMT) are decreasing as a result of consumer trip substitution or increasing as consumers simply buy more online.

Technology and Automation: The advancement of automation is expected to have considerable impacts throughout regional supply chains. Warehouses are increasingly integrating automation to improve operational efficiencies in responding to the dramatic surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety.

Federal Trade Policy: Changing federal trade policies are already affecting global trade, and while the full ramifications is uncertain, protectionism, broken and new trade agreements and trade wars with China and other nations may have a significant impact on international trade volumes moving through the region and subsequently the regional goods movement system. The longevity and empirical impacts of these policies are yet to be fully determined.

Workforce Development: The 2016 RTP/SCS included strategies to ensure that the region has the port and landside transportation infrastructure necessary to handle forecasted trade volumes, and strived to ensure goods movement jobs stay in Southern California. However, changing supply chains and the emergence of new technologies (e.g., automation) will challenge the regional workforce. Goods movement jobs previously offered low barriers to entry and upward career mobility to low and semi-skilled workers that often allowed them to achieve security and middle-class incomes. A smaller labor pool, coupled with increasingly competitive wages from other

sectors, may be placing growing pressure on traditional goods movement related businesses to find qualified workers without raising costs. Most importantly, as automation is adopted more holistically throughout supply chains, the region faces serious challenges for those whose jobs may be changed or eliminated as a result. Emerging technologies present considerable opportunities and challenges for labor as conventional business models incorporate improved manufacturing techniques and attempt to reduce costs by decreasing the number of employees previously necessary to perform some tasks while demanding more sophisticated and highly-educated workers.

Last-Mile Delivery: Last-mile delivery represents the final leg of the supply chain as goods are delivered from production to consumption—generally at building loading docks, driveways or curbside. Bringing goods to markets for their distribution is a primary driver of local economies, making the delivery of goods an essential component of life in the SCAG region. Last-mile deliveries happen in complex environments, and they involve interactions among several elements including: producers, delivery providers, consumers, buildings, loading/unloading areas, streets and vehicles. In urbanized and higher-density locations in the region, last mile deliveries often compete for limited public space as passenger vehicles, pedestrians, bicyclists and buses navigate the same streets for curbside access. The complexity of goods movement and deliveries combined with the constant innovation of various actors in the industry necessitates tailored and nuanced strategies involving multidisciplinary approaches to core issues.

Zero and Near Zero Emission Vehicles: The SCAG region is designated as a federal non-attainment area, meaning that it fails to meet National Ambient Air Quality Standards (NAAQS), for a number of dangerous criteria pollutants that are harmful to human health. In addition, California has set ambitious goals to reduce greenhouse gas (GHG) emissions. Many criteria pollutants, such as nitrogen dioxide (NOX), sulfur dioxide (SOX) and particulate matter (PM2.5 and PM10) are precursors to the formation of GHGs and/or negatively affect human health. In addition, noise, safety issues, aesthetic changes, vibrations and natural resource depletion associated with goods movement impact quality of life and may also have health implications. Connect SoCal puts forth an aggressive technology advancement strategy to further develop and deploy zero and near zero emissions technologies that will reduce emissions. The state of zero and near zero emission technologies has advanced in the past four years with progress made in developing prototypes and early deployment of vehicles. Continued investment is still needed to further develop and deploy these technologies, and to provide the infrastructure needed to support them.

Connect SoCal includes over \$65 billion in goods movement investments to ensure that the region has a competitive, effective, efficient, and clean transportation system.

FISCAL IMPACT:

Funding for this work is included in the WBS# 130.0162.18 Goods Movement Planning.

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Transportation Safety Element in Connect SoCal

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:

Safety and Security is an important element of the Connect SoCal. Staff will provide an update on the existing conditions and strategies proposed for inclusion in the Draft Connect SoCal, focusing on Safety. Staff will also provide a quick update on the progress that has been made by the Zero Fatalities Task Force established by AB 2363 at the state level.

BACKGROUND:

Over the past year, SCAG has been developing the content for Connect SoCal. Safety and Security is an important element of the Connect SoCal. Staff is updating the Safety content and engaging the key stakeholders through the Regional Safety Working Group. The Safety report includes an analysis of current conditions and continues to build off of the State Highway Safety Plan (SHSP), which is also being updated currently.

Existing Safety Conditions Report

SCAG created an existing conditions report which can be found here <http://www.scag.ca.gov/programs/Documents/TransportationSafety091717Lores.pdf> and also identified the top three (3) findings for the region by mapping a High Injury Network (HIN). SCAG's High Injury Network captures 65% of collisions occurring on our roadways between 2010 and 2014. SCAG analyzed crash data for the region, including a data-driven methodology and a focus on the areas with the greatest need. The top 3 findings identified below are based on geography, demographics, and vulnerability.

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1. Fatalities and serious injuries are mostly occurring on a subset of streets.
2. Fatalities and serious injuries are increasing and are disproportionately impacting people walking and bicycling.
3. Fatalities and serious injuries are mostly occurring in Disadvantaged Communities (DAC) and Communities of Concern (CoC).

SCAG identified 109 cities in our region which are a part of SCAG’s High Injury Network (HIN). SCAG aims to work closely with these cities to identify safety concerns, reduce fatalities and serious injuries, and in turn achieve our regions safety targets. While developing HIN at a regional level helps in identifying cities in the SCAG region, it is recommended that cities develop a High Injury Network at the city level to identify concentrations of collisions.

Towards Zero Deaths

The Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for state departments of transportation (DOTs) to carry out the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century Act (MAP–21). The Final Rule calls for State DOTs, working with Metropolitan Planning Organizations (MPOs), to establish targets for reducing the numbers and rates of transportation fatalities and serious injuries. The California Department of Transportation (Caltrans) established vision-based statewide safety targets in August 2018 for the calendar year 2019. SCAG established regional targets for the year 2019 based on the state’s methodology and submitted this to Caltrans in February 2019.

Calendar year 2019 is the second year for which Safety targets are being established pursuant to the new requirements under MAP-21. SCAG had the option to agree to support the statewide targets, establish numerical targets specific to the region, or use a combination of both. SCAG supports the statewide targets and adopted SCAG-specific targets based on Caltrans’ target setting methodology in Feb 2019. This will allow SCAG to more accurately monitor its performance in relation to the State’s targets going forward. Because targets will be updated annually, SCAG will have the opportunity to revisit and update its targets each calendar year. SCAG is committed to these targets and aims to eliminate fatalities and serious injuries and reach the goal of Towards Zero Deaths (TZD) by 2050. The Regional Council approved the below targets in February 2019, which would set the region on a course to achieve zero deaths in 2050.

Forecasted Reductions				
	Single Yr (SCAG)	**Baseline 5-Year Rolling average (SCAG)	State methodology applied to SCAG Region (5 Year)	Caltrans Targets for the State

Measure	***2017	2016	Rolling Average) 2019 Prediction (SCAG)	2019 Prediction (State)
Number of Fatalities	1505	1403	1467	3445.4
Rate of Fatalities per 100 M VMT	0.906	0.88	0.895	0.995
Number of Serious Injuries	6386	5044	5552	12688.1
Rate of Serious Injuries per 100 M VMT	3.843	3.162	3.366	3.661
Total Number of Non-motorized Collisions	2118	2046.4	2133	3949.8
<p>* In all cases, referring to victims, not collisions **2016 data was updated after establishing targets for 2018 so updated data is used to establish targets for 2019 ***2017 Numbers are preliminary</p>				

Transportation Safety Strategies for Connect SoCal Plan

As a part of the Connect SoCal Plan, SCAG developed strategies to eliminate traffic fatalities and serious injuries. SCAG aims to reduce fatalities by 3 percent and serious injuries by 1.5 percent annually by 2050 to reach the goal of Towards Zero Death (TZD). Connect SoCal prioritizes ensuring the safety and mobility of the region’s residents, including drivers and passengers, transit riders, pedestrians, and bicyclists. The Plan’s Transportation Safety and Security Technical report provides a framework largely grounded in the State’s Strategic Highway Safety Plan (SHSP), that can help member agencies interested in pursuing safety initiatives and strategies at the local level. The Plan also aims to address actionable strategies in which SCAG can support local jurisdictions. Below are the challenge areas identified in the SHSP 2020-2024 plan. Each challenge area includes actions for agencies in SCAG region on the transportation Safety and Security technical report.

1. Reduce aggressive driving and speeding
2. Improve safety for aging populations:
3. Improve Bicyclist safety
4. Improve Commercial Vehicles safety
5. Ensure Drivers are licensed
6. Improve Emergency Response services
7. Improve Research and Data Collection
8. Reduce Impaired Driving fatalities
9. Reduce Distracted Driving

10. Improve safety at Intersections
11. Reduce the Occurrence of Lane Departure Fatalities
12. Improve Motorcycle safety
13. Improve Occupant Protection by Increased Use of Seat Belts and Child Safety Seats
14. Improve Pedestrian safety
15. Improve Work Zone safety
16. Improve safety for Young drivers

SCAG Actions

- SCAG will develop and maintain a high injury network mapping tool to support planning efforts related to transportation safety.
- SCAG will work with local jurisdictions to provide active transportation safety education opportunities through its Go Human campaign.
- SCAG will continue to represent Southern California on California Strategic Highway Safety Plan (SHSP) Steering Committee, the California Walk Bike Technical Advisory Committee, the Active Transportation Program Technical Advisory Committee and active transportation emphasis areas.
- SCAG will support regional safety efforts including Vision Zero policies and plans and also provide technical assistance for cities to develop these plans through Safety workshops and webinars.
- SCAG will support bicycle and pedestrian safety as part of SCAG's Sustainable Communities Program.
- SCAG will analyze shared use of sidewalks between different modes (bicyclists, pedestrian's e-scooters) and the impacts on personal safety (i.e. dockless devices blocking foot traffic or other conflicts when riding near pedestrians).
- SCAG should ensure funding strategies reflect unique local needs.
- Work with local jurisdictions and the California Highway Patrol on anti-street racing and sideshow campaigns and programs.

Zero Traffic Fatalities Taskforce - Assembly Bill 2363

Unsafe speed is the primary collision factor for all collisions in SCAG region. In the SCAG region, about 30 percent of collisions are due to unsafe speed. A pedestrian has only 25 percent chance of survival if struck by a vehicle travelling 50 miles per hour. In contrast, at about 25 miles per hour, if struck, a pedestrian has a 90 percent chance of survival.

Speed is a critical factor in the severity of collisions. AB 2363 was passed on September 2018, the bill requires establishing a Taskforce for Zero Traffic Fatalities by the Secretary of Transportation. The Taskforce will provide a report before Jan. 1, 2020 which will analyze issues related to setting speed limits on the streets. The findings on the report shall include, but are not limited to:

-
- Existing process for establishing speed limits
 - Existing policies on how to reduce speeds on local streets and roads.
 - Recommendation of alternatives to the 85th percentile
 - Engineering recommendations on how to increase vehicular, pedestrian, and bicycle safety.
 - Existing reports and analyses on calculating the 85th percentile at the local, state, national, and international level.
 - Usage of the 85th percentile in urban and rural settings.
 - How local bicycle and pedestrian plans affect the 85th percentile.

Urban areas are usually multi-modal and have more conflict points. As speed increases, driver focuses less on surroundings and the drivers' field of vision and ability to see pedestrians, bicyclists or cars entering the roadway is diminished. Additionally, drivers' ability to react in a timely manner and avoid a crash is reduced and severity of a crash is increased.

Regional Council member Meghan Sahli-Wells represents SCAG on this important Taskforce. She has been an important voice on behalf of SCAG advocating for the region's needs for adjusting appropriate speed limits that will promote safety for all users of the road. Through participation in the Taskforce, SCAG has the opportunity to advance the goals and strategies of Connect SoCal. Staff will continue to update the Transportation Commission on the progress of the Taskforce and bring back any policy recommendations that may result from this effort.

FISCAL IMPACT:

Funding for staff work on this issue is included in the OWP (010.00170.08: Transportation Security Planning)

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Anita Au, Associate Regional Planner, Compliance &
Performance Monitoring, 213-236-1874, Au@scag.ca.gov
Subject: Connect SoCal Environmental Justice Report

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

For Information Only – No Action Required

RECOMMENDED ACTION FOR TC, CEHD and RC:

Receive and File

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:

Following the success of the 2016 RTP/SCS Environmental Justice Appendix, SCAG staff have been working on updating and improving the Connect SoCal Environmental Justice (EJ) Report with the input received from the Environmental Justice Working Group, Connect SoCal Workshops and various other EJ stakeholder engagement. The Connect SoCal EJ Report conducts analyses on the existing 18 performance indicators in three EJ-related areas. Enhancements of the report include 1) reorganizing the 18 performance indicators into relatable categories for easier reading, 2) adding General Plan Element indicators to help local jurisdiction easily use the EJ Report for their General Plan updates, 3) improving and expanding on the technical analysis on various performance indicators and 4) significantly revising and expanding the EJ Toolbox. After the adoption of Connect SoCal, staff will continue to improve on the EJ outreach and analysis by means of continuing the Environmental Justice Working Group to seek out collaborative solutions for our regional goals of environmental justice.

BACKGROUND:

Consideration of EJ in the transportation planning process stems from Title VI of the Civil Rights Act

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of 1964. Title VI establishes the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. As a governmental entity that receives federal funding, SCAG is required to conduct an EJ analysis for its regional transportation plan/sustainable community strategy. In addition to Federal requirements, SCAG must also comply with California Government Code Section 11135, which states that, “No person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, genetic information, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state.” Therefore, SCAG’s EJ Program includes two main elements: public outreach and technical analysis. In the regional transportation planning context, SCAG’s role is to (1) ensure that low-income and minority communities have ample opportunity to participate in the decision-making process when transportation decisions are made and (2) identify whether such communities receive an equitable distribution of benefits and not disproportionate share of burdens. SCAG’s EJ analysis is based on extensive outreach to EJ stakeholders and developed through their input.

