



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

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David Pollock, Moorpark

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Sean Ashton, Downey

HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

TRANSPORTATION COMMITTEE

In-Person & Remote Participation*

Thursday, March 3, 2022

9:30 a.m. – 11:30 a.m.

****Public Participation: The SCAG offices are currently closed to members of the public. Please see next page for detailed instructions on how to participate in the meeting.***

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/253270430>

To Attend and Participate by Phone:

Call-in Number: 1-669-900-6833

Meeting ID: 253 270 430

PUBLIC ADVISORY

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be held telephonically and electronically.

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Public Comments

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

1. **In Writing:** Submit written comments via email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, March 2, 2022. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Wednesday, March 2, 2022 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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

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

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



Instructions for Participating in the Meeting

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

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/253270430>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone

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

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TC - Transportation Committee *Members – March 2022*

1. **Hon. Sean Ashton**
TC Chair, Downey, RC District 25
2. **Hon. Art Brown**
TC Vice Chair, Buena Park, RC District 21
3. **Hon. Phil Bacerra**
Santa Ana, RC District 16
4. **Hon. Kathryn Barger**
Los Angeles County
5. **Hon. Elizabeth Becerra**
Victorville, RC District 65
6. **Hon. Ben Benoit**
Air District Representative
7. **Hon. Russell Betts**
Desert Hot Springs, CVAG
8. **Hon. Lorrie Brown**
Ventura, RC District 47
9. **Hon. Joe Buscaino**
Los Angeles, RC District 62
10. **Hon. Michelle Chambers**
Los Angeles County CoC
11. **Hon. Ross Chun**
Aliso Viejo, OCCOG
12. **Hon. Jonathan Curtis**
La Canada Flintridge, RC District 36
13. **Sup. Andrew Do**
Orange County CoC
14. **Hon. Darrell Dorris**
Lancaster, NCTC
15. **Hon. JJohn Dutrey**
Montclair, SBCTA

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TRANSPORTATION COMMITTEE AGENDA

- 16. Hon. James Gazeley**
Lomita, RC District 39
- 17. Hon. Jason Gibbs**
Santa Clarita, NCTC
- 18. Hon. Brian Goodell**
OCTA Representative
- 19. Sup. Curt Hagman**
San Bernardino County
- 20. Hon. Ray Hamada**
Bellflower, RC District 24
- 21. Hon. Jan C. Harnik**
RCTC
- 22. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 23. Hon. Lindsey Horvath**
West Hollywood, WSCCOG
- 24. Hon. Mike Judge**
VCTC
- 25. Hon. Trish Kelley**
Mission Viejo, OCCOG
- 26. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
- 27. Hon. Linda Krupa**
Hemet, WRCOG
- 28. Hon. Richard Loa**
Palmdale, NCTC
- 29. Hon. Clint Lorimore**
Eastvale, RC District 4
- 30. Hon. Steven Ly**
Rosemead, RC District 32
- 31. Hon. Steve Manos**
Lake Elsinore, RC District 63

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TRANSPORTATION COMMITTEE AGENDA

- 32. Hon. Ray Marquez**
Chino Hills, RC District 10
- 33. Hon. Larry McCallon**
Highland, RC District 7
- 34. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 35. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 36. Hon. Fred Minagar**
Laguna Niguel, RC District 12
- 37. Hon. Carol Moore**
Laguna Woods, OCCOG
- 38. Hon. Ara Najarian**
Glendale, SFVCOG
- 39. Hon. Maria Nava-Froelich**
ICTC
- 40. Hon. Frank Navarro**
Colton, RC District 6
- 41. Hon. Blanca Pacheco**
Downey, GCCOG
- 42. Hon. Jonathan Primuth**
South Pasadena, AVCJPA
- 43. Hon. Ed Reece**
Claremont, SGVCOG
- 44. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 45. Hon. Ali Saleh**
Bell, RC District 27
- 46. Hon. Tim Sandoval**
Pomona, RC District 38
- 47. Hon. Rey Santos**
Beaumont, RC District 3
- 48. Hon. Zak Schwank**
Temecula, RC District 5

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- 49. Hon. Marty Simonoff**
Brea, RC District 22

- 50. Hon. Jeremy Smith**
Canyon Lake, Pres. Appt. (Member at Large)

- 51. Hon. Ward Smith**
Placentia, OCCOG

- 52. Hon. Jose Luis Solache**
Lynwood, RC District 26

- 53. Sup. Hilda Solis**
Los Angeles County

- 54. Sup. Karen Spiegel**
Riverside County

- 55. Hon. Cynthia Sternquist**
Temple City, SGVCOG

- 56. Hon. Jess Talamantes**
Burbank, Pres. Appt. (Member at Large)

- 57. Hon. Steve Tye**
Diamond Bar, RC District 37

- 58. Hon. Michael Vargas**
Riverside County CoC

- 59. Hon. Cheryl Viegas-Walker**
El Centro, RC District 1

- 60. Hon. Scott Voigts**
Lake Forest, OCCOG

- 61. Sup. Donald Wagner**
Orange County

- 62. Hon. Alan Wapner**
SBCTA

- 63. Hon. Alicia Weintraub**
Calabasas, LVMCOG

- 64. Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, March 3, 2022
9:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Sean Ashton, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is *not* listed on the agenda. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time. Public comment for items listed on the agenda will be taken separately as further described below.

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, March 2, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Transportation Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, March 2, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Transportation Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

REVIEW AND PRIORITIZE AGENDA ITEMS



CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – January 6, 2022

Receive and File

2. Policy Development Framework for Connect SoCal 2024
3. Transportation Demand Management "Deep Dive" Training's
4. Connect SoCal's Program Environmental Impact Report (PEIR) 101
5. 2022 Outlook for Go Human Active Transportation and Safety Program

INFORMATION ITEMS

6. California Air Resources Board: Sustainable Communities & Climate Policy Update 20 Mins.
(Lana Wong, Air Pollution Specialist, California Air Resources Board)
7. Wilmington Freight Mitigation Study 20 Mins.
(Stephen Yoon, Senior Regional Planner, SCAG and Mike Arizabal, IBI)
8. Accelerated Electrification Update on Two Studies 10 Mins.
(Alison Linder, Senior Regional Planner)
9. 2023 Active Transportation Program Guidelines and Call for Projects 5 Mins.
(Cory Wilkerson, Program Manager II)

CHAIR'S REPORT

(The Honorable Sean Ashton, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(David Salgado, Regional Affairs Officer, SCAG Staff)



TRANSPORTATION COMMITTEE AGENDA

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
..... March 3, 2022

**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, JANUARY 6, 2022**

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

The Transportation Committee (TC) of the Southern California Association of Governments (SCAG) held its regular meeting virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

Members Present:

- | | |
|---|-----------------------|
| Hon. Sean Ashton, Downey (Chair) | District 25 |
| Hon. Phil Bacerra, Santa Ana | District 16 |
| Hon. Kathryn Barger | Los Angeles County |
| Hon. Liz Becerra, Victorville | District 65 |
| Hon. Ben Benoit, Wildomar | South Coast AQMD |
| Hon. Russel Betts, Desert Hot Springs | CVAG |
| Hon. Art Brown, Buena Park (Vice Chair) | District 21 |
| Hon. Michelle Chambers | City of Compton |
| Hon. Ross Chun, Aliso Viejo | OCTA |
| Hon. Andrew Do | Orange County |
| Hon. Darrell Dorris | Lancaster, NCTC |
| Hon. John Dutrey, Montclair | SBCTA |
| Hon. James Gazeley, Lomita | District 39 |
| Hon. Jason Gibbs, Santa Clarita | NCTC |
| Hon. Curt Hagman | San Bernardino County |
| Hon. Ray Hamada, Bellflower | District 24 |
| Hon. Jan Harnik, Palm Desert | RCTC |
| Hon. Laura Hernandez, Port Hueneme | District 45 |
| Hon. Lindsey Horvath | WSCCOG |
| Hon. Mike T. Judge, Simi Valley | VCTC |
| Hon. Trish Kelley, Mission Viejo | OCCOG |



Hon. Linda Krupa, Hemet	WRCOG
Hon. Richard Loa, Palmdale	NCTC
Hon. Clint Lorimore, Eastvale	District 4
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon, SBCTA	District 7
Hon. Marsha McLean, NLAC	District 67
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Maria Nava-Froelich	ICTC
Hon. Frank Navarro, Colton	District 6
Hon. Blanca Pacheco	GCCOG
Hon. Ed Reece	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	District 27
Hon. Tim Sandoval, Pomona	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Marty Simonoff, Brea	District 22
Hon. Jeremy Smith	Canyon Lake
Hon. Ward Smith, Placentia	OCCOG
Hon. Jose Luis Solache, Lynwood	District 26
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes, Burbank	Pres. Appt.
Hon. Steve Tye	District 37
Hon. Michael Vargas	Riverside County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Don Wagner	Orange County
Hon. Colleen Wallace, Banning	Pres. Appt.
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

Members Not Present:

Hon. Lorrie Brown	District 47
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36



Hon. Paul Krekorian	District 49
Hon. Steven Ly, Rosemead	District 32
Hon. Jon Primuth, S. Pasadena	AVCJPA
Hon. Scott Voigts, Lake Forest	OCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Sean Ashton, Downey, District 25, called the meeting to order at 9:30 a.m. Hon. Darrell Dorris, Lancaster, NCTC, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

Hon. Sean Ashton, Downey, District 25, opened the Public Comment Period and outlined instructions for public comments. He noted the total time period for all public comments related to items on the agenda and any other matter within the agency’s subject matter jurisdiction was five minutes and the public comment period would be held open for at least 5 minutes to afford the public the ability to comment on all items on this agenda. David Salgado, SCAG staff, reported no public comments were received by email prior to the meeting and none were requested during the public comment period.

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting, November 4, 2021

Receive and File

2. Transmittal to South Coast Air Quality Management District of Draft 2022 Air Quality Management Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures
3. TDM Strategic Plan Implementation Status Update
4. Mobility as a Service (MaaS) Feasibility White Paper Update
5. Curb Space Management Study Update

Hon. Marsha McLean, NLAC, District 67, requested a modification to the Future Agenda Items portion of the meeting minutes of November 4, 2021. She clarified that she requested a future

agenda item to discuss the lack of infrastructure to accommodate mandates to electrify transportation, services, and other activities.

A MOTION was made (Moore) to approve Consent Calendar Items 1 – 5 including modified minutes of November 4, 2021. The motion was SECONDED (Talamantes) and passed by the following votes.

AYES: ASHTON, BACERRA, BARGER, BECERRA, BENOIT, BETTS, BROWN A., CHAMBERS, CHUN, DO, DORRIS, DUTREY, GAZELEY, GIBBS, HAGMAN, HAMADA, HARNIK, HERNANDEZ, JUDGE, KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAJARIAN, NAVA-FROELICH, NAVARRO, PACHECO, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMITH J., SMITH W., SOLACHE, SPIEGEL, STERNQUIST, TALAMANTES, TYE, VARGAS, VIEGAS-WALKER, WAGNER, WALLACE, WAPNER, WEINTRAUB (54)

NOES: None (0)

ABSTAIN: None (0)

ACTION ITEM

6. Regional Transportation Safety Targets 2022

Courtney Aguirre, SCAG staff, provided an update on Regional Transportation Safety Targets. She reported that State departments of transportation (DOTs) are required to establish safety performance measures as part of the Moving Ahead for Progress in the 21st Century Act (MAP-21). Additionally, Metropolitan Planning Organizations (MPOs) are required to establish targets for reducing the numbers and rates of transportation fatalities and serious injuries. Ms. Aguirre stated fatalities and serious accidents are increasing regionally and reviewed the proposed safety performance measures and the safety targets for each. Further, SCAG staff recommends adopting region-specific targets consistent with safety models which take into account traffic, socioeconomic, and other trends. She noted the resolution reaffirms regional leadership to achieve these targets through the implementation of safety strategies in Connect SoCal and a Regional Safety Policy to guide the work.