Following the success of the 2016 RTP/SCS Environmental Justice Appendix, SCAG staff have been working on updating and improving the Connect SoCal Environmental Justice (EJ) Report with the input received from the Environmental Justice Working Group (EJWG), Connect SoCal Workshops and various other EJ stakeholder engagement. SCAG staff has held six (6) EJWG meetings since May 2018 which was when EJ outreach for Connect SoCal began. EJWG participants have provided valuable input on the areas for improvement in outreach and the organization of the report, and areas of enhancement for the performance indicators and the EJ Toolbox. Input on the EJ Report was also gathered during all the Connect SoCal Workshops in May and June 2019 through an interactive poster which included all the EJ performance indicators and asked participants to rank the top three areas they were most concerned with. SCAG staff also had additional communications and meetings with various EJ stakeholders for additional feedback on the development of the EJ Report. All comments were considered and many were implemented into the EJ Report.

The Connect SoCal EJ Report conducts analyses on the existing 18 performance indicators in three EJ-related areas. Based on feedback from the EJWG, the existing 18 performance indicators were reorganized into four categories with relatable questions to make for easier reading. The relatable questions are: (1) How will this impact quality of life; (2) how will this impact health and safety; (3) how will this impact the commute; and (4) how will this impact transportation costs. SCAG staff also added a new feature to the report which includes an icon next to each performance indicators to indicate which General Plan Element is applicable for that performance indicator. Table 1 shows how the performance indicators are categorized with the applicable General Plan Elements.

Table 1: Connect SoCal EJ Report Performance Indicators

EJ Performance Indicators	General Plan Elements
How Will This Impact Quality of Life?	
Jobs-Housing Imbalance or Jobs-Housing Mismatch	Land Use; Housing
Neighborhood Change and Displacement	Land Use; Housing
Accessibility to Employment and Services	Land Use; Circulation
Accessibility to Parks	Land Use; Circulation; Conservation; Open Space
Proximity to Parks and Schools	Land Use; Circulation; Conservation; Open Space
How Will This Impact Health and Safety?	
Active Transportation Hazards	Land Use; Circulation; Safety
Climate Vulnerability	Land Use; Safety
Public Health	Safety
Noise Impact Analyses	Land Use; Circulation; Safety; Noise
Emissions Impact Analyses	Land Use; Circulation; Safety
Environmental Impacts in the Freeway Adjacent Areas	Land Use; Circulation; Safety
How Will This Impact The Commute?	
Distribution of Travel Time Savings and Travel Distance Reductions	Circulation
Rail-Related Impacts	Circulation
Share of Transportation System Usage	Circulation
How Will This Impact Transportation Costs?	
Benefits and Burdens	Land Use; Circulation
Impacts from Funding Through Mileage-Bases User Fees	Circulation

The feedback received from EJWG stakeholders helped shape the EJ report in numerous ways. Among the improvements, SCAG staff have also expanded on three specific performance indicators in the report: 1) Jobs-Housing Imbalance or Jobs-Housing Mismatch, 2) Neighborhood Change and Displacement and 3) Benefits and Burdens. Improvements for the three performance indicators are provided below:

1. As a part of the jobs-housing imbalance/mismatch analysis in the 2016 RTP/SCS, SCAG conducted the Jobs-Housing Fit (JHFIT) analysis for cities in the SCAG region, based on the JHFIT methodology developed by UC Davis Center for Regional Change. For Connect SoCal, SCAG applied an updated JHFIT methodology that characterizes low-wage jobs-housing fit at both a jurisdiction and the census tract scale, by examining a ratio between low-wage jobs and affordable rental units. In contrast to overall jobs-housing balance, the low-wage fit analysis is helpful to highlight those jurisdictions and neighborhoods where there is a substantial shortage of affordable housing in relation to the number of low-wage jobs. To

conduct the JHFIT analysis, SCAG employed publicly available data on job numbers from the LEHD Origin-Destination Employment Statistics (LODES) and housing numbers from the 2013-2017 American Community Survey (ACS) 5-Year Estimates.

2. For neighborhood change and displacement analysis, four variables such as education, race/ethnicity, household income and growth rent were applied to analyze gentrification for almost four decades from 1980 to 2017. To analyze displacement, ACS Public User Microdata Sample (PUMS) data were used to see migration flows in the region. Staff also collaborated with Dr. Rodnyansky of Occidental College, who has access to franchise tax board data to analyze mover types by transit and non-transit neighborhood.
3. SCAG Staff has expanded on the benefits and burden analysis by including a brief description and qualitative analysis of Senate Bill 1 (SB1), which is the Road Repair and Accountability Act of 2017, signed into law on April 2017. The bill increases state funding for different transportation segments—roads, freeways, bridges, transit, and safety—from various state transportation taxes and fees, including gasoline excise taxes, diesel excise and sales taxes, and vehicle taxes and fees. Staff has provided a comparative analysis between SB1 and user-based mileage fees, which is a long-term replacement to the gasoline tax. The gas tax is inherently regressive and adversely impact low-income and minority population who have been always negatively and disproportionately impacted. However, Connect SoCal continues to advocate the user based image fees after 2030 to replace gasoline taxes and with its success, will completely reverse the EJ concerns with gasoline taxes.

Building on the previous EJ Toolboxes, SCAG staff has significantly expanded and improved on the EJ Toolbox for the Connect SoCal EJ Report. The toolbox underwent two rounds of intensive review from the EJWG and other SCAG staff with specific expertise relating to specific sections of the toolbox. SCAG staff has incorporated most, if not all, comments into the toolbox and will continue to do so after the adoption of Connect SoCal in April 2020. The Connect SoCal EJ Toolbox is intended to be a dynamic document that will change and update to have the most relevant and applicable recommendations and resources. The toolbox provide recommended practices and approaches to local jurisdictions and EJ stakeholders to address potential impacts to impacted communities. The toolbox provides optional policy and strategy recommendations but can be used as a resource document for local jurisdictions with disadvantaged communities to comply with SB 1000 requirements, which requires all local jurisdictions in California with disadvantaged communities to develop an EJ Element or include EJ goals, policies and objectives in their General Plans. The toolbox can also be used as a resource for EJ community organizations to advocate for solutions for impacted communities. The format follows the organization of the EJ Report Performance Indicators with consideration of the Governor’s Office of Planning and Research’s (OPR’s) required contents in an EJ Element of a General Plan and includes applicable General Plan Element icons used throughout the EJ Report. The EJ Toolbox sections include:

-
- Healthy, Safe and Sanitary Housing
 - Access to Essential Services and Facilities
 - Active Living, Active Transportation and Physical Activity
 - Climate Vulnerability and Resiliency
 - Roadway and Aviation Noise Impacts
 - Air Quality and Air Pollution Exposure Impacts
 - Impacts of Road Pricing Mechanisms
 - Community Outreach and Engagement
 - Other Policy Recommendations for Environmental Justice Impacts

SCAG staff will continue to work on the Connect SoCal EJ Report in anticipation of the November 2019 draft release of Connect SoCal. After the draft release in November 2019 and final release and adoption in April 2020, SCAG staff will continue to convene the EJWG in support of an ongoing EJ Program. As the goals of the EJ Program is to provide a platform for EJ stakeholders to discuss EJ related issues and develop collaborative solutions for regional goals, SCAG staff will foster information sharing with and seek input from the EJWG to help identify potential solutions to incorporate into future plans or policies.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2019-2020 Overall Work Program (20-020.0161.06: Environmental Justice Outreach and Policy Coordination).

ATTACHMENT(S):

1. PowerPoint Presentation on Connect SoCal Environmental Justice



Environmental Justice Report

Update

Energy and Environment Committee

October 3, 2019

www.scag.ca.gov



Environmental Justice Program

Update

Anita Au

Compliance and Performance Monitoring

October 3, 2019

www.scag.ca.gov



Attachment: PowerPoint Presentation on Connect SoCal Environmental Justice (Connect SoCal Environmental Justice Report)

EJ Regulatory Compliance



- Title VI of the Civil Rights Act of 1964
 - Disclose benefits and burdens of proposed projects on minority populations
- California Government Code Section 11135
 - Any state funded program or activity cannot deny access to benefits or discriminate against specific populations

SCAG's EJ Program



- Main Elements:
 - Public Outreach
 - Technical Analysis
- Regional Transportation Planning Context
 - Ensure that low-income and minority communities have ample opportunity to participate in the decision-making process when transportation decisions are made
 - Identify whether such communities receive an equitable distribution of benefits and not disproportionate share of burdens

EJ Toolbox Purpose

- Building on previous EJ Toolboxes
- Provide toolbox of recommended practices and approaches to address potential impacts to environmental justice communities
- Optional policy and strategy recommendations
- Resource document for local jurisdictions with disadvantaged communities to comply with SB 1000 requirements
- Resource for EJ community organizations when advocating for solutions for EJ-related community issues

2016 EJ Toolbox

- Access to Parks, Schools, Shopping, Employment
- Air Quality Impacts Along Freeways and Heavily Traveled Corridors
- Active Transportation Hazards
- Gentrification and Displacement
- Public Health Impacts
- Rail-Related Impacts
- Road Pricing Mechanisms
- Noise Impacts

Connect SoCal EJ Toolbox Sections



- Healthy, Safe and Sanitary Housing
- Access to Essential Services and Facilities
- Active Living, Active Transportation and Physical Activity
- Climate Vulnerability and Resiliency
- Roadway and Aviation Noise Impacts
- Air Quality and Air Pollution Exposure Impacts
- Impacts of Road Pricing Mechanisms
- Community Outreach and Engagement
- Other Policy Recommendations for Environmental Justice Impacts

Connect SoCal EJ Toolbox Sections



- **Healthy, Safe and Sanitary Housing**
- Access to Essential Services and Facilities
- **Active Living, Active Transportation and Physical Activity**
- **Climate Vulnerability and Resiliency**
- Roadway and Aviation Noise Impacts
- **Air Quality and Air Pollution Exposure Impacts**
- Impacts of Road Pricing Mechanisms
- Community Outreach and Engagement
- Other Policy Recommendations for Environmental Justice Impacts

Healthy, Safe and Sanitary Housing



- Promote healthy, safe and sanitary housing focusing on three components: housing condition, housing affordability and land-use compatibility
- Types of recommended practices and approaches:
 - More assistance programs
 - Equitable distribution of housing in DAC areas
 - Explore anti-displacement strategies
 - Increase affordability and availability
 - Promote awareness

Healthy, Safe and Sanitary Housing



Example Recommended Practices and Approaches:

- Consider replacement housing policies to minimize the displacement of low-income residents from demolished or converted units
- Provide public education and/or materials to educate residents on potential hazards that can lead to unhealthy housing conditions and encourage residents to take action
- Explore the applicability of community land trusts to preserve local land ownership
- Create homeowner assistance programs to assist low income families to purchase homes or prevent foreclosures

Active Living, Active Transportation and Physical Activity



- Remove barriers that lead to active lifestyles and increase access to active transportation networks which contribute to increased physical activity
- Includes two sections
 - Active Transportation and Public Health
 - Food Access
- Types of recommended practices and approaches:
 - Improvements and enhancements of existing infrastructure
 - Promote and increase awareness
 - More coordination and partnerships

Active Living, Active Transportation and Physical Activity



Example Recommended Practices and Approaches:

- Adopt and implement complete streets policies requiring jurisdictions to design streets that are safe and accessible for all modes of travel. Complete streets designs include traffic-calming measures as well as reallocation of street space to people walking and bicycling
- Develop or update transportation infrastructure, such as sidewalks, bicycle lanes and street lighting to encourage active transportation within communities
- Set up school- or community-based programs that integrate gardening and nutrition, and make the connection between healthy food choices and locally-grown fresh produce
- Encourage the development of healthy food establishments in areas with high concentrations of fast food establishments, convenience stores and liquor stores

Climate Vulnerability and Resiliency



- Reduce risk of hazardous impacts like extreme heat, flooding, wildfire, drought, and sea-level rise for all communities
 - Prevent risks to the built and natural environment
- Types of recommended practices and approaches:
 - Preventative measures
 - Improvements and enhancements of existing infrastructure
 - More coordination and partnerships
 - Adoption/implementation of new and innovative plans

Climate Vulnerability and Resiliency



Example Recommended Practices and Approaches:

- Support measures for extreme heat resiliency and adaptation like encourage more urban greening and forestry to increase tree and vegetation cover, create cool/green roofs, reduce impervious surfaces, use cool pavements, and provide cooling centers with reliable power sources
- Coordinate emergency response and transportation resources available to vulnerable communities and populations
- Require new developments in and near flood-prone areas to use permeable paving, rain gardens, and other low-impact development strategies to slow down floodwaters and promote groundwater infiltration especially in EJ communities who have less economic opportunity to move out of flood-prone areas

Air Quality and Air Pollution Exposure Impacts



- Avoid, reduce, or mitigate disproportionate air quality and air pollution impacts in low-income and minority populations, especially those living in close proximity to freeways, highly travelled corridors, ports, and logistics activities
- Types of recommended practices and approaches:
 - Encourage street and infrastructure design to avoid, reduce, or mitigate impacts
 - Manage or restrict pollution sources
 - Improvements and enhancements of existing infrastructure

Air Quality and Air Pollution Exposure Impacts



Example Recommended Practices and Approaches:

- Consider policies that can help reduce air pollution exposure like restrict number of pollution sources specifically in EJ communities, create monitoring systems or requirements to ensure pollution or exposure can be contained, or partner with local air management districts or community organizations to outreach to residents and gather input to establish mitigation monitoring programs
- Devise strategies to reduce traffic emissions like speed reduction in neighborhood streets like roundabouts and speed dumps, traffic signal synchronization, or speed limit reduction on high-speed roadways
- Recognize and actively promote and adopt policies to create a multimodal transportation system that reduces solo driving

Environmental Justice Report

Technical Updates

Tom Vo, Senior Regional Planner
Research & Analysis Department
EEC, October 3, 2019



Regional, Local, and Community Analysis



Regional Analysis

- Appropriate when determining system-wide impacts (e.g. Financial Benefits and Burdens, etc.)

Localized Analysis

- Appropriate for determining adverse impacts at the community level (e.g. emissions, noise, etc.)

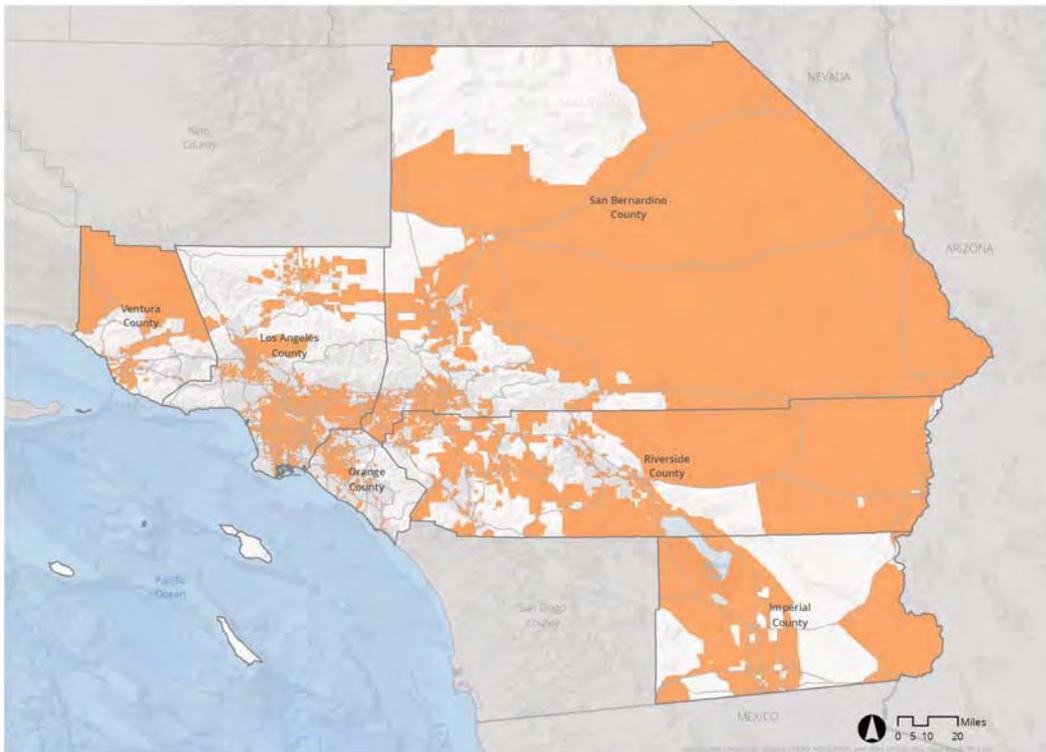
Community Analysis

- Appropriate for tabulating impacts of the RTP/SCS in selected places according to a “Communities of Concern” approach (e.g. accessibility, traffic safety, etc.)

Community-Based Analysis



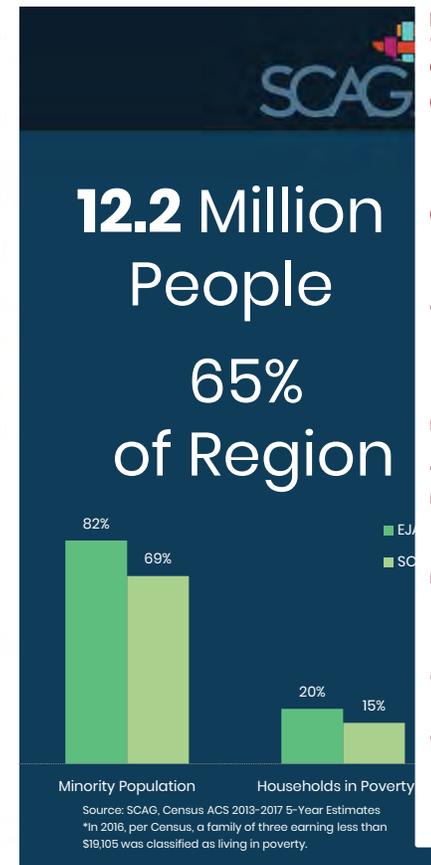
- **Environmental Justice Areas (EJA)** – Transportation Analysis Zones (TAZs), which are similar to block groups, that have a higher concentration of minority **OR** low income households than is seen in the region as a whole.
- **SB 535 Disadvantaged Communities (DAC)** – Census tracts that have been identified by Cal/EPA as Disadvantaged Communities (top 25% of CalEnviroScreen) based on the requirements set forth in SB 535
- **Communities of Concern (COC)** – Census Designated Places (CDPs) and City of Los Angeles Community Planning Areas (CPAs) that fall in the upper 1/3rd of all communities in the SCAG Region for having the highest concentration of minority population **AND** low income households



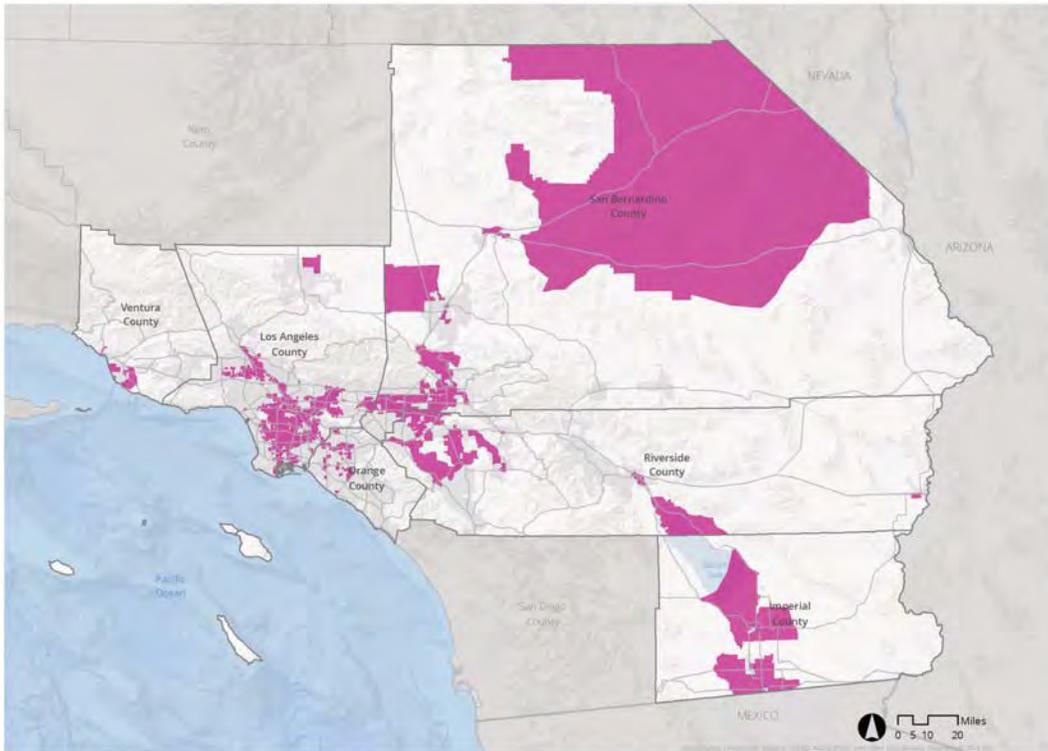
■ Environmental Justice Areas
 County Boundaries
 City Boundaries
 Freeway

Source: Census PUM5, SCAG, 2019

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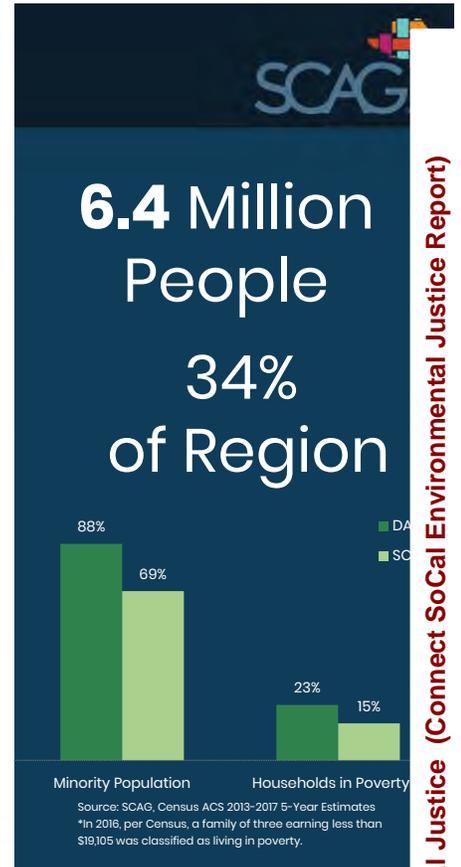


Attachment: PowerPoint Presentation on Connect SoCal Environmental Justice (Connect SoCal Environmental Justice Report)

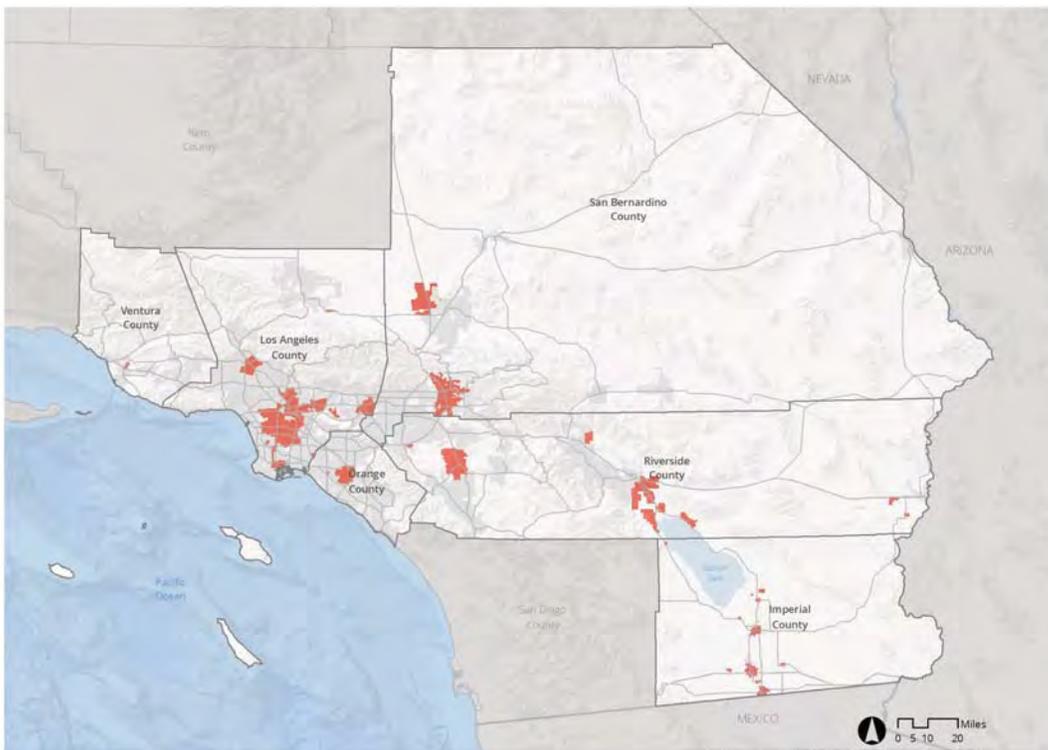


SB535 Disadvantaged Communities County Boundaries City Boundaries Freeway
 Source: OEHA, CalEPA, CalEnviroScreen Ver. 3.0, SCAG, 2019

Map Title: SB535_Disadvantaged_Communities O:\RTP_EJ\2020\mxd\BACKGROUND ON TECHNICAL ANALYSIS\SB535_Disadvantaged_Communities.mxd | Date: 7/24/2019

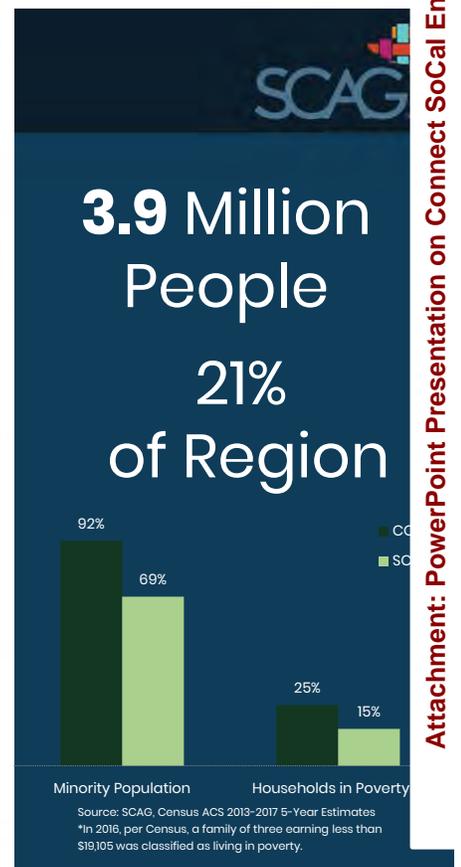


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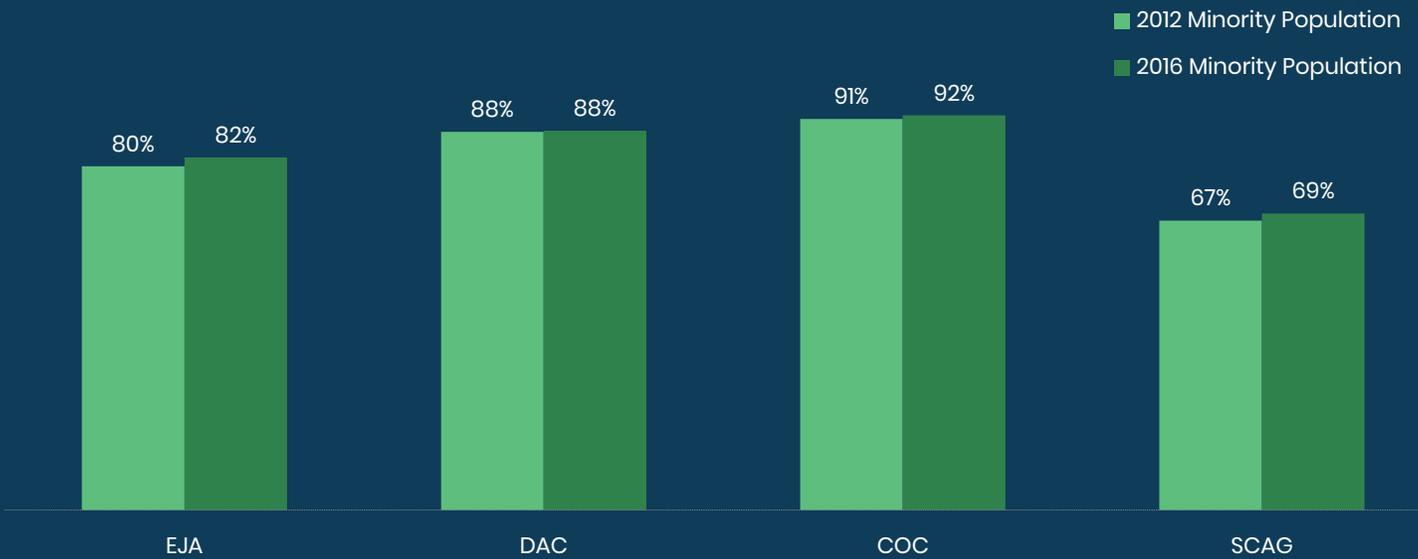