A MOTION was made (Minagar) to recommend that the Regional Council (RC) adopt the 2022 regional safety targets and the supporting Regional Safety Policy Resolution. The motion was SECONDED (Solache) and passed by the following votes.

AYES: ASHTON, BACERRA, BARGER, BECERRA, BETTS, BROWN A., CHAMBERS, DO, DORRIS, GAZELEY, GIBBS, HAGMAN, HAMADA, HARNIK, HERNANDEZ, HORVATH, JUDGE,

KELLEY, KRUPA, LOA, LORIMORE, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MINAGAR, MOORE, NAJARIAN, NAVA-FROELICH, NAVARRO, PACHECO, REECE, RUIZ, SALEH, SANDOVAL, SANTOS, SCHWANK, SIMONOFF, SMITH J., SMITH W., SOLACHE, SPIEGEL, STERNQUIST, TALAMANTES, TYE, VARGAS, VIEGAS-WALKER, WAGNER, WALLACE, WAPNER, WEINTRAUB (52)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

7. Regional Express Lanes Concept of Operations Update Overview

Jaimee Lederman, SCAG staff, provided an update on Regional Express Lanes Concept of Operations. Ms. Lederman stated SCAG's Express Lanes Concept of Operations was developed in 2016 to leverage the success of the I-110 and I-10 Express Lanes conversion in 2012 and 2013. She noted there are currently 5 operating express lane networks in the region with others in development which will cross county lines. Since 2016, two new express lane networks have opened. Ben Perez, WSP, continued the presentation and noted Conops is an instructive document to guide policy makers on critical issues particularly on integrating existing and emerging projects into a functional regional system that considers cross boundary issues, tolling and other integration processes. He noted that stakeholders include each county transportation commission, Caltrans, Federal Highway and regional board members and policy makers. Mr. Perez noted that Conops key issues include regional consistency, network coordination, occupancy rates, license plate tolling policies, signage and degradation.

Arthur Sohikian, Executive Director, North Los Angeles Transportation Coalition, provided public comment and noted that residents in outlying areas of the county mostly commute and toll lanes impose a fee. Also, toll lanes ought to be accompanied by enhanced options such as rail and transit.

8. Role of Electric Utilities in Medium/Heavy-Duty Transportation Electrification

Yuliya Schmidt, California Public Utilities Corporation reported on electrification efforts in medium/heavy duty vehicles. Ms. Schmidt stated CPUC has authorized \$1.8 billion toward the electrification of transportation and currently has specific programs for medium and heavy-duty transportation. She reviewed rate structure and examined ways to compare the cost of electricity with gasoline. Additionally, transportation electrification would not represent a significant increase in grid capacity. She noted their approach includes a focus on equity and services to low-income areas.

9. Accelerated Electrification Update on Two Studies

Deferred to a future meeting.

10. 2021 Student Showcase

Deferred to a future meeting.

CHAIR'S REPORT

Hon. Sean Ashton, Downey, District 25, reminded stakeholders of the January 10, 2022 deadline for applications to the Housing Policy Leadership Academy. Also, SCAG's General Assembly and Regional Conference will be held May 4 – 6, 2022 at the JW Marriott Resort in Palm Desert.

METROLINK REPORT

Recently the L.A. Metro Board certified the Final Environmental Impact Report for the Antelope Valley Line Improvement project. The improvements include the Balboa Double Track Extension, the Canyon Siding Extension, Lancaster Station Terminal Improvements, and the Brighton to McGinley Double Track project. These projects are part of the Southern California Optimized Rail Expansion program (SCORE) initiative and are fully funded. The improvements will enable 30-minute bi-directional service from Los Angeles Union Station to the City of Santa Clarita and hourly bi-directional service to Palmdale and Lancaster. The projects should be completed in the 2028-2030 timeframe.

ADJOURNMENT

Hon. Sean Ashton, Downey, District 25, adjourned the meeting of the Transportation Committee at 11:30 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

//

Ashton, Sean	Downey	District 25	1	1	1	1	1	1	1	6
Bacerra, Phil	Santa Ana	District 16	1	1	1	1	1	1	1	6
Barger, Kathryn		Los Angeles County		1	1	1	1	1	1	4
Becerra, Liz	Victorville	District 65	1	1	1	1	1	1	1	6
Benoit, Ben		South Coast AQMD	1	1	1	1	1	1	1	6
Betts, Russell	Desert Hot Springs	CVAG	1	1	1	1	1	1	1	6
Brown, Art	Buena Park	District 21	1	1	1	1	1	1	1	6
Brown, Lorrie	Ventura	District 47								0
Buscaino, Joe	Los Angeles	District 62								0
Chambers, Michelle	Compton				1				1	2
Chun, Ross	Aliso Viejo	OCTA	1	1	1	1	1	1	1	6
Curtis, Jonathan	La Cañada Flintridge	District 36								0
Do, Andrew		Orange County			1	1			1	3
Dorris, Darrell	Lancaster	NCTC	1	1	1	1	1	1	1	5
Dutrey, J. John	Montclair	SBCTA	1	1	1	1	1	1	1	6
Gazeley, James	Lomita	District 39	1	1	1	1	1	1	1	6
Gibbs, Jason	Santa Clarita	NCTC			1	1	1	1	1	
Hagman, Curt		San Bernardino Cnty			1	1	1	1	1	4
Hamada, Ray	Bellflower	Bellflower	1	1	1	1	1	1	1	6
Harnik, Jan	Palm Desert	RCTC	1	1	1	1	1	1	1	6
Hernandez, Laura	Prt Hueneme	District 45	1	1	1	1	1	1	1	6
Horvath, Lindsey	West Hollywood	WSCCOG	1				1		1	3
Judge, Mike	Simi Valley	VTCT	1		1	1	1	1	1	5
Kelley, Trish	Mission Viejo	OCCOG	1	1	1	1	1	1	1	6
Krekorian, Paul	Public Transit Rep	District 49								0
Krupa, Linda	Hemet	WRCOG	1	1	1	1	1	1	1	6
Loa, Richard	Palmdale	NCTC	1		1	1	1	1	1	5
Lorimore, Clint	Eastvale	District 4	1	1	1	1	1	1	1	6
Ly, Steven	Rosemead	District 32	1	1						3
Manos, Steve	Lake Elsinore	District 63	1	1		1	1	1	1	5
Marquez, Paul	Caltrans District 7	Ex-Officio	1	1	1	1	1	1	1	5
Marquez, Ray	Chino Hills	District 10	1	1	1	1	1	1	1	6
McCallon, Larry	Highland	SBCTA	1	1	1	1	1	1	1	6
McLean, Marsha	No. L.A. County	District 67	1	1	1	1	1	1	1	6
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1	1	1	1	1	1	4
Minagar, Fred	Laguna Niguel	District 12	1	1	1	1	1	1	1	6
Moore, Carol	Laguna Woods	OCCOG	1	1		1		1	1	5
Najarian, Ara	Glendale	AVCJPA	1	1	1	1	1	1	1	5
Nava-Froelich, Maria		ICTC		1	1	1	1	1	1	4
Navarro, Frank	Colton	District 6	1	1	1	1	1	1	1	5
Pacheco, Blanca	Downey	GCCOG	1	1	1	1	1	1	1	6
Primuth, Jon	S. Pasadena	AVCJPA	1	1						2
Reece, Ed	Claremont	SGVCOG	1	1		1	1	1	1	5
Ruiz, Crystal	San Jacinto	WRCOG		1			1		1	3
Saleh, Ali	City of Bell	GCCOG	1	1		1	1	1	1	5
Sandoval, Tim	Pomona	District 38	1	1	1	1	1	1	1	6
Santos, Rey	Beaumont	District 3	1	1	1	1	1	1	1	6
Schwank, Zak	Temecula	District 5	1	1	1	1	1	1	1	6
Simonoff, Marty	Brea	District 22		1		1		1	1	4
Smith, Jeremy	Canyon Lake	Canyon Lake	1	1	1	1	1	1	1	6
Smith, Ward	Placentia	OCCOG	1	1	1	1	1	1	1	6
Solache, Jose Luis	Lynwood	District 26	1			1			1	3
Spiegel, Karen		Riverside County	1	1	1	1	1	1	1	6
Sternquist, Cynthia	Temple City	SGVCOG	1	1		1	1	1	1	5
Talamantes, Jess	Burbank	AVCJPA	1	1	1	1	1	1	1	5
Tye, Steve	Diamond Bar	District 37	1	1			1		1	4
Vargas, Michael		Riverside County			1	1	1	1	1	4
Viegas-Walker, Cheryl	El Centro	District 1	1	1	1	1	1	1	1	6
Voigts, Scott	Lake Forest	Orange County				1	1	1		2
Wagner, Don	Orange County	Orange County	1		1	1	1	1	1	5
Wallace, Colleen	Banning	Banning	1	1	1	1	1	1	1	6
Wapner, Alan		SBCTA	1	1	1	1	1	1	1	6
Weintraub, Alicia	Calabasas	LVMCOG	1	1					1	3



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - k # Room
Los Angeles, CA 90017
March , 2022

To: Executive/Administration Committee (EAC)
Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Sarah Dominguez, Program Manager II
(213) 236-1918, dominguezs@scag.ca.gov
Subject: Policy Development Framework for Connect SoCal 2024

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EAC:

Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, EEC, TC AND RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In July 2021, the Executive Administration Committee convened for a strategic planning session. One action identified during that session was to create a Policy Development Framework for Connect SoCal 2024. Connect SoCal 2024, the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), will be prepared by SCAG over the next two years, in anticipation of an April 2024 adoption date. SCAG will build from the strategies and policies established in Connect SoCal 2020, such as the Core Vision and Key Connections. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues in order to put forth a plan that addresses the region’s evolving needs, challenges and opportunities. The attached draft Policy Development Framework for Connect SoCal 2024 outlines the approach for policy development with the existing Policy Committees and three new sub-committees.

BACKGROUND:

What is Connect SoCal 2024?

SCAG prepares a long-range RTP/SCS every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable growth.

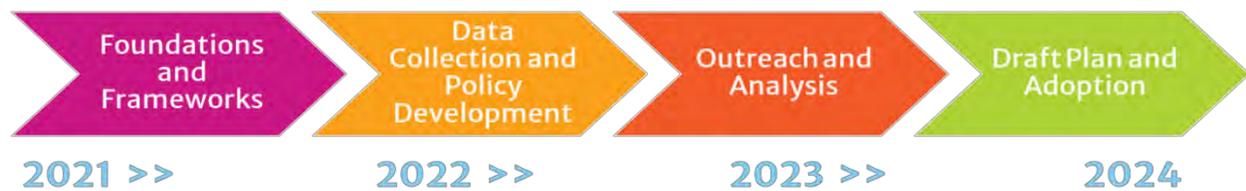
SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of the Connect SoCal—the *Core Vision* and *Key Connections*—are anticipated to continue into the next plan. The *Core Vision* centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The *Key Connections* augment the *Core Vision* of the plan to address trends and emerging challenges. These *Key Connections* lie at the intersection of land use, transportation and innovation to accelerate progress on regional planning goals. For this plan development cycle, SCAG staff will focus on process improvements and data updates and refinements. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues in order to put forth a plan that addresses the region’s evolving needs, challenges and opportunities.

Connect SoCal 2024: Status Update

As described at the February 2022 Joint Policy Committee Meeting, SCAG is now entering into the “Data Collection and Policy Development” phase of plan development.

Throughout 2022, staff will be continuing with research to better understand the trends and existing conditions in the region. This phase also includes steps to understand the existing conditions and planning occurring at the local jurisdiction level through the Local Data Exchange process and engagement with County Transportation Commissions on the Project List later this year. Over the course of the next year and in the first half of 2023, SCAG staff will be seeking direction from our policy makers, through the relevant Policy Committees, on the priorities and strategies for Connect SoCal 2024 to augment and help better align plans and investments across the region.