Communities of Concern County Boundaries City Boundaries Freeway
 Source: 2013-2017 ACS 5 Year Estimates, City of Los Angeles Community Planning Area, SCAG, 2019

Map Title: Communities_of_Concern O:\RTP_EJ\2020\mxd\BACKGROUND ON TECHNICAL ANALYSIS\Communities_of_Concern.mxd | Date: 7/24/2019



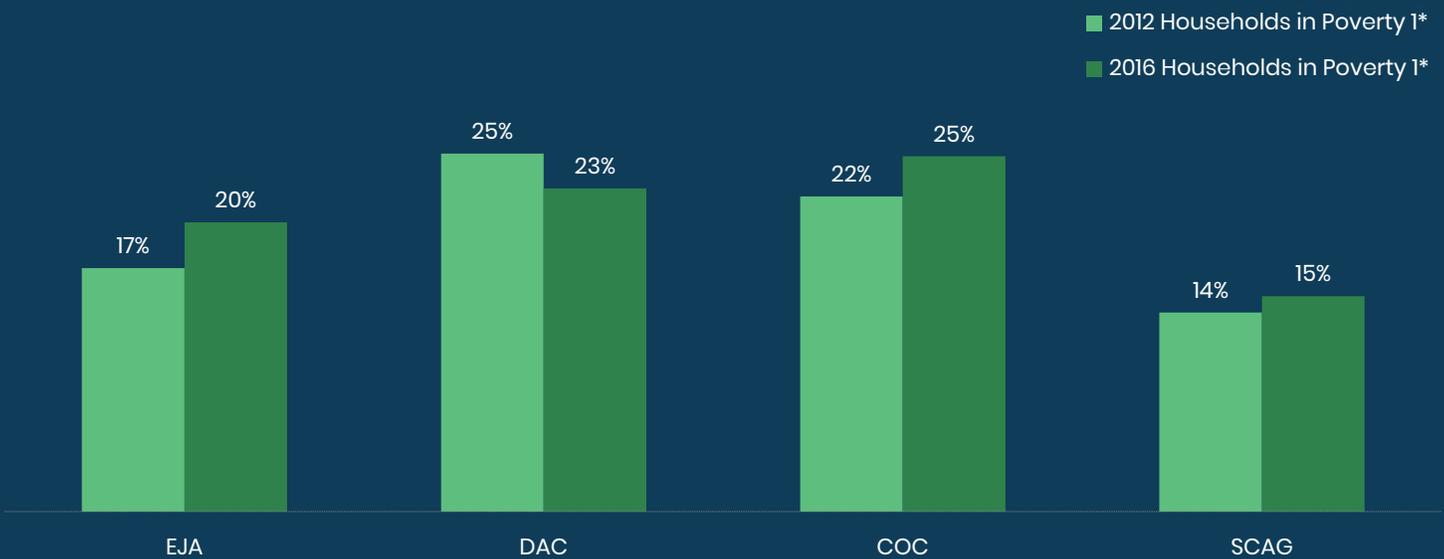
Minority Population in EJ-Related Boundaries



Source: SCAG, Census ACS 2013-2017 5-Year Estimates

*In 2016, per Census, a family of three earning less than \$19,105 was classified as living in poverty.

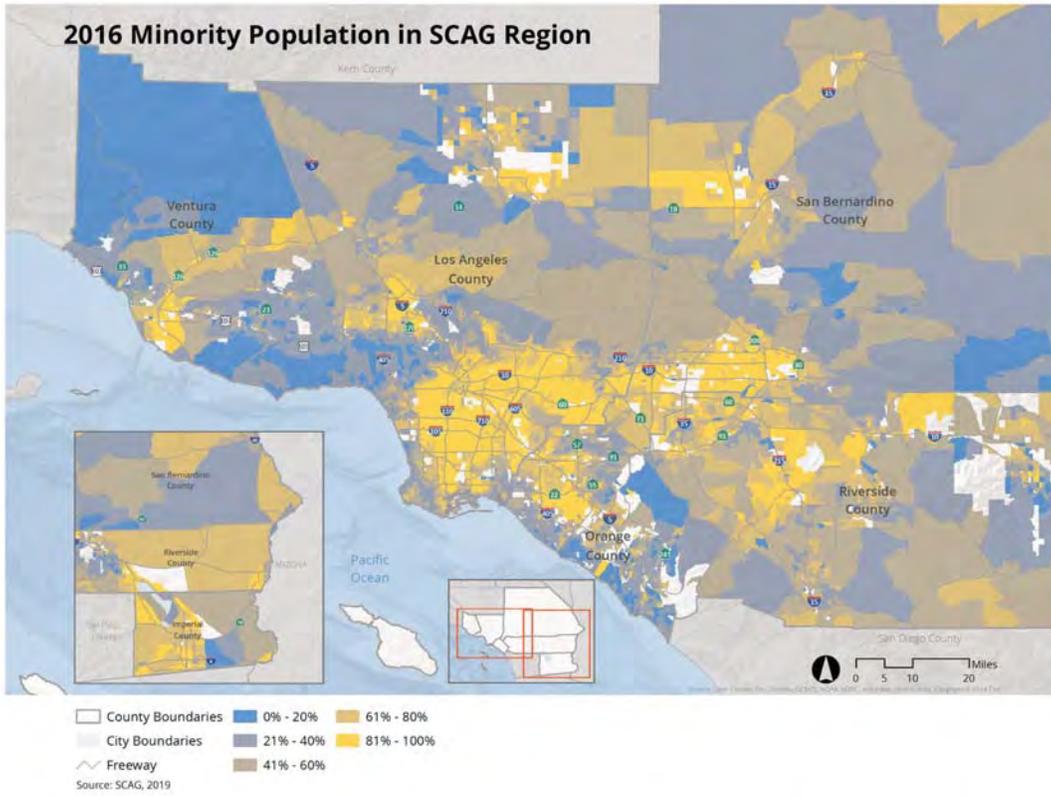
Households in Poverty in EJ-Related Boundaries



Source: SCAG, Census ACS 2013-2017 5-Year Estimates

*In 2016, per Census, a family of three earning less than \$19,105 was classified as living in poverty.

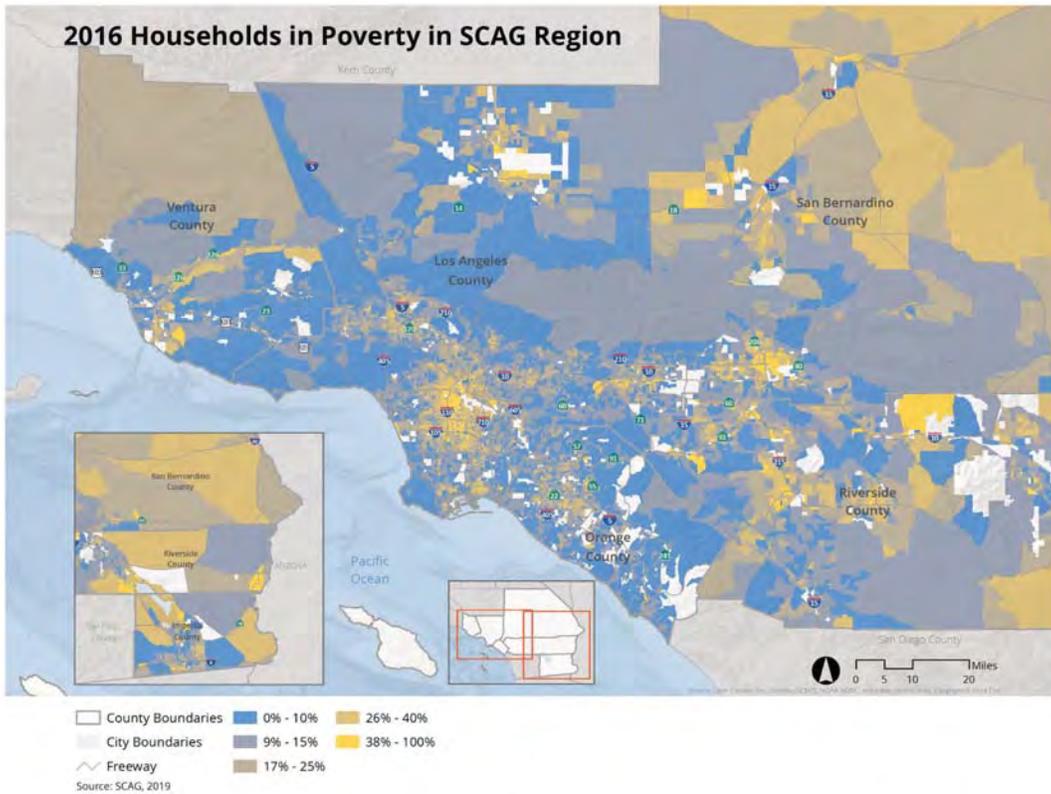
2016 Minority Population in SCAG Region



Map Title: Minority_Pop

O:\RTP_E\je\2020\mxd\BACKGROUND ON TECHNICAL ANALYSIS\Minority_Pop.mxd | Date: 8/13/2019

2016 Households in Poverty in SCAG Region



Map Title: HH_Poverty

O:\RTP_E\je\2020\mxd\BACKGROUND ON TECHNICAL ANALYSIS\HH_Poverty.mxd | Date: 8/13/2019



EJ Report Improvements



- Reorganizing the 18 performance indicators into relatable categories for easier reading
- Adding General Plan Element indicators to help local jurisdiction easily use the EJ Report for their General Plan updates (SB 1000)
- Improving and expanding on the technical analysis on various performance indicators

Performance Indicators

LU = Land Use
H = Housing
CIR = Circulation
CON = Conservation
OS = Open Space
S = Safety
N = Noise



1. How Will This Impact Quality of Life?

- Jobs-Housing Imbalance or Jobs-Housing Mismatch [LU] [H]*
- Neighborhood Change and Displacement [LU] [H]*
- Accessibility to Employment and Services [LU] [CIR]
- Accessibility to Parks [LU] [CIR] [CON] [OS]
- Proximity to Parks and Schools [LU] [CIR] [CON] [OS]

2. How Will This Impact Health and Safety?

- Active Transportation Hazards [LU] [CIR] [S]
- Climate Vulnerability [LU] [S]
- Public Health Impacts [S]

3. How Will This Impact The Commute?

- Noise Impact Analyses [LU] [CIR] [S] [N]
- Emissions Impact Analyses [LU] [CIR] [S]
- Environmental Impacts in the Freeway Adjacent Areas [LU] [CIR] [S]
- Distribution of Travel Time Savings and Travel Distance Reductions [CIR]
- Rail-Related Impacts [CIR]
- Share of Transportation System Usage [CIR]

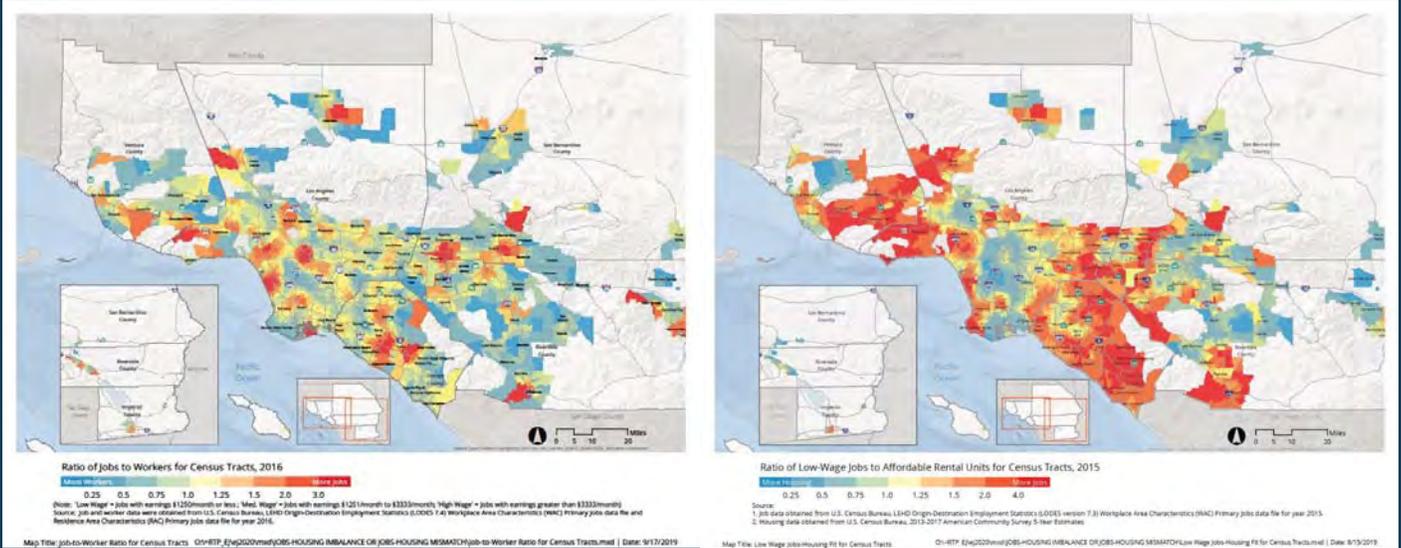
4. How Will This Impact Transportation Costs?

- Benefits and Burdens [LU] [CIR]*
- Impacts from Funding Through Mileage-based User Fees [CIR]

Jobs-Housing Imbalance or Jobs-Housing Mismatch [LU] [H]



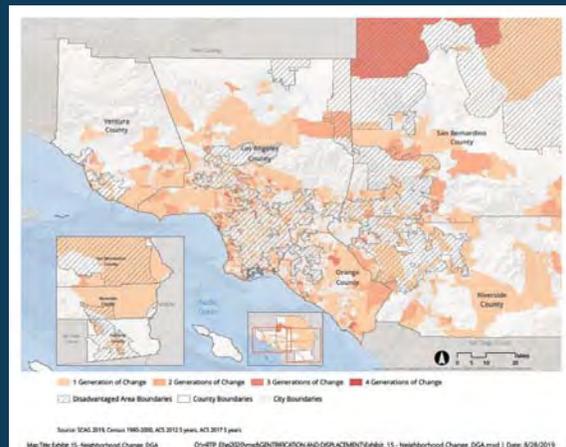
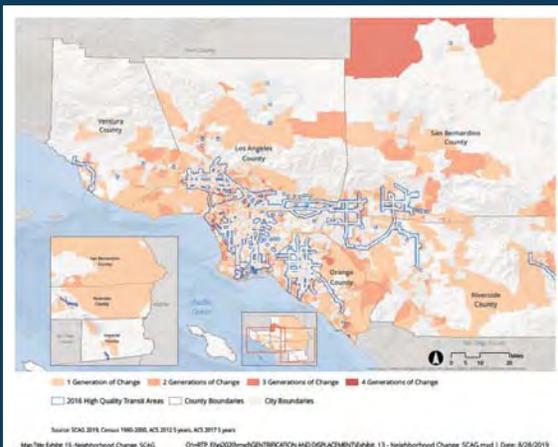
- Ratio between low-wage jobs and affordable rental units (jurisdiction and census tract scale)



Neighborhood Change and Displacement [LU] [H]*



- Improved methodology to analyze gentrification (1980 to 2017)
 - Education, race/ethnicity, household income, and gross rent at census tracts
- Identifying displacement using ACS Public User Microdata Sample (PUMS) and franchise tax board (Rodnyansky, 2018)



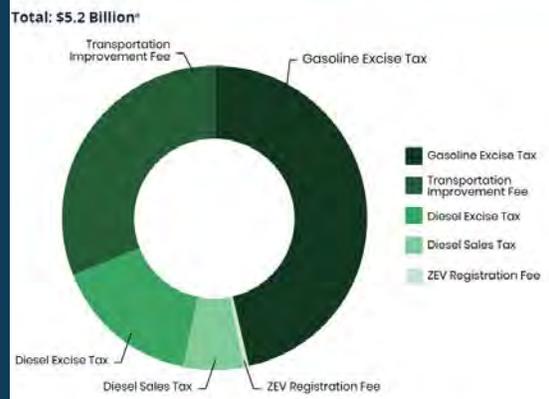
- Adding a description and qualitative analysis of Senate Bill 1 as comparing it to and user-based mileage fees
- Refer to the Transportation Finance Report for more details

TABLE 52 SB1 Tax Fee Rate Increases

	Current Rates	New Rates*	Effective Date
Fuel Taxes^b			
Gasoline Base Excise	18 cents	30 cents	November 1, 2017
Gasoline Swap Excise ^c	9.8 cents	17.3 cents	July 1, 2019
Diesel Excise ^c	16 cents	36 cents	November 1, 2017
Diesel Swap Sales	1.75 percent	5.75 percent	November 1, 2017
Vehicle Taxes And Fees^d			
Transportation Improvement Fee	---	\$25 to \$175	January 1, 2018
Zev Registration Fee	---	\$100	July 1, 2020

* Adjusted for inflation starting July 1, 2020 for the gasoline and diesel excise taxes, January 1, 2020 for the Transportation Improvement Fee, and January 1, 2021 for the ZEV registration fee. The diesel sales taxes are not adjusted for inflation.
^b Excise taxes are per gallon.
^c Current rate set annually by the state Board of Equalization. The funding package converts the variable rate to a fixed rate.
^d Per vehicle per year.
 ZEV = zero-emission vehicle.

FIGURE 59 SB1 Transportation Revenue Increases



* Reflects average annual increase over the next ten years.
 Source: Figure 2 from "Overview of the 2017 Transportation Funding Package," Mac Taylor, Legislative Analyst, LAD June 2017



Thank you!

Tom Vo (vo@scag.ca.gov)
 Anita Au (au@scag.ca.gov)

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
From: Dorothy Suchkova, Senior Regional Planner, Planning Division,
(213) 236 - 1932, suchkova@scag.ca.gov
Subject: Walktober and International Walk to School Month

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

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:

October is Walktober and International Walk to School Month. Walktober is a campaign encouraging people to walk for physical health, mental health, to meet people, to see new things, simply get places or all of the above. International Walk to School Month encourages children to join hundreds of thousands of pupils across the globe celebrating the walk to school. SCAG is supporting activities across the region by providing safety and encouragement resources available to partners for Walktober and International Walk to School Month.

BACKGROUND:

Walktober, recognized every October, is a campaign encouraging people to walk for physical health, mental health, to meet people, to see new things, simply get places or all of the above. International Walk to School Month encourages children to join hundreds of thousands of pupils across the globe celebrating the walk to school. Historically, SCAG has celebrated Walktober and International Walk to School Month through its *Go Human* program, supporting local jurisdictions at events or by providing co-branded safety education materials.

Campaigns such as Walktober and International Walk to School Month (<http://www.walkbiketoschool.org/>) celebrate and promote walking, raise awareness for the need to create safer routes for walking and bicycling to school and emphasize the importance of issues such as increasing physical activity among children, pedestrian safety, traffic congestion and

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.

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concern for the environment. These events build connections between families, schools and the broader community.

SCAG launched *Go Human* in 2015, with a main goal of encouraging people to walk and bike more frequently. The campaign has a multi-faceted approach to achieving its goals, including a regional advertising campaign, pop-up safety demonstration event resources and a partnership strategy through which SCAG shared co-branded materials.

This year, SCAG's *Go Human* program will celebrate Walktober and International Walk to School Month by continuing to provide support to local jurisdictions as they plan celebrations, educational events or encouragement campaigns. *Go Human* will make its educational and safety resources available, including its Go Human Challenge (educational, interactive modules) as well as its Kit of Parts, comprised of different design treatments that can be showcased to demonstrate safer roadways. Beyond Walktober and International Walk to School Month, SCAG's active transportation safety and encouragement resources are available throughout the year to member cities and agency partners.

FISCAL IMPACT:

None



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Connect SoCal Update

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Staff presented updates on a number of modal/topical areas of the Draft Connect SoCal at the last meeting on Sept. 5. Staff will continue the update on the remainder of the modal/topical areas at the Oct. 3 meeting leading up to the proposed release of the Draft Connect SoCal for public review and comments at the Nov. 7 board meeting.

BACKGROUND:

In preparation of the proposed release of the Draft Connect SoCal (2020 RTP/SCS) on November 7, 2019, staff began updating the policy committees on key modal/topical issues related to Connect SoCal at the Sept. 5 policy committee meetings. More specifically, at the September 5, 2019 Transportation Committee meeting, staff presented updates on the following modal/topical issues:

- Current status of the GHG Reduction Target efforts
- Transportation System Preservation, operation and Resilience
- Active Transportation Program
- Transportation Demand Management Strategic Plan
- Regional Aviation Plan

Continuing on these discussions, staff will provide updates on additional Connect SoCal modal/topical areas at the October 3, 2019 meeting as follows:

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-
- Highway and Arterials
 - Transportation Safety
 - Transit and Rail
 - Goods Movement
 - Transportation Finance

Staff continues to work on finalizing the Draft Connect SoCal. Staff will incorporate the comments and feedback received from the Transportation Committee through these meetings into the Draft Connect SoCal in preparation of the proposed release on November 7.

FISCAL IMPACT:

Funding for this work effort is included in the current budget in the WBS #010-0170.01.

ATTACHMENT(S):

1. PowerPoint Presentation Connect SoCal Update



Connect SoCal Plan Update

Transportation Committee

Naresh Amatya, Manager
Transportation Planning and Programming
October 3, 2019

www.scag.ca.gov



Agenda for today

- Brief overview of SAFE Vehicle rule or 'One National Program Rule'
- **Transportation Finance Plan in Connect SoCal**
- Transit and Rail in Connect SoCal
- Highways and Arterials in Connect SoCal
- Goods Movement in Connect SoCal
- Transportation Safety in Connect SoCal

Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)

SAFE Vehicle Rule Impact on Connect SoCal

- Final action on Safer, Affordable, Fuel-Efficient or SAFE Vehicle Rule issued by NHTSA and US EPA jointly on Sept. 19, 2019
- Enable the Federal govt to provide uniform fuel economy and GHG emission standard under the 'One National Program Rule'
- Preempts state and local tailpipe GHG emission standards as well as ZEV mandates
- The rule also rescinds the preemption waiver granted to California in January 2013 related to California's GHG and ZEV programs
- The new rule potentially invalidates the emission model (EMFAC) approved for use in California to demonstrate conformity.

Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)



Connect SoCal Financial Plan Update

Annie Nam
Goods Movement & Transportation Finance Department
October 3, 2019

www.scag.ca.gov



Key elements of a financial plan

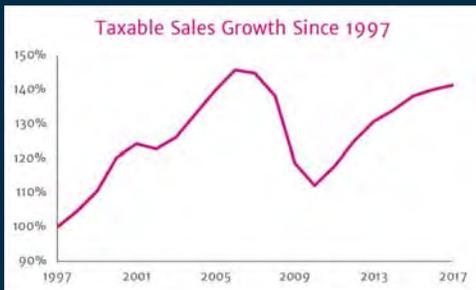
- Federal RTP requirement
 - Estimate of funding needed over 20-years life of RTP to implement recommended improvements, operate and maintain the transportation system
 - Reasonably available revenue sources
 - Existing sources (federal, state, local, private, user charges)
 - New sources / innovative financing
 - Balance expected revenue sources versus estimated costs
 - Financial constraint
- Assumptions
 - Builds off of county transportation commissions, state forecasts, federal apportionments, and others

Key changes since last forecast

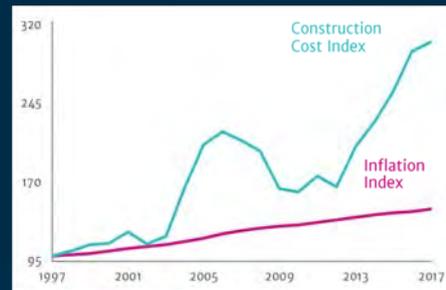
- Los Angeles County Measure M (although added into 2016 RTP/SCS in subsequent amendment)—providing LA County 4 effectively permanent local option sales tax measures
- Planning horizon (2045) extends beyond some local option sales tax measures
 - OC Measure M: 2041
 - RC Measure A: 2039
 - SBC Measure I: 2040
- Senate Bill 1
 - Provides new funds for SHOPP, State Transit Account, Road Maintenance and Rehabilitation Account

Market conditions impacting financial plan

With 8 transportation sales tax measures in SCAG region, changes in consumer behavior significantly impact available revenue for transportation investments

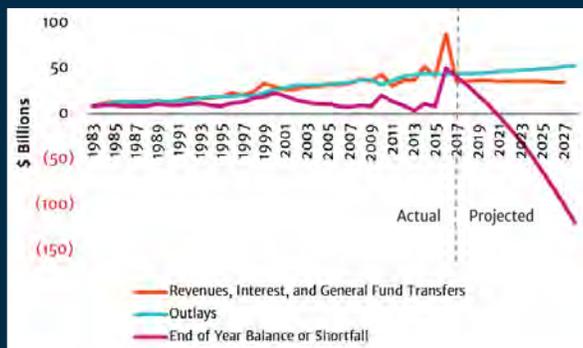


Long-term inflation is projected to grow at 2.2 percent annually, while capital costs are projected to grow at 4.5 percent—contributing to decline in purchasing power of transportation revenue sources

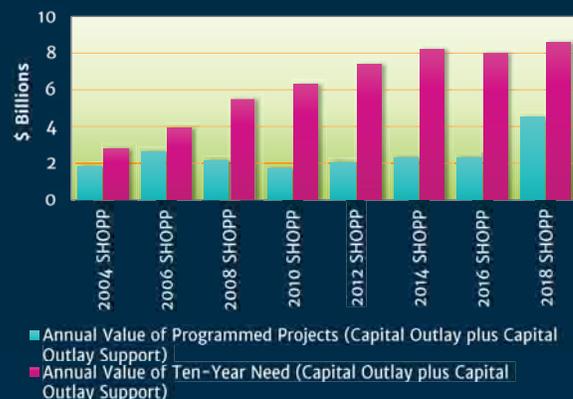


Shortfall of historic revenue sources

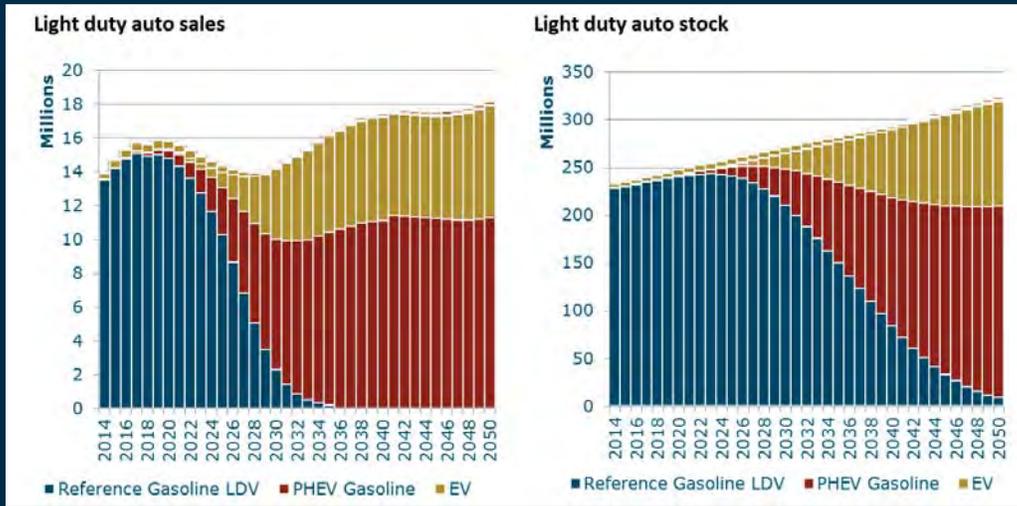
Since 2008, the Federal Highway Trust Fund has required over \$141 billion in General Fund transfers to remain solvent



Gas tax revenues remain the primary source of funding for the State Highway Operation and Protection Program (SHOPP), which funds projects to maintain the State Highway System. Previous levels of funding have been considerably less than actual needs.