Phases of Connect SoCal 2024 Development



Policy Development Framework for Connect SoCal 2024

In July 2021, President Lorimore convened a strategic planning session for the Executive Administration Committee and executive staff to establish high-level work goals and priorities for work planning for the year. The resulting EAC Strategic Work Plan identified elevating and expanding policy leadership as a central measure to advancing the EAC's goals and priorities. Among the tasks assigned to staff to expand policy leadership was the development of a Policy Development Framework for Connect SoCal 2024. Per the EAC Strategic Work Plan:

“Working with the Executive Officers and the Policy Committee Chairs and Vice Chairs to develop a Policy Development Framework for 2024 Connect SoCal that identifies priority policy issues for deeper discussion and establishes a sub-committee structure for policy education, engagement, and consensus building to guide visionary policy development (March 2022)”

The attached draft Policy Development Framework for Connect SoCal 2024 includes the preliminary plan vision and goals, key policy priorities, and an outline for the focus and responsibility of each Policy Subcommittee and three new sub-committees to consider opportunities to incorporate new policy direction and priorities identified by the board since 2020 into the regional plan.

Next Steps

In April 2022, SCAG staff will share this draft Policy Development Framework with each Policy Committee to solicit feedback and input before seeking a recommendation for adoption by the EAC and RC in June 2022.

Following adoption, SCAG will circulate a survey to all members, anticipated in June of this year, to assess interest in policy issues and in serving on one of the sub-committees. Following the results of this survey, SCAG will work with the President and Executive Officers establish the sub-committees and prepare a more detailed policy committee agenda outlook for each of the Committees to illustrate the progression of policy discussions leading up to plan analysis and production in Summer 2023.

Later this year, SCAG will be onboarding a consultant to assist with Public and Stakeholder Engagement for the plan. Early deliverables from that work will include educational materials to help stakeholders better understand the regional planning process as well as issue papers to inform the policy development process.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Draft Policy Development Framework for Connect SoCal 2024

Draft Policy Development Framework for Connect SoCal 2024

Connect SoCal 2024, the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), will be prepared by SCAG over the next two years, in anticipation of an April 2024 adoption date. Prepared in response to direction by the Regional Council, the Draft Policy Development Framework presents the Draft Plan Vision and Goals, Policy Priorities to be expanded and refined through the planning process to advance the vision and goals, and a policy development leadership structure and outlook to foster policy education, engagement, consensus building and decision-making.

DRAFT PLAN VISION AND GOALS

In January 2022, staff began engaging with stakeholders through the Regional Planning Working Groups on the draft Goals & Vision for Connect SoCal 2024.

The draft Vision is meant to capture what we want the region to be by 2050 and is supported by four draft Goals, each centered around a key theme (Mobility, Communities, the Environment, and the Economy). These goals will each be further defined by supporting sub-Goals. In addition, staff aim to integrate overarching through lines of Equity and Resilience across the goals.

DRAFT VISION STATEMENT

Option 1: A healthy, equitable and resilient region that works together to plan effectively for the challenges of tomorrow.

Option 2: A healthy, accessible and connected region for a more resilient and equitable future.

DRAFT GOALS

Mobility: Build and maintain a robust transportation network.

- Support investments that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality and minimize greenhouse gas emissions.
- Ensure reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high need communities.
- Support planning for people of all ages, abilities, and backgrounds.

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

- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.

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

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality and reduce greenhouse gas emissions.
- Conserve the region's resources.

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

- Improve access to jobs and educational resources.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.

After engaging with stakeholders to add to, edit, and modify the above draft statements, staff will bring these draft Vision and Goals concurrently to each Policy Committees in June 2022 alongside draft plan Performance Measures.

POLICY PRIORITIES

The Draft Policy Priorities are based upon policy direction established in Connect SoCal 2020 and recent Regional Council actions to address three of the emerging issues facing the region. The pillars of Connect SoCal 2020—the *Core Vision* and *Key Connections*—are outlined below followed by a summary of the emerging issues and related actions.

CORE VISION

Rooted in the 2008 and 2012 RTP/SCS plans, Connect SoCal's *Core Vision* centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets.

- Sustainable Development
- System Preservation & Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

Many of the policies and strategies summarized as the *Core Vision* of the plan are reflective of the policies and projects developed at the local level and gathered by SCAG through the plan development process (through the Local Data Exchange with Local Jurisdictions and Project List submissions from County Transportation Commissions). The Core Vision strategies will be discussed during plan development to identify barriers to implementation and opportunities for enhancement.

KEY CONNECTIONS

Connect SoCal 2020 introduced *Key Connections* that build on the *Core Vision* to leverage technology or advance policy needed to accelerate reaching plan goals. Key Connections identify critical regional strategies to “close the gap” between what could be accomplished through intensification of core planning strategies alone, and what must be done to meet increasingly aggressive greenhouse gas reduction goals. The Key Connections lie at the intersection of land use, transportation and innovation, aiming to coalesce policy discussions and advance promising strategies for leveraging new technologies and partnerships to accelerate progress on regional planning goals. The policies and strategies identified as *Key Connections* became the focal point for SCAG implementation efforts in directing research priorities and local technical assistance.

- Smart Cities & Job Centers
- Housing Supportive Infrastructure
- Go Zones
- Accelerated Electrification
- Shared Mobility & Mobility as A Service (MaaS)

In developing both the Core Vision and Key Connections, SCAG works with stakeholders, identifies trends and data in the region, assesses local best practices and researches the efficacy of different strategies. SCAG also needs strategic input and direction from Policy Committee members and the Regional Council.

EMERGING ISSUES

There are three salient and interconnected challenges facing our region: equity, resilience, and the economy. Actions by SCAG's Regional Council over the past year and a half provide a policy foundation for work on the next plan development and expanded policy focus on these emerging issue areas.

Equity

On July 2, 2020, the Regional Council adopted Resolution No. 20-623-2¹ on Racial and Social Justice, affirming SCAG's commitment to meaningfully advance justice, equity, diversity and inclusion, and establishing the Special Committee on Equity and Social Justice to advance social justice throughout the agency.

On May 6, 2021, the Regional Council adopted the Racial Equity Early Action Plan², the purpose of which is to guide and sustain SCAG's regional leadership in service of equity and social justice. It reflects discussions and feedback provided to the Special Committee on the definition of equity and overarching goals and strategies to advance racial equity through SCAG's policies, practices and activities.

Resilience

On January 7, 2021, the Regional Council adopted Resolution No. 21-628-1³ on Climate Change Action that affirms a climate change crisis in Southern California and identifies actions for SCAG to undertake, including: developing a regional resilience framework, initiating a regional climate planning network, and developing a regional advanced mitigation program (RAMP).

Economy

On July 1, 2021, the Regional Council adopted the Inclusive Economic Recovery Strategy (IERS) Final Report and Recommendations⁴, which identifies five core principles to drive SCAG's work and to act as a lens for identifying recommendations:

1. Center the economic recovery strategy on racial and gender equity; focusing in reducing the racial wealth gap;
2. Focus on rebuilding the middle class with high road employment;
3. Ensure that all strategies contribute to a climate ready region;
4. Tailor strategies to the needs of both industry sectors and geographic subregions; and
5. Bring new and diverse voices to the table.

On February 4, 2021, the Regional Council adopted Resolution No. 21-629-2⁵ to establish a Broadband Action Plan to assist in bridging the digital divide. The Broadband Action Plan includes incorporating

¹ <https://scag.ca.gov/sites/main/files/file-attachments/rc070220agn01.pdf?1602368143>

² <https://scag.ca.gov/sites/main/files/file-attachments/rc050621fullpacket.pdf#page=91>

³ <https://scag.ca.gov/sites/main/files/file-attachments/rc010721fullpacket.pdf#page=12>

⁴ <https://scag.ca.gov/sites/main/files/file-attachments/rc070121fullpacket.pdf#page=13>

⁵ <https://scag.ca.gov/sites/main/files/file-attachments/rc020421fullpacket.pdf#page=13>

broadband planning, data and research findings, and strategies, as appropriate, into existing SCAG programs and future Regional Transportation Plan/Sustainable Communities Strategies.

POLICY DEVELOPMENT: LEADERSHIP & OUTLOOK

Policy discussions that occur during SCAG’s Policy Committee meetings provide valuable direction to staff on areas for further research, potential strategies to address regional challenges, and priorities for what to include in the proposed plan.

Staff will bring forward informational and discussion items related to the relevant *Core Vision* and *Key Connections*; highlighting context and data from staff research; perspectives from academics, researchers or policy experts; and insights from local practitioners. Presentations may also focus on current subregional efforts and best practices to address the Connect SoCal 2020 Key Connections, as well as emerging trends and new issues related to each *Core Vision* or *Key Connection*. The plan issue areas organized by Policy Committee are outlined in the table below.

MAIN POLICY COMMITTEES

TRANSPORTATION COMMITTEE	COMMUNITY, ECONOMIC, HUMAN DEVELOPMENT COMMITTEE	ENERGY AND ENVIRONMENT COMMITTEE
<i>Core Vision</i>		
<ul style="list-style-type: none"> • System Preservation & Resilience • Demand & System Management • Transit Backbone • Complete Streets • Goods Movement 	<ul style="list-style-type: none"> • Sustainable Development 	<ul style="list-style-type: none"> • Sustainable Development
<i>Key Connections</i>		
<ul style="list-style-type: none"> • Go Zones • Shared Mobility & MaaS • Smart Cities & Job Centers 	<ul style="list-style-type: none"> • Smart Cities & Job Centers • Housing Supportive Infrastructure 	<ul style="list-style-type: none"> • Accelerated Electrification
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th data-bbox="1018 1425 1432 1472" style="text-align: center;"><i>Environmental Compliance</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="1018 1472 1432 1675"> <ul style="list-style-type: none"> • PEIR • Transportation Conformity • Environmental Justice • SB 375 Technical Methodology </td> </tr> </tbody> </table>
<i>Environmental Compliance</i>		
<ul style="list-style-type: none"> • PEIR • Transportation Conformity • Environmental Justice • SB 375 Technical Methodology 		

JOINT POLICY COMMITTEE

The issues facing the region are intersectional and often do not neatly fit within one committee. For that reason, it is occasionally necessary to hold a Joint Policy Committee meeting of members from all three Policy Committees (Transportation; Community, Economic, Human Development; and Energy and

Environment) to share pertinent information, discuss key plan development issues or seek coordinated actions or recommendations.

SPECIAL CONNECT SOCIAL 2024 SUB-COMMITTEES

As discussed at the February 2022 Joint Policy Committee Meeting, there are a number of trends disrupted by the pandemic and emerging issues setting the context for the next Connect SoCal. To help dive deeper into key areas for Connect SoCal, SCAG will establish three new sub-committees.

These three sub-committees will be comprised of members from each county as well as select non-voting members representing business or civic leaders with unique and valuable perspective on the given sub-committee focus area.

These sub-committees will prepare and make recommendations to SCAG Policy Committees on how to address these emerging issues within Connect SoCal 2024.

NEXT GENERATION INFRASTRUCTURE	RESILIENCE & CONSERVATION	RESTORATIVE JUSTICE
<p><i>Purpose:</i> Build on the recommendations for the Inclusive Economic Recovery Strategy to identify ways Connect SoCal can ensure opportunities for all; and explore solutions for making the most of existing infrastructure to maintain and improve levels of service such as through innovations in Broadband and System Demand Management.</p>	<p><i>Purpose:</i> Advance the direction set in the SCAG Regional Council Resolution on Climate Change Action to consider opportunities for enhanced conservation and how can Connect SoCal support our communities in adapting to changing conditions or mitigating risks to become more resilient.</p>	<p><i>Purpose:</i> Identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how our planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG’s environmental justice communities.</p>



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - k # Room
Los Angeles, CA 90017
March , 2022

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Philip Law, Manager of Mobility Planning and Management
(213) 236-1841, law@scag.ca.gov

Subject: Transportation Demand Management "Deep Dive" Training's

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:

In 2019, SCAG completed the Transportation Demand Management (TDM) Strategic Plan which was incorporated into and adopted as part of Connect SoCal, SCAG’s 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This TDM Strategic Plan is intended as a guiding document for both SCAG staff and local agencies and stakeholders and informs the development and implementation of TDM to support regional goals for improved mobility and sustainability. In January 2022, staff briefed the Transportation Committee on current efforts to implement the TDM Strategic Plan and this report provides an update on the SCAG TDM training series, with the second “Deep Dive” sessions scheduled this spring.