Changing Nature of U.S. Vehicle Fleet—New and Total Fleet Stock



Source: IDDRI, Pathways to deep de-carbonation in the USA, USA 2050 REPORT, California ARB Presentation, May 2015

Financial plan development process overview

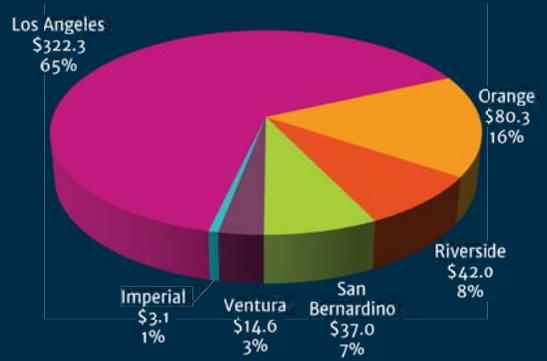
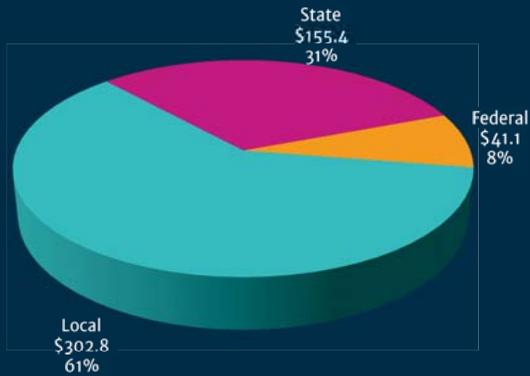


Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)

Core revenue forecast

Core revenues (in nominal dollars): \$499.3 billion

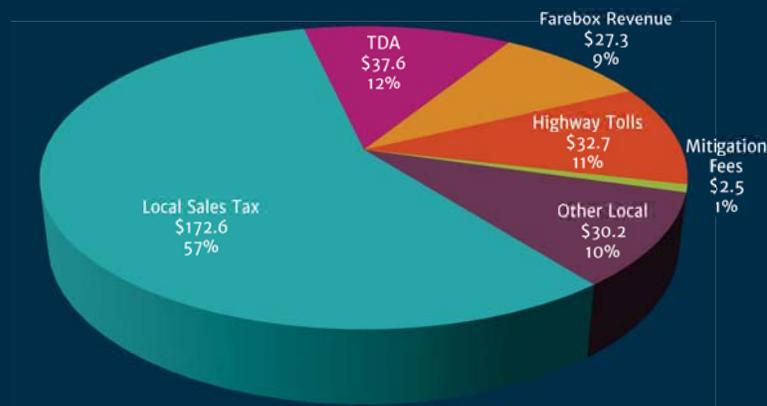
Core revenues by county (in nominal dollars): \$499.3 billion



Note: Numbers may not sum to total due to rounding

Core revenue forecast: local sources

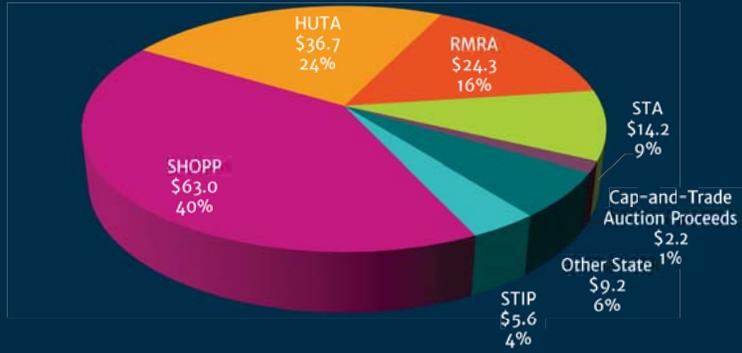
Core revenues, local sources (in nominal dollars): \$302.8 billion



Note: Numbers may not sum to total due to rounding

Core revenue forecast: state sources

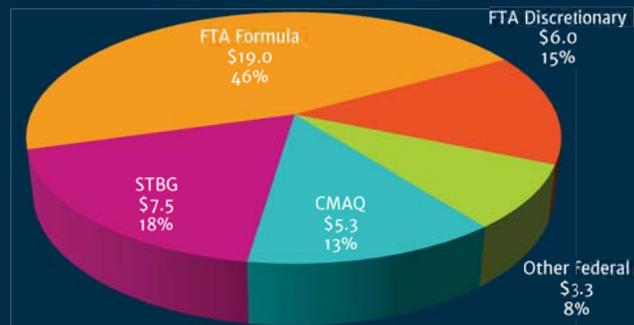
Core revenues, state sources (in nominal dollars): \$155.4 billion



Note: Numbers may not sum to total due to rounding

Core revenue forecast: federal sources

Core revenues, federal sources (in nominal dollars): \$41.1 billion



Note: Numbers may not sum to total due to rounding

Insufficient core revenues to meet system needs

Draft total SCAG region system needs: \$638.6 billion
(in nominal dollars)



Note: Numbers may not sum to total due to rounding

Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)

Guiding principles for identifying new revenues

- Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and ensures an equitable distribution of costs and benefits.
- Promote national and state programs that include return-to-source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources.
- Leverage locally available funding with innovative financing tools (e.g., tax credits and expansion of the Transportation Infrastructure Finance and Innovation Act [TIFIA]) to attract private capital and accelerate project delivery.
- Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability, and resilience.

New revenue sources: \$139.4 billion



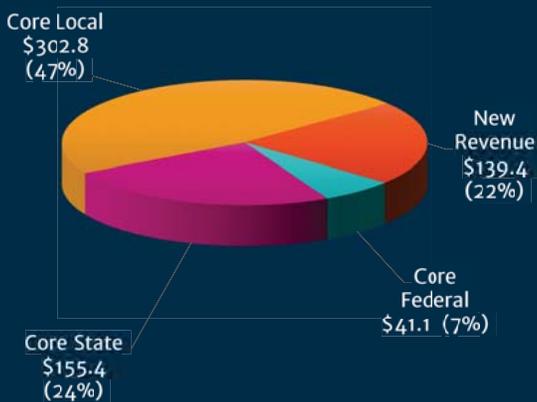
Revenue Source	Description	Amount (In billions \$, nominal)
Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power	Additional \$0.10 per gallon gasoline tax imposed at the federal level starting in 2025 to 2029—to maintain purchasing power.	\$2.7
Mileage-Based User Fee (Replacement)	Mileage-based user fees would be implemented to replace gas taxes (both state and federal)—estimated at about \$0.025 (in 2019 dollars) per mile starting in 2030 and indexed to maintain purchasing power.	\$42.7 (est. increment only)
Federal Credit Assistance; Bond Proceeds	TIFIA/RRIF credit assistance and other bond financing assumed for regional initiatives, pledging new local mileage-based road charge program funding.	\$2.2
Private Equity Participation	Virgin Trains USA, formerly XpressWest, to construct and operate high speed rail service from Victorville to Las Vegas along the I-15 corridor; also, private sources assumed for some key freight investments.	\$6.3
Local Road Charge Program	Local road charge program assumes a \$0.015 (in 2019 dollars) per mile charge regionally (can be implemented on a county basis). This can be adjusted by time-of-day and location with congestion pricing and/or parking pricing at major activity centers. For analysis, assumed congestion pricing (peak period charges) in parts of Los Angeles, along with increases in parking pricing at major job centers as a part of the regional job centers strategy.	\$77.8
Value Capture Strategies	Assumed the use of Enhanced Infrastructure Financing Districts and tax increment financing to support investment in transit supportive housing infrastructure needs.	\$3.0
Transportation Network Company (TNC) Mileage-Based Fee	User fees on TNC mileage —estimated at about \$0.05 (in 2019 dollars) per mile starting in 2021	\$4.7

Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)

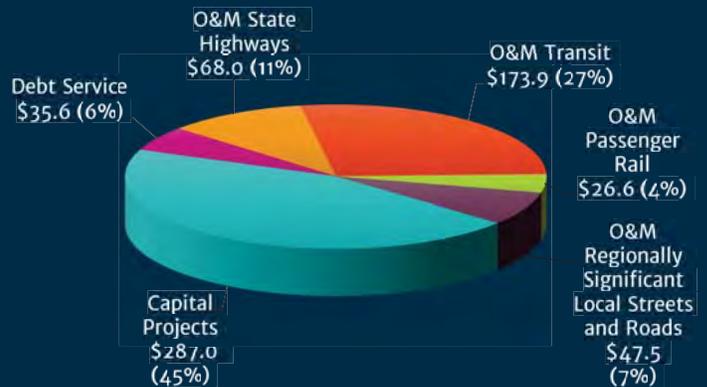
FY2021–FY2045 RTP/SCS Revenues and Expenditures



RTP/SCS Revenues: \$638.6 Billion



RTP/SCS Expenditures: \$638.6 Billion



Note: Numbers may not sum to total due to rounding



Thank you

Annie Nam

nam@scag.ca.gov

213-236-1827

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Connect SoCal – Transit and Rail

Philip Law

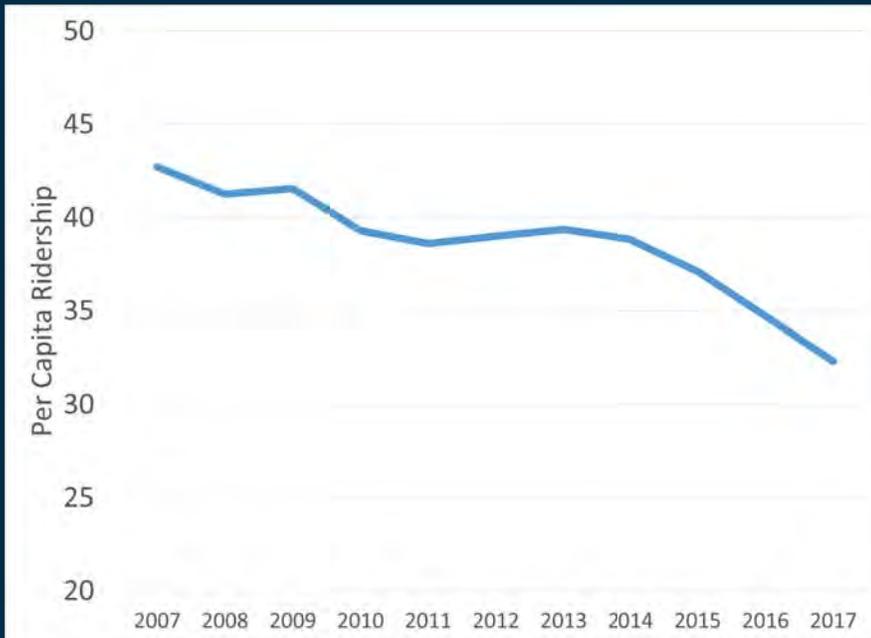
Transit/Rail Manager

October 3, 2019

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SCAG Region Per Capita Ridership Down Since 2007

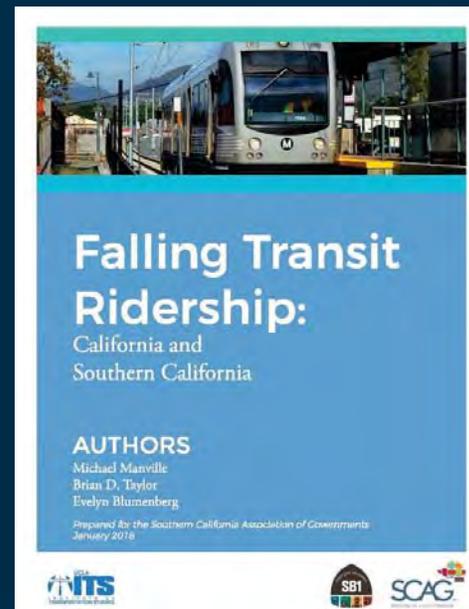


- Preliminary data for 2018 suggests the decline is continuing
- Rate of decline for bus ridership may be slowing
- Metro data show decline in total Metro Rail ridership in 2018
 - Ridership “bump” from Expo Line and Foothill Gold Line extensions has disappeared

SCAG & UCLA Identify Rising Vehicle Ownership as Cause



- 2000 to 2015 – SCAG region added 2.3 million people & 2.1 million cars, or 0.95 vehicles/new resident (4X the rate of the 1990s)
- Vehicle ownership increased disproportionately among groups most likely to take transit
- The regional pool of transit users is changing
 - Fewer heavy-use “transit dependents” over time
 - More “discretionary riders” with access to cars
- No easy answers
 - Broaden the base of occasional riders
 - Manage automobile use



Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)

Impact of Transportation Network Companies (TNCs)

- San Francisco County Transportation Authority found that TNCs accounted for roughly 50% of the increase in traffic congestion between 2010 and 2016
- Various studies report that between 43% and 61% of TNC trips substitute for transit, walk or bike travel, or would not have been made at all
- University of Kentucky found Uber and Lyft decrease rail ridership by 1.3% per year and bus ridership by 1.7% per year



Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)

Strategies: Adjust to Market Demand and Changing Needs

- Support transit operator efforts to re-design the regional bus system to better support travelers' needs
 - Metro NextGen Bus Study
 - OC Bus 360 and OCTA Transit Master Plan
 - Long Beach Transit - Systemwide Transit Analysis & Reassessment
- Address critical gaps in networks and services
 - Airport Metro Connector
 - Riverside Transit Agency First and Last Mile Mobility Plan



Strategies: Leverage Technology

- Ensure technology innovations support regional goals by partnering with private providers to complement and support fixed route transit service
 - Improve first/last mile connections
 - Provide shared on-demand service where/when fixed route transit isn't cost-effective
 - Share best practices and promote regional coordination and consistency

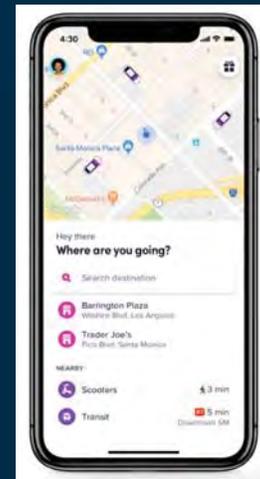
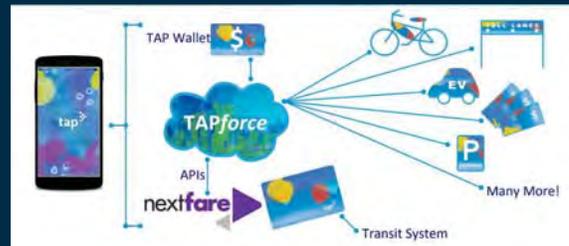


Source: Vi



Strategies: Mobility as a Service

- Develop integrated multi-modal trip planning and payment systems, laying groundwork for “mobility as a service” with transit as backbone
 - Metro TAP system upgrade
 - California Integrated Travel Project



Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)

Strategies: Beyond Transit

- Be bold with policy levers including parking management and congestion pricing
- Support local jurisdictions in planning for curb space management, dedicated transit lanes
- Plan for growth near transit investments including high quality transit areas
- Support investments in clean transportation fueling infrastructure and accelerate deployment of zero emission vehicles



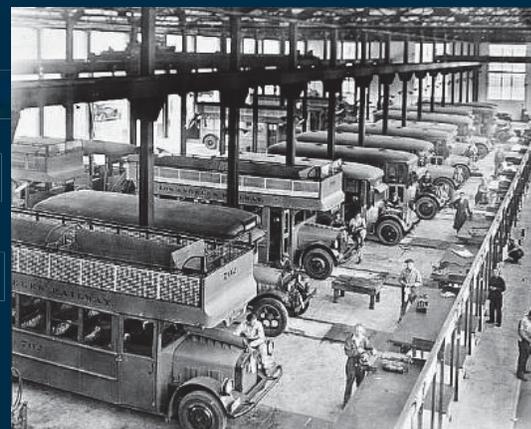
Transit Capital Projects

- Bus Rapid Transit and High Quality Transit Corridors
- Urban Rail Expansion and Fixed Guideway Gap Closures
 - Metro Rail Expansion (extensions and new lines)
 - OC Streetcar
 - Arrow / Redlands Rail
- Metrolink – Southern California Optimized Rail Expansion (SCORE)



Transit Asset Management (TAM)

- In 2012, Congress established performance-based planning requirements, including for TAM
- In 2016, the TAM Final Rule became effective, requiring transit operators to develop TAM plans, establish annual targets, and report on performance
- In July 2017, the Regional Council established initial regional targets and directed staff to work with transit operators to:
 - Obtain the operator TAM plans (due Oct. 2018) and associated data
 - Update the target methodology
 - Develop regional targets for the 2020 RTP update



Los Angeles Railway (LAR), 16th Street Bus Repair Area (interior), 1910s
 Photo from Metro Library and Archives
<https://creativecommons.org/licenses/by-nc-sa/2.0/legalpage>

Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)

Draft TAM Targets for Connect SoCal

		Rolling Stock (% of revenue vehicles >= ULB)	Equipment (% of non-revenue vehicles >= ULB)	Facilities (% of facilities < TERM scale 3)	Infrastructure (% of track segments with restrictions)
County	Imperial	0.0%	NA	NA	NA
	Los Angeles	16.0%	27.7%	6.4%	1.5%
	Orange	11.7%	18.6%	0.0%	NA
	Riverside	3.8%	17.9%	22.1%	NA
	San Bernardino	22.2%	27.7%	26.3%	NA
	Ventura	6.3%	25.0%	0.0%	NA
Metrolink		10.0%	22.7%	33.3%	15.0%
SCAG Region		14.8%	26.1%	11.0%	11.5%

Notes: ULB = Useful Life Benchmark; TERM = Transit Economic Requirements Model; NA = Not Applicable

TAM Target Setting – Next Steps

- Continue coordination with transit operators to refine targets
- Return to TC with final TAM targets prior to April 2020 Connect SoCal adoption
- Continue to improve methodology, data collection and analysis for future RTP updates
- Report on progress towards meeting targets in future RTPs and Federal Transportation Improvement Programs (FTIPs)
- Use the data generated in this analysis to call for increased funding for TAM



Division 12 Pacific Electric at Fairbank's Yard
Photo from Metro Library and Archi
<https://creativecommons.org/licenses/by-nc-sa/2.0/legalcode>

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Thank You

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Highways & Arterials Element

Connect SoCal

Naresh Amatya, Manager
Transportation Planning & Programming
Technical Working Group – October 3, 2019

www.scag.ca.gov



Agenda

1. Highway System Overview
2. System Management Pyramid
3. Overview of Investments
4. What to Expect in the 2020 RTP/SCS

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Highway and Arterial System Overview

- Over 73,000 lane miles
- Serves 63 million trips on average weekday
- Our region's arterial and local roads accounts for more than 80% of the total road network



3

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Highway and Arterial System Overview

Connect SoCal investment estimates:

- 37.6 Billion for Highway Investments
- 115.5 Billion for Operation & Maintenance

3

Challenges

- Critical gaps and congestion chokepoints
- Roadway expansion is no longer viable due to costs, environmental concerns, and politics.
- Need for preservation maintenance and rehabilitation treatment



3

Guiding Principles

- Protect & Preserve what we have
- Focus on achieving maximum productivity through strategic investments in Transportation System Management and Demand Management Strategies
- Support policies and system improvements that will encourage seamless operation from user perspective
- Support Complete Street opportunities where feasible and practice

3

Guiding Principles

- Focus on adding capacity to:
 - Close gaps in the system
 - Improve access, where needed
- Focus on addressing non-recurring congestion with new technology
- Any new roadway capacity project must be developed with consideration and incorporation of congestion management strategies

System Management Pyramid



Connect SoCal's Investments Toward System Preservation



\$68 Billion for Operation & Maintenance toward preservation of the State Highway System

4

Connect SoCal's Investments Toward TDM Strategies



\$7.3 Billion allocated for Transportation Demand Management (TDM) to reduce single occupancy vehicle trip demand and traffic congestion

4

Connect SoCal's Investments Toward TSM Strategies



13.7 Billion allocated for Transportation System Management (TSM) to increase productivity of the existing transportation system

4

Connect SoCal's Investments Toward Strategic Multi-modal Expansion of the system



\$285.3 Billion allocated toward multi-modal capital projects

4

What to Expect in the 2020 RTP/SCS

- Continued emphasis on importance of system preservation
- Continue to support:
 - Projects that are already underway and identified in the current RTP/SCS
 - Projects that will close gaps in the system
 - Projects that will improve access where currently inadequate
 - Projects that will achieve maximum productivity through TSM and TDM strategies
 - Complete Street opportunities where feasible and practical



Thank you!

Naresh Amatya, Manager
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Connect SoCal – Goods Movement

Mike Jones

Goods Movement & Transportation Finance Department

October 3, 2019

www.scag.ca.gov



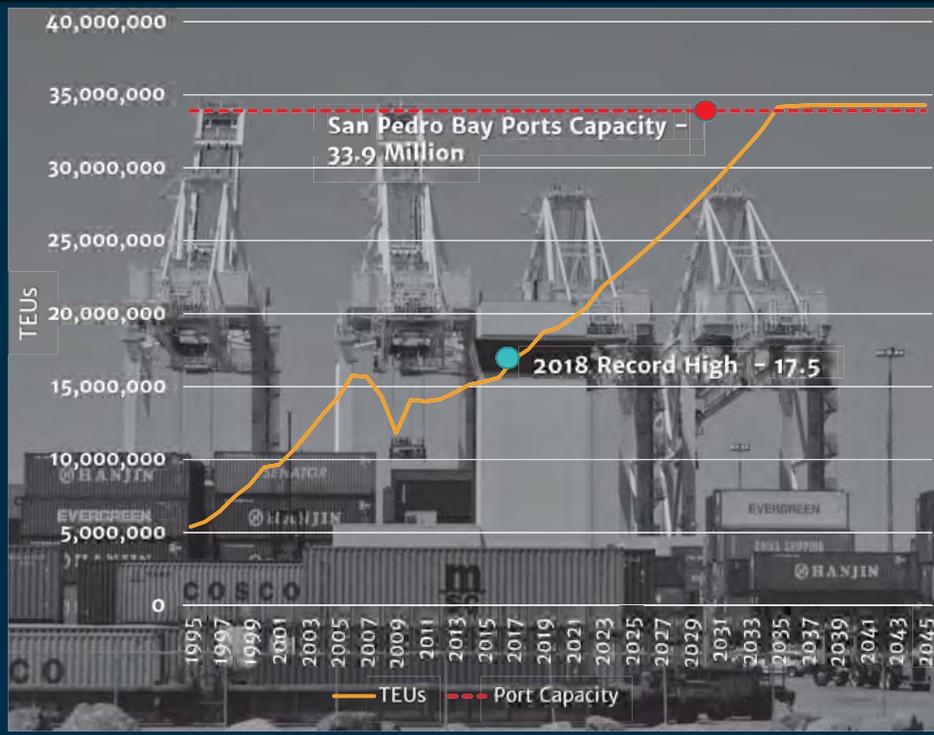
THE REGIONAL GOODS MOVEMENT SYSTEM



- ✈ Airport
- ✈ Ports
- Ports of Entry
- Intermodal Facilities
- Major Freight Highway Corridors
- Main Line Rail
- Alameda Corridor
- Warehouse
- ≥ 50,000 sq ft
- < 50,000 sq ft

- Seaports
- Commercial Airports
- Extensive Highway Network
- Class I Rail
- International Border Crossings
- Warehousing and Distribution Facilities
- America’s Manufacturing Center
- Large Consumer Market

TRADE FLOW THROUGH THE SAN PEDRO BAY PORTS



- Current TEU throughput back to pre-recession levels
- Forecast of continued strong growth through 2045
- Predominantly Asian import for both local and national distribution
- Forecast is critical to the regional planning process providing input into SCAG's regional heavy duty truck modeling work

CONNECT SOCAL GOODS MOVEMENT HIGHLIGHT AREAS: E-COMMERCE



E-Commerce v. In-Store Retail Sales

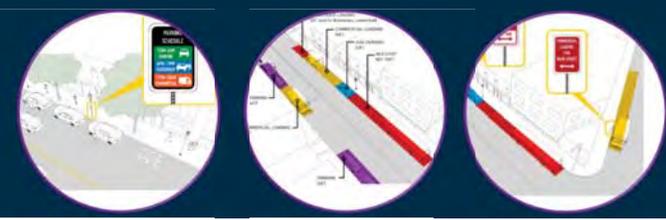
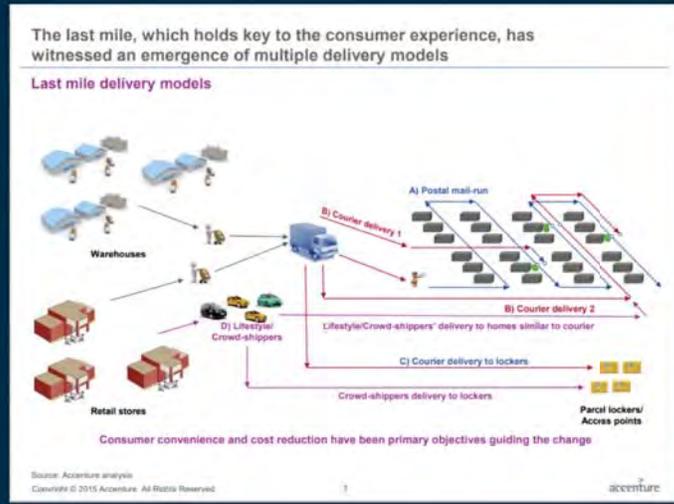


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CONNECT SOCIAL GOODS MOVEMENT HIGHLIGHT AREAS: LAST MILE DELIVERY



- Improve the regional understanding of last-mile delivery conditions, challenges, and solutions
- Understand user challenges and needs
- Quantify delivery issues and conditions
- Balance conflicting demands for street space
- Develop diverse site-specific strategies
- Identify pilot projects for delivery improvements
- Have a stakeholder-driven process