BACKGROUND:

The “TDM Trainings” strategy aims to introduce or strengthen knowledge of how to develop and implement TDM programs in SCAG’s member agencies and employers in the region. Many agencies in the SCAG region maintain robust TDM programs, and some examples are the cities of Santa Monica, Anaheim, Burbank, and the Playa Vista area of Los Angeles and Culver City. However, far more communities lack programs and the resources necessary to develop them. Thus, SCAG is working with the consulting firm Steer to develop and conduct TDM training sessions made available to current and prospective TDM stakeholders in the region. These training sessions are designed as a two-phased approach: 1) a “TDM 101,” which serves as an introduction to developing and implementing new TDM programs, and 2) TDM “Deep Dives” which will explore specific types of TDM programs, such as mobility hubs, teleworking and micromobility, among others. The TDM 101 trainings were completed in fall of 2021.

The TDM “Deep Dive” training will include six sessions taking place beginning in March of this year, as follows.

Adapting TDM Programs to COVID, March 10

Many TDM programs were paused in response to COVID-19 and, since the start of the pandemic, travel patterns and work schedules have changed drastically for many. As commuters begin to return to their worksite, now is a key time to reach out to them and re-introduce TDM programs. Join this session to learn about alleviating rideshare concerns, creating programs around hybrid work schedules, and more.

Register at <https://scag.zoom.us/meeting/register/tZYsduqvqzkqHdywrtQOUWpHKI5a1HVI01yv>

Building TDM Partnerships, March 24

Individual organizations can only provide so much support to commuters on their own. Partnerships between employers, cities, transportation management associations, and mobility operators are vital to the successful implementation of TDM strategies. Join this session to learn how to build successful partnerships to take your TDM program to the next level.

Register at https://scag.zoom.us/meeting/register/tZEsdemgqTkuG9fLyg_AM6v7EGbAhkUbwHkf

Facilitating and Funding TDM through Policy, April 5

TDM policies can be incorporated and funded through a variety of planning processes such as general plans, developer agreements, specific TDM ordinances, and more. This session will cover how to integrate TDM goals into local policy and strategies for funding TDM programs.

Register at <https://scag.zoom.us/meeting/register/tZAsdOCqpjwHNLswEO-YAcFS1irXML046s>

New Mobility Evolution (Mobility Hubs & MaaS), April 21

The ever-growing field of new mobility is providing commuters with new travel options and improving access to existing modes with evolving technologies and concepts. Join this session for an overview of mobility hubs, Mobility as a Service (MaaS), and other new mobility concepts.

Register at <https://scag.zoom.us/meeting/register/tZwscOmvqD0uHtlq67O1NKfzodgymIfFDjKz>

TDM Strategies for Suburban and Rural Communities, May 12

Suburban and rural communities often have limited transportation options. However, these communities can still implement successful TDM programs by focusing their efforts on existing options. Learn about strategies for supporting carpool/vanpool use and examples of successful suburban or rural TDM programs.

Register at <https://scag.zoom.us/meeting/register/tZYtd-CspzgrGN1tk0JegUvQWCmsjRbLaRCO>

TDM Metrics and Monitoring, May 26

Growing and improving TDM programs requires collection and analysis of pertinent data. Data can highlight which strategies are effective and which require additional attention. Join this session for an overview of useful TDM metrics and technology solutions for collecting, monitoring, and reporting data.

Register at <https://scag.zoom.us/meeting/register/tZcvfuuprT8jGdNcOCZj75cbKJ5G2do5TI7>

Each virtual training session takes place at 10:00 a.m. and is open to everyone in the SCAG region, so you are encouraged to share the registration links. The meeting information is also available at <https://scag.ca.gov/transportation-demand-management>.

NEXT STEPS:

Staff will return periodically to the Transportation Committee with updates as the two TDM strategies progress towards completion.

FISCAL IMPACT:

This project is included in the current OWP under Task 21-010.1631.06, TDM Strategic Plan Phase 2 – Implementation.

ATTACHMENT(S):

1. SCAG TDM FLYER Spring_v1.4

Transportation Demand Management (TDM)

TRAINING SESSIONS



A DEEP DIVE INTO TDM – IN-DEPTH DISCUSSION WITH TRANSPORTATION SUBJECT MATTER EXPERTS.

Southern California Association of Governments (SCAG) invites you to join us for a second round of Transportation Demand Management (TDM) Training Sessions. These trainings offer six (6) different subject areas:

- Adapting TDM Programs to COVID
- Building TDM Partnerships
- Supporting TDM through Policy and Funding
- New Mobility Evolution (Mobility Hubs & MaaS)
- TDM Strategies for Suburban and Rural Communities
- TDM Metrics and Monitoring

IF YOU REPRESENT

a Metropolitan Planning Organization (MPO) county, city, transit agency, university, community organization, employer, property/developer, non-profit, university and other related groups **THIS TRAINING SESSION IS FOR YOU.** You may attend one or all of the trainings, depending on which subjects interest you most. Training sessions are **FREE** and open to everyone in the SCAG region.

SIGN UP TODAY, REGISTER FOR INDIVIDUAL TRAININGS BELOW.

Event

Link

Adapting TDM to COVID
10 AM PST, Thu, Mar 10th

<https://scag.zoom.us/meeting/register/tZYs-duqvzqkqHdywrtQOUWpHKI5a1HVI01yv>

Building Partnerships
10 AM PST, Thu, Mar 24th

https://scag.zoom.us/meeting/register/tZEsde-mgqTkuG9fLyg_AM6v7EGbAhkUbwHkf

Facilitating and Funding TDM through Policy
10 AM PST, Tue, Apr 5th

<https://scag.zoom.us/meeting/register/tZAsdOC-qpjwHNLswEO-YAcsFS1irXML046s>

New Mobility Evolution
10 AM PST, Thu, Apr 21st

<https://scag.zoom.us/meeting/register/tZwscOm-vqD0uHtlq6701NKfzodgymIfFDjKz>

TDM Strategies for Suburban and Rural Communities
10 AM PST, Thu, May 12th

<https://scag.zoom.us/meeting/register/tZYtd-CspzgrGN1tk0JegUvQWCmsjRbLaRCO>

TDM Metrics and Monitoring
10 AM PST, Thu, May 26th

<https://scag.zoom.us/meeting/register/tZcv-fuuprT8jGdNcOCZj75cbKJ5G2do5TI7v>

QUESTIONS?

Contact Titi Onabanjo at
titi.onabanjo@steergroup.com



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - k # Room
Los Angeles, CA 90017
March , 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Karen Calderon, Senior Regional Planner
(213) 236-1983, calderon@scag.ca.gov
Subject: Connect SoCal’s Program Environmental
Impact Report (PEIR) 101

EXECUTIVE DIRECTOR’S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, 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:

The SCAG region’s long-range regional transportation plan/sustainable communities strategy (RTP/SCS) (entitled Connect SoCal 2024) is currently in development. This will require preparation of the Connect SoCal 2024 Program Environmental Impact Report (2024 PEIR or PEIR). The purpose of the PEIR is to provide information to the public and decisionmakers about the potential significant environmental impacts of the RTP/SCS and identify ways to avoid or reduce significant impacts by using feasible alternatives and mitigation. In accordance with the California Environmental Quality Act (CEQA), the programmatic environmental analysis for the Connect SoCal PEIR evaluates potential environmental effects consisting of direct and indirect effects, growth-inducing impacts, and cumulative impacts resulting from the Plan, and includes mitigation measures to offset any identified potentially significant adverse environmental effects.

The 2024 PEIR will be under the oversight of the Energy and Environment Committee (EEC), who will be responsible for reviewing the Draft and Final PEIR (including mitigation measures and feasible alternatives) and approving release of all associated documents and notices. This staff report clarifies the relationship between Connect SoCal and the PEIR and provides an overview of

what to expect in the upcoming 2024 PEIR to provide context for future PEIR updates. A summary of the contents and environmental factors considered, approach to alternatives, and key milestones for the PEIR is described below. Staff is currently working on the acquisition of a CEQA Consultant to assist SCAG with the preparation of a legally defensible PEIR. The 2024 PEIR is tentatively scheduled to officially begin in the fall this year, with the Notice to Proceed. Staff is currently preparing a detailed policy committee agenda outlook which will include details of how this body will be kept informed of key PEIR updates.

BACKGROUND:

CEQA and its implementing regulations (CEQA Guidelines) require SCAG as the Lead Agency to prepare an Environmental Impact Report (EIR) for any discretionary government action, including programs and plans, that may cause significant environmental effects. Connect SoCal is a long-range comprehensive plan for the region's multi-modal transportation system, with the next update scheduled for 2024. Preparing the Plan is one of SCAG's primary statutory responsibilities under federal and state law. A regional transportation plan is the mechanism used in California by both Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies to conduct long-range (at least 20-year) planning in their regions. SCAG must adopt an RTP and update it every four years, or more frequently, if the region is to receive federal and/or state transportation dollars for public transit, streets/roads, and bicycle and pedestrian improvements As SCAG is responsible for developing. In addition, per state law, Connect SoCal must include a Sustainable Communities Strategy that demonstrates compliance with California Air Resources Board greenhouse gas (GHG) emission reduction targets from cars and light duty trucks.

Given the regional level of analysis provided in Connect SoCal, a PEIR is the appropriate CEQA document for Connect SoCal and is prepared every four years, concurrent with the Plan. An EIR is a disclosing document that provides information to the public and decisionmakers about the potential significant environmental impacts of a proposed project and the reasons a project is approved even if it will have some significant adverse impacts. The purpose of an EIR is to identify ways to avoid or reduce significant impact(s) by using feasible alternatives and mitigation.

Development of the next Connect SoCal is underway, which requires preparation of the 2024 PEIR. The 2024 PEIR will be a "first-tier" CEQA document designed to consider "broad policy alternatives and program wide mitigation measures" (CEQA Guidelines Sec. 15168). The programmatic environmental analysis for the 2024 PEIR will evaluate potential environmental effects consisting of direct and indirect effects, growth-inducing impacts, and cumulative impacts resulting from the Plan, and include mitigation measures to offset any identified potentially significant adverse environmental effects. As a first-tier document, the PEIR may serve as a foundation for subsequent, site-specific environmental review documents (including Addendums, Supplemental EIRs, Subsequent EIRs) for individual transportation and development projects in the region (CEQA

Guidelines Sec. 15385). This first-tier regional-scale environmental analysis also helps local agencies evaluate and reduce direct and indirect impacts, growth-inducing impacts, and cumulative environmental effects with respect to local projects.

The 2024 PEIR will be under the oversight of the EEC, who will be responsible for reviewing the Draft and Final PEIR (including mitigation measures and feasible alternatives) and approving release of all associated documents and notices.