CONNECT SOCIAL GOODS MOVEMENT HIGHLIGHT AREAS: WORKFORCE DEVELOPMENT



- Automation and disruption
- Competitive wages and increased pressure on the goods movement industry
- Impact and mitigation of the freight workforce skills gap
- Significant lack of awareness among younger generations about the job opportunities offered by the freight industry
- Regional programs to increase participation



Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)

CONNECT SOCAL GOODS MOVEMENT HIGHLIGHT AREAS: ENVIRONMENTAL ROADMAP



- Developed to address community health concerns, federal attainment requirements and climate change issues, while contributing to our economic and energy security goals
- Focus on the long-term goal of a zero-emission goods movement system where technically feasible and economically viable
- Four phases of the SCAG Action Plan for Advancement of Zero-Emission Technology
 - Phase 1: Project Scoping and Evaluation of Existing Work
 - Phase 2: Evaluation, Development and Prototype Demonstrations
 - Phase 3: Initial Deployment and Operational Demonstration
 - Phase 4: Full-Scale Demonstrations and Commercial Deployment



CONNECT SOCAL GOODS MOVEMENT INVESTMENTS



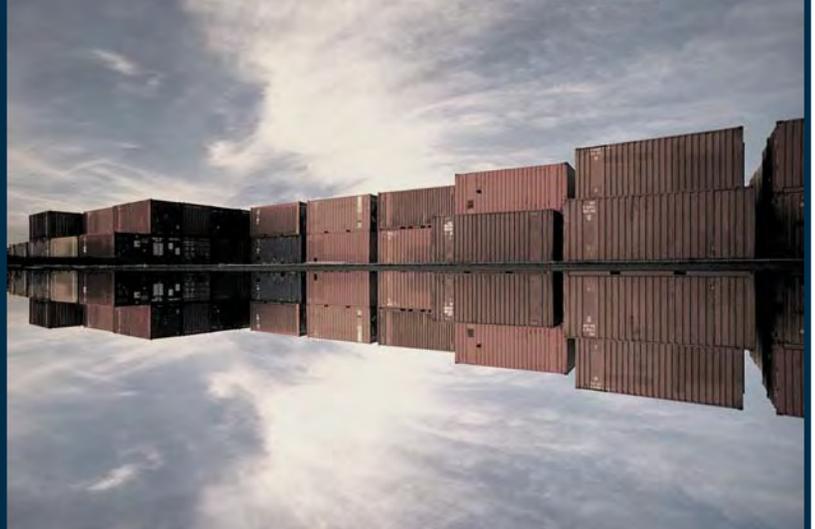
- Connect SoCal ensures that local and regional businesses have access to transportation facilities necessary to support key industries vital to the economy
- Connect SoCal positions the region to continue to be a leading trade gateway by supporting access improvements to the seaports, airports, and international land border crossings
- Connect SoCal promotes strategies to enhance last mile freight system efficiencies, and provides for safety and operational improvements
- Connect SoCal includes a strong commitment to reduce dangerous emissions from transportation sources by advancing a regional road map for the broad deployment of zero- and near-zero emission technologies

CONNECT SOCAL GOODS MOVEMENT INVESTMENTS



Connect SoCal invests over **\$65** Billion in Goods Movement

- Clean Freight Corridors
- Port Access Improvements
- Freight Rail Capacity
- Grade Separations
- Truck Bottleneck Relief Projects
- Intermodal Facilities
- Emissions Reductions Strategies



Note: Numbers may not sum to total due to rounding

Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)



Thank you!

Mike Jones
Goods Movement and Transportation Finance

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Transportation Safety

Transportation Committee

Hina Chanchlani
Transportation planning and Programming
September 5, 2019

www.scag.ca.gov



SCAG Safety Strategies

Goals for the Transportation Safety report

- Identify strategies that will align with state SHSP goals and will allow Local, County and Regional agencies to identify projects that support Connect SoCal implementation.
- Identify actions SCAG can take in the near future to support transportation safety planning and project implementation across the region

Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)

Existing Conditions



1,500 PEOPLE DIE EVERY YEAR FROM COLLISIONS



5,200 PEOPLE SUSTAIN SERIOUS INJURIES EVERY YEAR FROM COLLISIONS



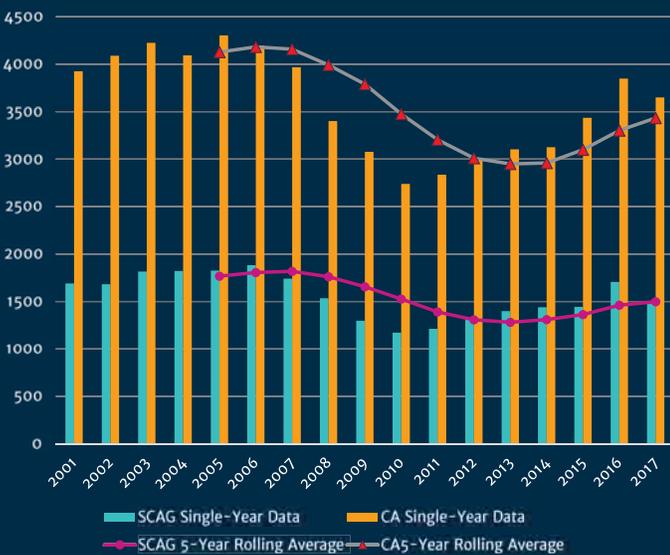
136,000 PEOPLE SUSTAIN INJURIES EVERY YEAR FROM COLLISIONS



270 COLLISIONS OCCUR PER DAY ON THE STREETS
THAT IS ROUGHLY **99,000** PER YEAR

Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)

Existing conditions



6

SCAG Safety Strategies – Challenge Areas

- Reduce aggressive driving and speeding
- Improve safety for aging populations
- Improve Bicyclist safety
- Improve Commercial Vehicles safety
- Ensure Drivers are licensed
- Improve Emergency Response services
- Improve Research and Data Collection
- Reduce Impaired Driving fatalities
- Reduce Distracted Driving
- Improve safety at Intersections
- Reduce the Occurrence of Lane Departure Fatalities
- Improve Motorcycle safety
- Improve Occupant Protection by Increased Use of Seat Belts and Child Safety Seats
- Improve Pedestrian safety
- Improve Work Zone safety
- Improve safety for Young drivers

Example : IMPROVE SAFETY FOR AGING POPULATIONS

- Local jurisdictions should support roadway, intersection and interchange improvements that support improving right of way decisions by older populations and road users.
- Local jurisdictions should promote implementation of multimodal guidance for aging road users included in the California **Manual On Uniform Traffic Control Devices (MUTCD)**.
- Local jurisdictions should implement design treatments that support safety such as **curb extensions, bulb-outs and pedestrian refuge islands** that shorten crossing distances.
- Local jurisdictions should work with Transit network companies (TNCs) to explore programs that support transportation options for older adults.
- Work with businesses, community organizations, senior centers, and transit agencies to improve motorized transportation services for the aging population.
- Local jurisdictions should establish **Safe Routes for Seniors programs** that engage older adults, with a focus in areas with older adult serving uses (such as community centers, senior housing, and others), to identify physical and programmatic barriers to mobility including safe pedestrian access, lack of shade and/or seating, and ADA/universal access concerns. Create plans, programs, and allocate funding to improve the identified issues.

Example : IMPROVE SAFETY FOR AGING POPULATIONS



Design Element – each design element is numbered consistently with those in the Handbook to allow for quick reference.

Treatment – each recommended treatment is identified with a letter for quick reference.

References – Each practice refers back to the page in the Handbook where greater detail can be found.

Category – identifies the current section of the guide.

Figures – figures are used throughout the guide to illustrate the recommendations. They are numbered for easy reference.

Note – Numbers are consistent with the complete Handbook for easy cross-reference.

Handbook for Designing Roadways for the Aging Population

INTERSECTIONS

PROVEN PRACTICES

1. Intersecting Angle (Skew)
Intersection skew angle in degrees is the absolute value of the difference between 90 degrees and the actual intersection angle.

A. Unrestricted Right-of-Way
When a right-of-way is not restricted, all intersecting roadways should meet at a 90-degree angle (as indicated in Figure 3).

B. Restricted Right-of-Way
When a right-of-way is restricted, intersecting roadways should meet at an angle of not less than 75 degrees (as indicated in Figure 4).

C. Skewed Signalized Intersections
At skewed signalized intersections where the approach leg to the left intersects the driver's approach leg at an angle of less than 75 degrees, prohibit right turn on red (RTOR) (see Figure 5).

The rationale and supporting evidence for these treatments begins on page 90 of the Handbook.

Figure 3. Example 90° angle of intersection

Figure 4. Example 75° angle of intersection

Figure 5. Skewed signalized intersection with prohibition of right turn on red

Attachment: PowerPoint Presentation Connect SoCal Update (Connect SoCal Update)

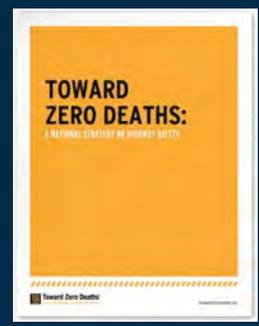
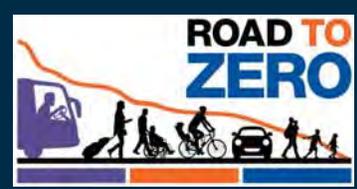
Safe Systems Approach

Vision Zero – Vision Zero is a road safety policy that aims to eliminate traffic fatalities and severe injuries.

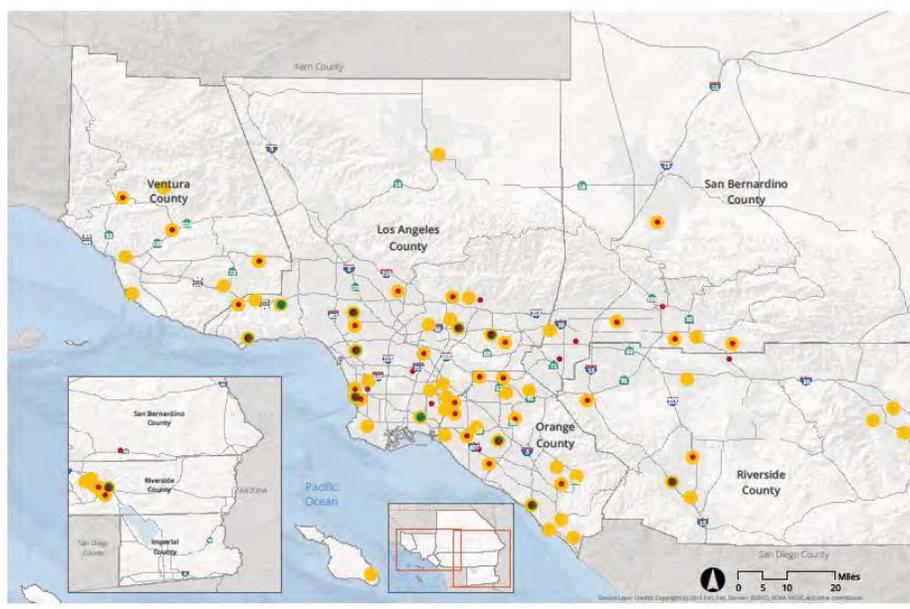
Road to Zero (RTZ) – RTZ aims to eliminate traffic fatalities within 30 years, recognizing that traffic fatalities are preventable.

Towards Zero Deaths (TZD) – TZD identifies strategies and tactics to reduce roadway fatalities for six emphasis areas:

- Drivers and Passengers, Vulnerable Users, Vehicles, Infrastructure, Emergency Medical Services, and Safety Management



Vision Zero Policy, Safety Plan/Safety Targets



Legend
 County Boundaries
 City Boundaries
 Freeway
 • Safety Plan/ Safety Targets
 • Vision Zero Policy
 • Traffic Calming Measures

Source: SCAG, 2019

6

Why are Collisions occurring?



The top contributing factor of all collisions is unsafe speed.



Speed is the critical factor in the severity of collisions

HIT BY A VEHICLE TRAVELING AT 25 MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT 50 MPH



2.5 out of 10 pedestrians survive

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Zero Traffic Fatalities Taskforce - Assembly Bill 2363



- Goal: Coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero
- The Secretary of Transportation will submit findings to the Legislature on or before 1/1/2020
- The findings shall include, but are not limited to:
 - Existing process for establishing speed limits
 - Existing policies on how to reduce speeds on local streets and roads.
 - Recommendation of alternatives to the 85th percentile
 - Engineering recommendations on how to increase vehicular, pedestrian, and bicycle safety.
 - Existing reports and analyses on calculating the 85th percentile at the local, state, national, and international level.
 - Usage of the 85th percentile in urban and rural settings.
 - How local bicycle and pedestrian plans affect the 85th percentile.

6

Safety Targets



Forecasted Reductions

Measure	Single Yr (SCAG)	**Baseline 5-Year Rolling average (SCAG)	State methodology applied to SCAG Region (5 Year Rolling Average)	Caltrans Targets for the State 2019
	***2017	2016	2019 Prediction (SCAG)	2019 Prediction (State)
Number of Fatalities	1505	1403	1467	3445.4
Rate of Fatalities per 100 M VMT	0.906	0.88	0.895	0.995
Number of Serious Injuries	6386	5044	5552	12688.1
Rate of Serious Injuries per 100 MVMT	3.843	3.162	3.366	3.661
Total Number of Non- motorized Collisions	2118	2046.4	2133	3949.8

* In all cases, referring to victims, not collisions

**2016 data was updated after establishing targets for 2018 so updated data is used to establish targets for 2019

***2017 Numbers are preliminary

7

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Questions?
Comments?

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Next Steps:

- **Next Month (Nov. 7):** Present Draft Connect SoCal to policy committees and RC, and seek approval for release
- **Nov-Jan 2020:** Comment Period, Public hearings, workshops and elected officials outreach
- **March 5, 2020:** Summary findings of comments received and proposed changes to Draft Connect SoCal
- **April 2, 2020:** Present Draft Final Connect SoCal for adoption



Questions?
Comments?

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