SUMMARY OF CONTENTS FOR THE CONNECT SOCAL PEIR:¹

Below is an overview of what to expect in the upcoming 2024 PEIR. A summary of the content typically included in the Connect SoCal Draft PEIR is provided below:

- **Executive Summary:** This summarizes key information presented in the Connect SoCal PEIR, including a table depicting significant impacts and proposed SCAG and potential project-level mitigation measures for each significant impact discussed in Chapter 3.0 – Environmental Impact Analysis.
- **Chapter 1.0 – Introduction:** This chapter provides background information on SCAG’s roles and responsibilities. The introduction summarizes the results of the scoping process and describes the PEIR as a first tier Program EIR. This Chapter describes the CEQA process, emphasizing the early identification of stakeholders and engagement through the scoping process. Supplemental materials, including the Notice of Preparation (NOP) of the Draft PEIR and comments received on the NOP will be attached, as appropriate, in appendices to the Draft PEIR document. It also describes consideration of CEQA streamlining opportunities, the environmental review process, and an overview of the contents of the Draft PEIR.
- **Chapter 2.0 – Project Description:** This chapter provides the location and boundaries of the Draft Plan; states the Draft Plan’s objectives; a general description of the Draft Plan; and includes a statement briefly describing the intended uses of the PEIR.
- **Chapter 3.0 – Environmental Impact Analysis–** This analysis includes Regulatory Framework; Environmental Setting; Significance Thresholds; Analysis of Direct, Indirect, and Cumulative Impacts; Mitigation Measures; and Level of Significance after Mitigation. Twenty (20) resource categories included in Appendix G of the CEQA Guidelines are analyzed in this section. (See discussion under *Environmental Factors Considered* for further details)
- **Chapter 4.0 – Alternatives -** This chapter describes a range of reasonable alternatives to the Draft Plan, which would feasibly attain most of the basic objectives of the Plan but would avoid or substantially lessen any of the significant effects of the Plan at a programmatic and region-wide level. (See discussion under *Alternatives* for further details)
- **Chapter 5.0 – Other CEQA Considerations:** This chapter identifies the significant

¹ Table of Contents are subject to change prior to the release of the Draft PEIR. However, it is representative of all the major components that will be considered and is in accordance with the *CEQA Guidelines*.

unavoidable environmental effects, significant irreversible environmental effects, irreversible damage from environmental accidents, and growth inducing impacts of the Plan.

- **Chapter 6.0 – Persons and Sources Consulted:** This chapter lists the contributors to the preparation of the PEIR and includes a list of sources consulted and used in preparing the Draft PEIR.
- **Chapter 7.0 – Glossary:** This chapter includes acronyms used in the Draft PEIR document.

A summary of contents of the Connect SoCal Final PEIR is provided below:

- **Chapter 8.0 – Introduction to the Final PEIR:** This chapter provides a brief summary of overview of what has occurred since the Draft PEIR and a brief overview of the Final PEIR process.
- **Chapter 9.0 – Response to Comments:** This chapter provides background information on the Final PEIR for the Connect SoCal PEIR and includes public written comments on the Draft PEIR and its responses. It includes Master Responses to comments that recurred in a number of comment letters, and responses to written comments made by public agencies, organizations, and interested parties.
- **Chapter 10.0 – Clarifications and Revisions:** This chapter provides clarifications and revisions to the Draft PEIR including staff-initiated corrections and revisions made because of public comments.
- **Mitigation Monitoring and Reporting Program** - The Mitigation Monitoring and Reporting Program (MMRP) is a standalone document that is prepared in compliance with the requirements of §21081.6 of the California Public Resources Code and CEQA Guidelines § 15091 (d) and § 15097. The MMRP, the monitoring plan, applies to the goals, policies, and strategies articulated in the RTP/SCS and related mitigation measures to be implemented by SCAG, and project-level performance standards-based mitigation measures which are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.
- **Findings of Fact** - The statement of Findings of Fact is prepared in compliance with the requirements of § 21081.6 of the California Public Resources Code and CEQA Guidelines § 15091. It describes facts, discussions, and conclusions reached in the environmental review relative to impacts, mitigation measures, and selection of an alternative.
- **Statement of Overriding Considerations** - The Statement of Overriding Considerations is prepared in compliance with § 21081 of Public Resources Code and CEQA Guidelines § 15093. The existence of significant unavoidable impacts as identified in the Draft PEIR requires the preparation of a Statement of Overriding Considerations. The Statement of Overriding Consideration explains why SCAG is willing to accept the residual significant

impacts. It describes the economic, social, environmental, and other benefits of the RTP/SCS that override the significant unavoidable environmental impacts. It “reflect[s] the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment” (CEQA Guidelines § 15021 (d)).

ENVIRONMENTAL FACTORS CONSIDERED:

The PEIR is a programmatic document that analyzes the potential effects of the Plan on the environment. Although Connect SoCal will include individual transportation projects, the PEIR does not specifically analyze environmental effects of any individual transportation or development project. Project-level environmental analyses will be prepared by implementing agencies on a project-by-project basis as projects proceed through the design and decision-making process.

The scope of environmental effects analyzed in the Connect SoCal PEIR are as follows:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology & Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services (Police, Fire, Schools, Library)
- Recreation
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities and Service Systems (Solid Waste, Wastewater, Water Supply)
- Wildfire

MITIGATION MEASURES:

CEQA requires that SCAG identify all feasible mitigation measures in the PEIR that will avoid or substantially lessen the significant environmental effects of the project. The Connect SoCal PEIR includes two types of mitigation measures: SCAG mitigation measures and project-level mitigation measures.

SCAG mitigation measures are program wide measures for implementation by SCAG that address the large-scale regional impacts from the variety of projects spread over more than 20 years. In addition, the PEIR identifies project-level mitigation measures for lead agencies to consider, as applicable and feasible, in subsequent project-specific design, CEQA review, and decision-making processes. It is ultimately up to the lead agency to determine the appropriateness of the mitigation measure based on project-specific circumstances.

The project-level mitigation measures identified by SCAG “can and should” be considered by lead agencies in project-specific environmental review documents as appropriate and feasible. This language mirrors CEQA Guidelines section 15091(a)(2), and it is assumed that each lead agency for specific projects would have the ability to impose and enforce these measures (i.e., that they can implement them). Lead agencies for specific projects are responsible for developing project specific mitigation measures and ensuring adherence to such mitigation measures.

Overall, mitigation measures used in the PEIR recognize the limits of SCAG’s authority; distinguish between SCAG commitments and project-level responsibilities and authorities; optimize flexibility for project implementation; and facilitate CEQA streamlining and tiering where appropriate on a project-by-project basis determined by each lead agency.

ALTERNATIVES:

The development of alternatives in a PEIR is focused on avoiding or reducing potentially significant impacts of the Plan while achieving most of the project objectives. The PEIR evaluates three potential alternatives to Plan: a No Project Alternative and another two alternatives that meet the CEQA alternatives criteria. The No Project Alternative is required by Section 15126.6(e)(2) of the CEQA Guidelines and assumes that the Plan would not be implemented.

The No Project Alternative considers continued implementation of the goals and polices of the adopted RTP/SCS and is based on the adopted RTP/SCS regional population, housing, and employment data. The No Project Alternative includes only those transportation projects that are in the first year of the previously conforming FTIP. The growth scenario included in the No Project Alternative, and all alternatives, includes the same regional totals for population, housing and employment.

Each Alternative, except the No Project Alternative, will vary in terms of land use and transportation assumptions and may include variations in land use development patterns or transportation network.

Section 15126.6 of the CEQA Guidelines requires that an “environmentally superior” alternative be selected among the alternatives evaluated in the PEIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

When approving the Plan, SCAG has the discretion to select one or more alternatives as long as they are within the range of impacts identified in the PEIR.

CURRENT STATUS OF THE 2024 PEIR:

Staff is working on the acquisition of a CEQA Consultant to assist SCAG with the preparation of a legally defensible PEIR. The CEQA Consultant RFP was release February 2nd, 2022 and the Consultant is expected to be selected and onboarded by August 2022, pending funding approval. The Consultant will assist SCAG in completing the PEIR and provide services to ensure compliance with federal and state planning and environmental laws.

NEXT STEPS:

Below are the list upcoming milestones for the 2024 Connect SoCal PEIR. Staff is also preparing a detailed policy committee agenda outlook which will include details of how to keep this body informed of key PEIR updates.

Milestones	Tentative Schedule
Release of the Initial Study/Notice of Preparation	Fall 2022
Scoping Meetings and Comment Period	Winter 2023 (minimum of 30-day scoping comment period)
Stakeholder Outreach	Winter and Spring 2023
Release Connect SoCal Draft PEIR	Within 30-days after Connect SoCal Release
Connect SoCal PEIR Workshop	Within 30-days after Draft PEIR Release
Public review and comment period of the Connect SoCal PEIR	At least 45 days after Draft PEIR Release
Certification for Connect SoCal and Final PEIR	April 2024

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2021/22 Overall Work Program (22-020.0161.04: Environmental Compliance, Coordination & Outreach).

ATTACHMENT(S):

1. PowerPoint Presentation - PEIR 101



Connect SoCal's Program Environmental Impact Report (PEIR) 101

Karen Calderon, Planning Strategy Department
March 3, 2022

www.scag.ca.gov



Introduction



- SCAG is the lead agency for the Connect SoCal PEIR.
 - Identifies ways to avoid or reduce significant impact(s) by using feasible alternatives and mitigation
 - Disclosing document that evaluates the potential environmental impacts of implementing Connect SoCal
 - Certification of the PEIR is required before Connect SoCal adoption
- PEIR provides a region-wide program level assessment of potential effects of implementing projects, programs, and policies included in the RTP/SCS.

Summary of Contents



- **Draft PEIR:**
 - Executive Summary
 - Chapter 1.0 – Introduction
 - Chapter 2.0 – Project Description
 - **Chapter 3.0 – Environmental Impact Analysis**
 - Chapter 4.0 – Alternatives
 - Chapter 5.0 – Other CEQA Considerations
 - Chapter 6.0 – Persons and Sources Consulted
 - Chapter 7.0 – Glossary
- **Final PEIR:**
 - Chapter 8.0 – Introduction to the Final PEIR
 - Chapter 9.0 – Response to Comments
 - Chapter 10.0 – Clarifications and Revisions
 - Mitigation Monitoring and Reporting Program
 - Findings of Fact
 - Statement of Overriding Considerations

Chapter 3.0 – Environmental Impact Analysis



20 Environmental Factors

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

Example: Aesthetics



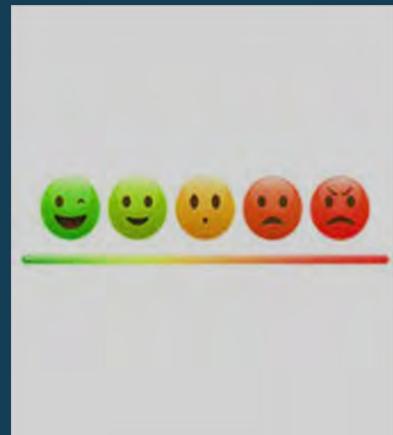
I. AESTHETICS

Would the project:

- a) Have a substantial adverse effect on a scenic vista?
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c) Substantially degrade the existing visual character or quality of the site and its surroundings?
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Determination of Significance

- No Impact
- Less than Significant
- Less than Significant with Mitigation
- Significant and Unavoidable Impact



Mitigation Measures



Mitigation Measures

- SCAG Mitigation Measures
 - Implemented by SCAG
- Project-Level Mitigation Measures
 - Implemented by local agencies/developers, as applicable
 - Useful for tiering



Chapter 4: Alternatives



Three Alternatives:

- Alternative 1 – No Project Alternative (CEQA requirement)
- Alternative 2
- Alternative 3



Alternatives CEQA criteria :

- Feasible
- Meet most of the basic project objectives (Plan Goals)
- At least one needs to be environmentally superior

PEIR Process and Timeline



Thank You

www.scag.ca.gov



Attachment: PowerPoint Presentation - PEIR 101 2spp (Connect SoCal's Program Environmental Impact Report (PEIR) 101)



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - k # Room
Los Angeles, CA 90017
March , 2022

To: Executive/Administration Committee (EAC)
Transportation Committee (TC)
Regional Council (RC)
From: Andres Carrasquillo, Community Engagement Specialist
(213) 630-1401, carrasquillo@scag.ca.gov
Subject: 2022 Outlook for Go Human Active Transportation and Safety Program

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:
On May 1, 2014, the General Assembly adopted Resolution No. GA 2014-2 titled "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative." To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG secured Pedestrian/Bicycle Safety funds from the California Office of Traffic Safety (OTS) in the amount of \$1,250,000 to conduct a sixth round of Go Human safety programming and engagement across the region, which funds were accepted and approved by the Regional Council on October 7, 2021. SCAG, in coordination with its local and regional partners, will relaunch the Go Human active transportation and encouragement program and implement strategies to distribute resources in support of bicycle and pedestrian safety.

BACKGROUND:
The six-county SCAG region has some of the highest rates of collisions involving people walking and biking in the nation. On average per year, 1,500 people are killed, 5,500 people are seriously injured, and 124,000 people sustain injuries.

To address the safety of people walking and biking in the region's transportation network, the SCAG General Assembly adopted Resolution No. GA 2014-2, "Regional Effort to Promote Pedestrian and Bicycle Safety Initiative", on May 1, 2014. To implement this resolution, SCAG launched *Go Human*,

a Regional Active Transportation Safety and Encouragement Campaign, with a \$2.3 million grant from the 2014 Active Transportation Program. SCAG has since expanded this campaign into a robust program, with support from funding from the California Office of Traffic Safety (OTS).

SCAG’s *Go Human* program addresses the current safety conditions in the region:

- Between 2009 and 2020, the number of pedestrians killed has increased slightly, while the number of pedestrians who have sustained serious injuries has steadily climbed at an average growth rate of 3% a year.
- Over the same time, pedestrians and bicyclists constituted approximately 32% of all fatal victims, disproportionate to their mode share of just under 3% of daily trips.
- The COVID-19 pandemic has led to increased rates of traffic injuries and fatalities even while traffic volumes decreased, exacerbating the challenges of traffic safety strategies.

2022 Outlook: SCAG’s *Go Human* Safety Strategies

SCAG will implement four (4) strategies in 2022 to improve the safety of people walking and biking in the region.

Strategy	Description
<i>Communications Campaign & Storytelling Strategies</i>	Development and implementation of creative, dynamic campaign to promote and amplify <i>Go Human</i> safety strategies throughout the contract period.
<i>Community Funding Opportunities: Go Human Mini-Grants</i>	Distribution of funding to community-based organizations, non-profit organizations, and social enterprises to identify and perform work that advances traffic safety.
<i>Kit of Parts: Engagement and Deployment</i>	Coordination and deployment of <i>Go Human’s</i> Kit of Parts for temporary safety demonstration projects.
<i>Co-Branded Advertisement and Media Coordination</i>	Production and distribution of <i>Go Human</i> safety advertisements and coordination of media buys.

Communications Campaign & Storytelling Strategies

SCAG will develop and implement a communication campaign plan that prioritizes three strategies to promote *Go Human* activities through September 2022.

- *Storytelling Strategy.* This strategy centers and compensates the voices and experiences of people who are leaders in traffic safety efforts. This includes the organizations that partner with SCAG on *Go Human* safety efforts.
- *Multimedia Strategy.* In this strategy, SCAG will incorporate images, video, and graphics to increase engagement.
- *Paid media Strategy.* SCAG will expand the reach of its communication efforts with paid media, such as social media ads and out-of-home ads.

The communication tactics will connect stakeholders to *Go Human* resources, celebrate project outcomes, and leverage multiple communications channels.

Community Funding Opportunities

SCAG will administer its *Go Human* Mini-Grants program to distribute resources to local community organizations throughout the region to advance traffic safety. This program will award small grants of up to \$10,000 to community-based organizations, non-profits, and social enterprises to implement projects that address traffic safety. Applicants may propose their own unique project and lead its implementation. SCAG will fund up to 25 projects.

Kit of Parts: Engagement and Deployment

SCAG will deploy the *Go Human* Kit of Parts to demonstrate Complete Streets safety improvements. SCAG anticipates supporting local partners with technical assistance. In addition, SCAG will produce summary reports of each deployment to document key feedback, findings, and recommendations.

Co-Branded Advertisement and Media Coordination

SCAG will provide co-branded *Go Human* safety advertisements to local partners at no cost. These advertisements encourage drivers to slow down and look for people walking and biking, and they appear in English, Spanish, and additional languages, as requested. This year, SCAG will work with 25 partners to co-brand multilingual advertisements in print and digital media.

Additionally, SCAG will provide media planning services for six (6) local jurisdictions that allocated a portion of Affordable Housing Sustainable Communities (AHSC) Program funding for *Go Human* advertisements. A media consultant will develop unique advertisement plans per partner, coordinate with media vendors to secure ad space, and support with any other logistics to place ads.

FISCAL IMPACT:

None.



AGENDA ITEM 6
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - k # Room
Los Angeles, CA 90017
March , 2022

To: Community Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Sarah Dominguez, Program Manager II
(213) 236-1918, dominguezs@scag.ca.gov
Subject: California Air Resources Board: Sustainable Communities & Climate Policy
Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC and TC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD:
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:
Every four years, SCAG prepares a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal. This regional plan is one component of broader suite of statewide requirements and policies that work toward reaching state climate goals. Lana Wong, Air Pollution Specialist, Sustainable Communities Policy & Planning Section, California Air Resources Board, will present on sustainable communities strategies and climate policies in California.

BACKGROUND:
The state of California is a global leader in climate change policy. The actions of local governments and transportation agencies to create more sustainable communities is a crucial piece of implementing and reaching statewide climate goals. This staff report and the accompanying presentation by California Air Resources Board (CARB) staff, aim to provide further context to SCAG’s Policy Committee members for the upcoming development of SCAG’s Connect SoCal 2024 and the related greenhouse gas emission (GHG) reduction targets for that plan.

California’s climate change leadership began with landmark legislation in 2006 with the passage of Assembly Bill 32, which required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. AB 32 was followed by subsequent supportive and further defining legislation¹. One of which, Senate Bill 375, directs Metropolitan Planning Organizations, like SCAG, to prepare a Sustainable Communities Strategy to achieve GHG emission reductions from light-duty cars and trucks. Connect SoCal 2024 will be SCAG’s fourth Sustainable Communities Strategy as part of its Regional Transportation Plan.

Given the significance of the transportation sector in achieving the state’s climate goals, making up 41 percent of state GHG emissions, creating more sustainable communities within the SCAG region is a critical component to achieving statewide goals.

There are a number of recent and upcoming efforts at the state level to align the state’s investments and priorities with state climate goals, including but not limited to the Climate Action Plan for Transportation Infrastructure (CAPTI), the 2022 Sustainable Communities Progress Report, and the 2022 Scoping Plan Update.

CARB staff, Lana Wong, will provide an overview and update on the role of Sustainable Communities Strategies to reach California’s climate goals and state level efforts to advance and support communities that reduce VMT and GHG.

FISCAL IMPACT:

No

¹ Including Senate Bill 32 which passed in 2016 and added a new target of 40 percent reduction from 1990 levels by 2030. CARB is required to update the Scoping Plan at least once every 5 years.



AGENDA ITEM 7
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - k # Room
Los Angeles, CA 90017
March , 2022

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Stephen Yoon, Senior Regional Planner
(213) 236-1991, yoon@scag.ca.gov

Subject: Wilmington Freight Mitigation Study

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Staff and consultants will provide a presentation summary of the Wilmington Freight Mitigation Study. The Southern California Association of Governments (SCAG), in collaboration with the City of Los Angeles, Port of Los Angeles, and Caltrans, commissioned this transportation planning study to achieve two primary objectives: (1) assess the impacts of increased truck travel on a disadvantaged community in the Wilmington area of Los Angeles and (2) recommend both traffic and general land use mitigations to improve the quality of life for residents in this community.

The Wilmington Freight Mitigation Study (“Study”) focused on the traffic impacts associated with the permanent closure of two private railroad crossings at Lomita Boulevard between Eubank Avenue and Alameda Street in the City of Wilmington, California. The study area, bounded by Lomita Boulevard to the north, Drumm Avenue to the east, Pacific Coast Highway to the south, and Sanford Avenue to the west, already experiences high truck traffic due to the surrounding industrial land uses and proximity to the Ports of Los Angeles and Long Beach. The closure of the rail crossings potentially further exacerbates this condition by changing the truck travel patterns from a direct connection to Lomita from Alameda to various alternative routes.

The Study process was driven by data, literature review, and stakeholder involvement, which informed Study goals and performance measures and identified opportunities and vulnerabilities. The Study was developed using extensive stakeholder input through two rounds of one-on-one stakeholder interviews, two rounds of focus groups, a community meeting, an online briefing, a pop-up event, two technical working group meetings and email and phone communications with

trucking companies, local and regional agencies, businesses and community stakeholders, and representatives of disadvantaged communities. Information from the technical analysis and stakeholder input was utilized to develop the recommended strategies.

BACKGROUND:

The purpose of the Wilmington Freight Mitigation Study is to identify and recommend context-sensitive solutions and mitigation measures designed to remedy neighborhood intrusion of trucks as it relates to the safety and overall quality of life of the residents within the focused study area. The recommendations of this Study address the City of Los Angeles's goals related to safety, equity, health, accessibility, and sustainability. The Study focuses on existing and future conditions traffic analyses and considers feedback from stakeholders (residents, business owners, and agencies such as Port of Los Angeles, Caltrans, Los Angeles Department of Transportation, South Coast Air Quality Management District (SCAQMD), and Council District 15). It should be noted that the initial existing and future traffic analysis conducted as part of this Study was conducted to determine overall feasibility and to evaluate general traffic conditions in the area. Any solutions pursued to be implemented as part of subsequent efforts would require detailed traffic and engineering analysis.

Previously, SCAG and City of Los Angeles had been working with the California Public Utilities Commission (CPUC), Burlington Northern Santa Fe (BNSF) Railway, Union Pacific Railroad (UP), Port of Los Angeles (POLA), the Alameda Corridor Transportation Authority (ACTA), the City of Carson, and the adjacent business and property owners (Chandler's Sand and Gravel, ConGlobal Industries, Martin Container, ESTES Express Lines, CMI), to develop a workable solution with interim action steps separate from this Study. Some of the action items developed as part of that previous effort have been included in this Study to maintain consistency. However, the Wilmington Freight Mitigation Study was determined necessary to develop feasible mitigation strategies for the study area.

The Wilmington Freight Mitigation Study includes the following sections:

1. Introduction – This section provides the background, context, and purpose of the study.
2. Regulatory Framework – This section identifies and briefly explains pertinent legislative acts and planning documents at the federal, state, regional, and local level.
3. Existing Conditions – This section documents the characteristics of the study area, identifies opportunities and constraints, and analyzes existing traffic conditions.
4. Future Conditions – Identifies future conditions in and around the study area with respect to any changes related to traffic or geometry and provides a brief overview of future land uses.
5. Community Outreach - This section summarizes the community outreach effort conducted and describes how the feedback and input received shaped the recommendations and mitigation measures.

6. Parameters for Evaluation of Mitigation Measures - Parameters for evaluation of mitigation measures defined based on goals, objectives, and performance measures used to remedy neighborhood truck intrusion and safety concerns.
7. Definition of Mitigation Measures - Mitigation measures defined in response to the problem definition and project goals and objects.
8. Development and Analysis of Context-Sensitive Solutions – Context-sensitive solutions were developed based on the grouping of mitigation measures that best meet the study objectives. Each context-sensitive solution package summarizes ease of implementation, feasibility, and cost considerations. This section also includes evaluation of potential additional impacts that could occur.
9. Cost Estimates and Financing Strategies – This section details the rough order of magnitude (ROM) cost estimates for each of the context-sensitive solution packages. This section also presents potential financing strategies and funding opportunities.

Project Goals, Objectives, and Performance Measures

The project goals, objectives, and performance measures bring value into the process and allow for a balanced review of conditions, needs and solutions. The following presents the overall project goals and objectives, which helped form the basis for the identification, development, and comparison of mitigation measures:

- Reduce truck and train conflicts and reduce truck intrusion into the adjacent disadvantaged community;
- Develop design treatments within the existing right-of-way to accommodate safe and efficient goods movement; and
- Provide design treatments for multimodal, complete, and safe streets.

All mitigation measures provided in the Study ultimately aim to address these goals and objectives. Along with goals and objectives for each mitigation measure presented, an evaluation criterion and an analysis methodology were created to ultimately assess the degree to which each proposed mitigation measure satisfied performance objectives. Performance measures, or metrics, were identified on which to base potential mitigation measures upon, which are currently in line with the Los Angeles Department of Transportation's (LADOT) mobility initiatives. These include, but are not limited to:

- Accessibility
- Safety and Comfort
- Culture and Community
- Equity and Transparency
- Level of Service and Delay

- Congestion and Queuing

In addition to these primary metrics, additional impacts related to traffic diversion, parking loss, noise, or potential environmental concerns were considered.

Preliminary mitigation measures were developed based on initial input from the focus groups (one-on-one interviews and conference calls with business owners and residents) and multiple site visits that identified immediate needs and problem areas. The preliminary mitigation measures were presented to stakeholders via a virtual community meeting, a pop-up event, and a technical working group to garner feedback and input for the purpose of refining, modifying, and/or adding new mitigation measures. Augmenting the additional outreach effort was the traffic analysis, which determined vehicular and truck traffic volumes on streets within the study area and identified areas of concern related to delay and queuing at intersections.

Proposed Mitigation Measures

MIT-1: Drumm Avenue and PCH Turning Radius: The issue of trucks driving over (and damaging) the curb while negotiating a westbound right-turn from PCH onto northbound Drumm Avenue can be mitigated by 1) increasing the width of Drumm Avenue from 32 feet to 40 feet and 2) increasing the curb radius from 30 feet to 35 feet. Both improvements can be accommodated within the existing right-of-way.

MIT-2: Drumm Avenue and Q Street Turning Radius: Conflicting turning paths (northbound left and eastbound right-turns unable to turn at same time) due to a tight turning radius can be mitigated by 1) increasing the width of Drumm Avenue from 32 feet to 40 feet and 2) increasing the curb radius from 25 feet to 35 feet. Both improvements can be accommodated within the existing right-of-way and allow for simultaneous turns to occur.

MIT-3A: Intersections of Cruces Street, O Street, and Colon Street with Drumm Avenue: Residents noted trucks illegally using these residential streets and damaging curbs. During various visits to the study area it was possible to observe damage to curbs as well as truck travel in violation of posted signage. Mitigation involves extending the curbs on the north and south sides of the street to narrow the roadway visually and physically, designed such that large trucks are unable to enter the small residential streets.

MIT-3B: Intersections of Cruces Street, O Street, and Colon Street with Drumm Avenue: An alternative to MIT-3A, this mitigation creates cul-de-sacs at each intersection, effectively closing vehicular access from Drumm Avenue. This mitigation is part of the Wilmington Community Plan Update.

MIT-4A: North/South Streets of Sanford, Watson and Blinn: Despite signage prohibiting trucks over 6,000 pounds, trucks are still present on these residential north and south streets, many of which end up on Sandison Street as well. The mitigation proposed at these locations is the introduction of mini roundabouts or traffic circles at the intersections of Sanford, Watson, and Blinn with Colon Street. Mini roundabouts are difficult for large trucks to negotiate and are supported by the Active Transportation section of the Community Plan Update.

MIT-4B: North/South Streets of Sanford, Watson and Blinn: Despite signage prohibiting trucks over 6,000 pounds, trucks are still present on these residential north and south streets, many of which end up on Sandison Street as well. The mitigation proposed at these locations is the introduction of vertical overhead clearance crash poles or vertical monument archways, coupled with right-turn in/out only pork chop median at select locations. The vertical treatments would be set at heights in which trucks will not be able to enter (13.5 feet) and the right-turn in/out pork chop medians eliminates trucks from getting onto Sandison to destinations north.

MIT-5: Pacific Coast Highway Treatments: Trucks and vehicles negotiating left-turns into and out of the streets of Sanford, Pioneer, Watson, Mahar, Blinn, Drumm, and Coil cause significant delays for eastbound/westbound through traffic on PCH and for vehicles looking for gaps to turn onto PCH from driveways and unsignalized intersections. The closely spaced intersections of Blinn, Drumm, and Coil with PCH is a major contributor to congestion in the area, especially with Drumm and Coil both being unsignalized and both operating at unacceptable levels of service during existing and future conditions. This mitigation measure signalizes Drumm/PCH and Drumm/Coil, prohibits eastbound left-turns from PCH to Blinn and increases left-turn pocket lengths at Drumm, Watson and Sanford. Used in conjunction with MIT- 4B, this mitigation eliminates all truck traffic on all streets except for Drumm Avenue and Q Street.

MIT-6A/B: Coil Avenue Connection: Drumm Avenue is currently the only non-weight restricted route that connects PCH to the industrial uses north of the residential neighborhood and ultimately to Lomita Boulevard. This measure would extend Coil Avenue (designated truck route) to connect to Drumm Avenue either at Cruces Street or at Q Street through the KPAC site.

MIT-7: Blinn Avenue Widening (Q Street to Lomita Boulevard): The portion of Blinn Avenue from Q Street to Lomita Boulevard is not weight-restricted and is a highly utilized truck route with a current width of 21 feet. The mitigation measure builds the roadway to its ultimate classification as a local roadway (36 feet) per the Bureau of Engineering Department of Public Works' standard plan. Westbound right-turns from Q Street to northbound Blinn and eastbound right-turns from Lomita Boulevard to southbound Blinn would also be improved to increase the turning radius to minimize conflicts between all vehicles utilizing this street.

MIT-8: Lomita Boulevard Improvements: The existing rail crossings with Lomita Boulevard between Eubank and Blinn present a multitude of issues related to queuing, congestion, illegal parking over the tracks, pavement condition, signage, and enforcement. This mitigation measure addresses these issues through coordinated/increased enforcement and improvements to signage, gates, and striping consistent with the California Public Utilities Commission (CPUC) recommendations.

MIT-9: Gamble Street Closure and Enforcement: Gamble Street presents a cut-through option for trucks illegally on Sandison destined to Q Street. Illegal parking and dumping are highly prevalent on this street. The mitigation involves creating a cul-de-sac or using a vertical clearance crash pole at the south end of Gamble at Sandison, where access to Gamble would only be provided via Q Street.

Next Steps and Implementation

The mitigation measures recommended in this study represent the first step in identifying potentially viable solutions to improve the public safety of the community and to remediate truck-related impacts. If a determination is made by any agency to move a mitigation measure from concept to implementation, funding for that improvement would need to be identified and secured. Furthermore, the components of the given mitigation measure would be subject to all applicable and prevailing study requirements (i.e. permits, design/engineering, environmental studies, traffic studies, etc.) coupled with additional community engagement. For example, this study identified the need to install traffic signals on PCH at both Drumm and Coil Avenues. Should this mitigation be pursued, a detailed traffic impact analysis and detailed traffic signal plans would need to be prepared to satisfy the requirements of Caltrans' permitting process, along with other studies determined necessary to address the proposed scope of work as well as community engagement.

FISCAL IMPACT:

Funding for this study is included in the FY 21/22 OWP in 145.4846.01 Wilmington Freight Mitigation Project.

ATTACHMENT(S):

1. PowerPoint Presentation - SCAG WFMS DRAFT TC Presentation





WILMINGTON FREIGHT MITIGATION STUDY

TRANSPORTATION COMMITTEE PRESENTATION
MARCH 3, 2022



1

PROJECT OVERVIEW

- SCAG and the City of Los Angeles identified environmental and traffic burdens related to the Port of LA and goods movement in the Wilmington Community
- Study funded through the Caltrans Sustainable Transportation Planning Grant
- Cooperative effort between the City, Port, California Public Utilities Commission (CPUC), LADOT and CD-15
- Implications of vacating Watson Road Crossing, which serves as a critical link in the local freight network
- Preliminary Mitigations Presented and Refined

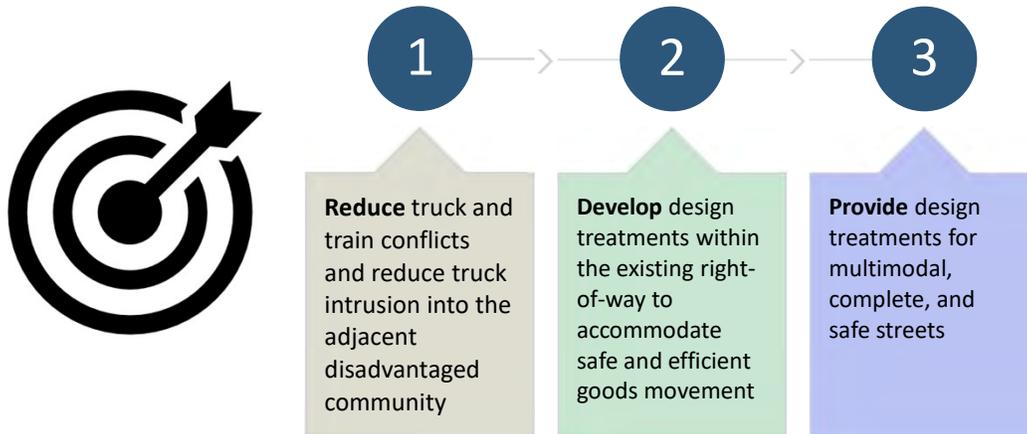




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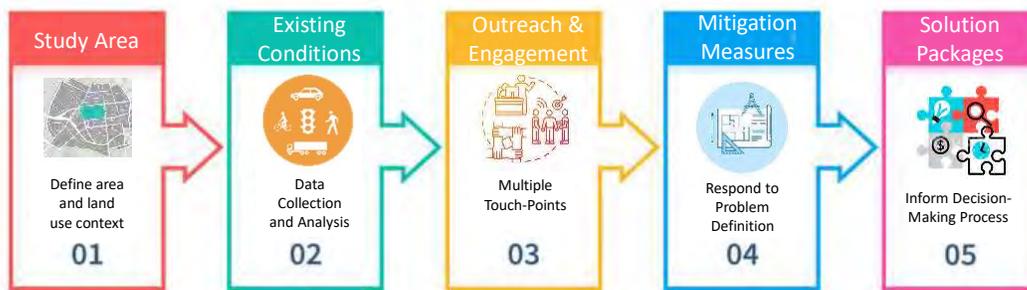
PROJECT OBJECTIVES



3

3

STUDY PROCESS



4

4

STUDY AREA AND LAND USE CONTEXT



5

5

EXISTING CONDITIONS

- Site Visits
- Interviews/Outreach
- Business Operations
- Traffic Counts
- Signage Inventory
- Truck Routing
- Roadway Conditions
- Traffic Analysis



6

6

EXISTING PEAK HOUR TRUCK VOLUMES



AM PEAK HOUR



PM PEAK HOUR



MIDDAY PEAK HOUR



7

7

EXISTING AVERAGE DAILY TRAFFIC VOLUMES

Roadway Segment	Cars	Trucks			Total Vehicles	Truck PCEs			PCEs
		2-Axle	3-Axle	4+-Axle		2-Axle	3-Axle	4+-Axle	
A Lomita west of Eubank	5,251	213	774	1,753	7,991	320	1,548	5,259	12,378
B Wilmington east of Lomita	11,434	276	706	1,650	14,066	414	1,412	4,950	18,210
C Blinn btn Colon & PCH	2,952	139	117	122	3,358	209	234	366	3,789
D Blinn btn Lomita & Q St	275	51	665	1,536	2,527	77	1,330	4,608	6,290
E Colon btn Blinn & Drumm	125	16	9	4	154	24	18	12	179
F Cruces btn Blinn & Gamble	396	19	8	0	423	29	16	0	441
G Cruces btn Gamble & Drumm	157	3	3	0	163	5	6	0	168
H Cruces btn Watson & Blinn	303	9	8	0	320	14	16	0	333
I Drumm btn O St & Colon	323	45	688	1,677	2,733	68	1,376	5,031	6,798
J Drumm btn Q St & Sandison	105	52	853	2,397	3,407	78	1,706	7,191	9,080
K Eubank btn Sandison & O St	5,060	116	134	294	5,616	174	268	882	6,396
L O St btn Blinn & Drumm	316	13	6	2	343	20	12	6	360
M O St btn Sanford & Watson	340	7	3	0	350	11	6	0	357
N Q St btn Lakme & Banning	1,101	15	10	0	1,126	23	20	0	1,144
O Sandison btn Blinn & Gamble	609	28	95	195	939	42	190	585	1,438
P Sandison west of Watson	322	34	7	3	366	51	14	9	396
Q Sanford btn Colon St & PCH	1,867	36	88	51	2,054	54	176	153	2,262
R Watson btn Colon St & PCH	2,357	38	9	6	2,422	57	18	18	2,462

Notes:

Btn = between

PCE for 2-axle = 1.5; 3-axle = 2.0; 4-axle = 3.0

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TRAFFIC ANALYSIS: INTERSECTION AND ROADWAY LOS

ID	INTERSECTION	Control	Existing AM Peak Hour		Existing Midday Peak Hour		Existing PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS
1	Avalon Blvd/Sepulveda Blvd	Signal	28.4	C	28.1	C	28.8	C
2	Avalon Blvd/Lomita Blvd	Signal	23.3	C	21.1	C	23.2	C
3	Avalon Blvd/O Street	Signal	6.0	A	5.4	A	4.1	A
4	Avalon Blvd/PCH	Signal	44.7	D	52.7	D	55.0	D
5	Wilmington Ave/Lomita Blvd	AWSC	13.5	B	27.0	D	17.7	C
6	Wilmington Ave/Sepulveda Blvd	Signal	35.4	C	63.2	E	41.1	D
7	Eubank Ave/Lomita Blvd	TWSC	15.9	C	12.1	C	13.2	B
8	Eubank Ave/PCH	Signal	11.5	B	18.9	B	9.1	A
9	Sanford Ave/O Street	AWSC	7.1	A	7.1	A	7.2	A
10	Sanford Ave/PCH	Signal	11.0	B	4.8	A	5.2	A
11	Watson Ave/Sandison Ave	TWSC	9.2	A	9.6	A	9.4	A
12	Watson Ave/O Street	AWSC	7.3	A	7.1	A	7.5	A
13	Watson Ave/PCH	Signal	4.8	A	7.2	A	4.9	A
14	Blinn Ave/Lomita Blvd	TWSC	13.9	B	14.1	B	14.2	B
15	Blinn Ave/O Street	TWSC	10.3	B	12.3	B	11.7	B
16	Blinn Ave/Sandison St	AWSC	7.5	A	7.7	A	7.7	A
17	Blinn Ave/O Street	TWSC	10.3	B	10.4	B	11.1	B
18	Blinn Ave/PCH	Signal	5.1	A	17.0	B	20.2	C
19	Drummi Ave/PCH	TWSC	>100.0	F	>100.0	F	>100.0	F
20	Gamble Ave/Sandison St	TWSC	9.1	A	9.0	A	9.6	A
21	Capil Ave/PCH	TWSC	>100.0	F	>100.0	F	>100.0	F
22	Drummi Ave/Sandison St	TWSC	10.6	B	10.7	B	10.2	B
23	Alameda St/Sepulveda Blvd	Signal	25.0	C	32.9	C	30.3	C
24	Alameda St/O Street	Signal	24.5	C	44.7	D	45.6	D
25	O Street/PCH	Signal	24.6	C	21.3	C	29.8	C

ID	Roadway Segment	Capacity ¹	Volume ²	V/C	LOS
A	Lomita Blvd between Wilmington Ave and Eubank Ave	31,000	12,378	0.399	A
B	Wilmington Ave between Lomita Blvd and Railroad Crossing	31,000	18,210	0.587	A
C	Blinn Ave between Colon St and Pacific Coast Hwy	10,000	3,789	0.379	A
D	Blinn Ave between Lomita Blvd and O St	10,000	6,290	0.629	B
E	Colon St between Blinn Ave and Drumm Ave	10,000	179	0.018	A
F	Cruces St between Blinn Ave and Gamble Ave	10,000	441	0.044	A
G	Cruces St between Gamble Ave and Drumm Ave	10,000	168	0.017	A
H	Cruces St between Watson Ave and Blinn Ave	10,000	333	0.033	A
I	Drumm Ave between O St and Colon St	10,000	6,798	0.680	B
J	Drumm Ave between O St and Sandison St	10,000	9,080	0.908	E
K	Eubank Ave between Sandison St and O St	10,000	6,396	0.640	B
L	O St between Blinn Ave and Drumm Ave	10,000	360	0.036	A
M	O St between Sanford Ave and Watson Ave	10,000	357	0.036	A
N	O St between Lakme Ave and Baring Blvd	10,000	1,144	0.114	A
O	Sandison St between Blinn Ave and Gamble Ave	10,000	1,438	0.144	A

Notes:
AWSC - all-way stop-controlled unsignalized intersection
TWSC - two-way stop-controlled unsignalized intersection
AWSC - all-way stop-controlled unsignalized intersection

¹Roadway Capacities, referenced from Los Angeles County Congestion Management Project (2003)
²Daily Passenger Car-Equivalent volumes



COMMUNITY OUTREACH AND ENGAGEMENT

- Focus Groups
- One-on-One Interviews
- Community Meeting
- CicLAvia Pop-Up Event
- Technical Working Group
- WNC and Residents
- Community Briefing

Making walking, driving and bicycling around east Wilmington safer and easier.

You Are Invited!

Join us to share your feedback on suggested solutions to limit truck traffic through your neighborhood.

**Saturday, July 31, 2021
2:30-4pm**

With your help, we can:

- Increase safety for residents
- Improve access to schools, work and recreation
- Invest in cleaner air, less traffic congestion

The project team will be sharing a wide range of solutions for your input, changes that could include curb extensions or new cut-de-sac and mini roundabouts.

VIRTUAL MEETING HOSTED ON ZOOM
In English with simultaneous interpretation in Spanish.

Zoom Link:
t81h7WRScommunitymeeting
Passcode: 381259

By telephone: +1 253 215 8782 or +1 346 248 7799 or +1 848 558 8656
Webinar ID: 892 4643 5080
Passcode: 381259

About the Study
The goal of the Wilmington Freight Mitigation Study is to assess the impacts of increased truck travel in the Wilmington area. Now we'd like to share recommendations with you to reduce truck travel and improve residents' quality of life.



MITIGATION MEASURES: KEY PERFORMANCE INDICATORS



ACCESSIBILITY



SAFETY &
COMFORT



ENVIRONMENT &
COMMUNITY



EQUITY &
TRANSPARANCY



LOS, DELAY &
QUEUING



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MITIGATION-1: DRUMM AND PCH TURNING RADIUS

Issue: Trucks are currently driving over the curb on the east side of the intersection while making a right turn onto Drumm Avenue from PCH.

Mitigation TRA-1: Increase roadway width of Drumm Ave from 32' to 40' and increase curb radii from 30' to 35'

Goal(s) Achieved: Minimize truck-truck and truck-vehicle conflicts, safer/more efficient goods movement.

Performance Measures: Accessibility; Safety and Comfort; Level of Service, Delay and Queuing

Considerations: Increased roadway width can be accommodated within existing right-of-way; some on-street parking loss (2 spaces) on west side of Drumm Avenue. Full mitigation would require additional right-of-way acquisition from adjacent industrial use (KPAC).



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MITIGATION-2: DRUMM AND Q STREET TURNING RADIUS

Issue: Conflicting turning paths (northbound left and eastbound right-turns unable to turn at same time) due to tight turning radius.

Mitigation TRA-2: Increase roadway width of Drumm Ave from 32' to 40' and increase curb radii from 25' to 35'

Goal(s) Achieved: Significantly reduces sweep path overlap, allows trucks/vehicles to turn simultaneously, reduces conflict area.

Performance Measures: Accessibility; Safety and Comfort

Considerations: Full mitigation (i.e. no turning path overlap) would require either additional right-of-way or a curb cut on southwest corner of the intersection.



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MITIGATION-3A: DRUMM AVE RAISED CURB EXTENSIONS AT CRUCES, O, AND COLON

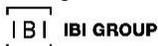
Issue: Trucks driving through these east/west neighborhood streets to bypass Drumm Avenue or turning from the north/south streets from Watson of Blinn; broken curbs and sidewalks

Mitigation TRA-3A: Curb Extensions that visually and physically narrow the roadway, design such that large trucks are unable to enter the small residential streets

Goal(s) Achieved: Reduces truck intrusion into the neighborhood, encourages slower turning movements of vehicles, shortens the distance for pedestrians to cross.

Performance Measures: Safety and Comfort; Culture and Community; Equity

Considerations: Maintains existing emergency and fire access, adjacent property owner assumes responsibility for gutter maintenance as street sweepers are unable to negotiate the curb.



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MITIGATION-3B: CUL-DE-SAC INTERSECTIONS OF CRUCES, O, AND COLON WITH DRUMM

Issue: Trucks driving through these east/west neighborhood streets to bypass Drumm Avenue or turning from the north/south streets from Watson of Blinn; broken curbs and sidewalks

Mitigation TRA-3B: Cul-De-Sac (Full Closure, no vehicular access to/from Drumm Avenue)

Goal(s) Achieved: Eliminates trucks' use of Cruces, O, and Colon to bypass Drumm, provides safer environment for pedestrians and residents, and is supported by the Wilmington Community Plan.

Performance Measures: Accessibility; Safety and Comfort; Culture and Community, Equity

Considerations: Modifies existing emergency and fire access (requires additional coordination), residents no longer can use those intersections for vehicular access; however, residents can still park on the west side of Drumm Avenue and walk to their homes (no loss of parking).



MITIGATION-4A: MINI ROUNDABOUTS ON BLINN, WATSON, AND SANFORD

Issue: Despite signage prohibiting trucks over 6,000 pounds, trucks are still present on these residential north and south streets (Sanford/Watson/Blinn), many of which end up on Sandison Street as well.

Mitigation TRA-4A: Mini Roundabouts/Traffic Circles designed per Federal Highway Administration with a 28' diameter center mountable island at Sanford/O Street, Watson/Colon, and Blinn/Colon. Pedestrian crosswalks would be provided on each approach.

Goal(s) Achieved: Reduces truck intrusion into the neighborhood, mini roundabouts with mountable curbs will discourage truck traffic, emergency vehicles will still be able to access the residential areas by traversing over the central island, designed for standard side-loading waste trucks, provision of crosswalks and pedestrian refuge areas, promotes slower vehicular speeds (traffic calming).

Performance Measures: Accessibility; Safety and Comfort; Culture and Community, Equity

Considerations: Requires displacement of approximately 20 parking spaces at each roundabout location (total parking loss of approximately 60 on-street spaces) to accommodate design according to LA County standards. Trucks may still run over curb.



MITIGATION-4A: MINI ROUNDABOUTS ON BLINN, WATSON, AND SANFORD



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MITIGATION-4B: VERTICAL CLEARANCE TREATMENTS AND RAISED MEDIANS

Issue: Despite signage prohibiting trucks over 6,000 pounds, trucks are still present on these residential north and south streets, many of which end up on Sandison Street as well.

Mitigation TRA-4B: Vertical clearance overhead crash poles or vertical monument archways (red lines) coupled with right-turn in/out only raised pork chop medians (green triangles).

Goal(s) Achieved: Eliminates truck intrusion into the neighborhood through Sanford, Watson, Blinn and Sandison. Pushes all truck traffic to the only designated truck route (Drumm Ave, Q Street, Blinn north of Sandison). Safe and efficient goods movements, increased safety for resident vehicles and pedestrians.

Performance Measures: Accessibility; Safety and Comfort; Culture and Community, Equity

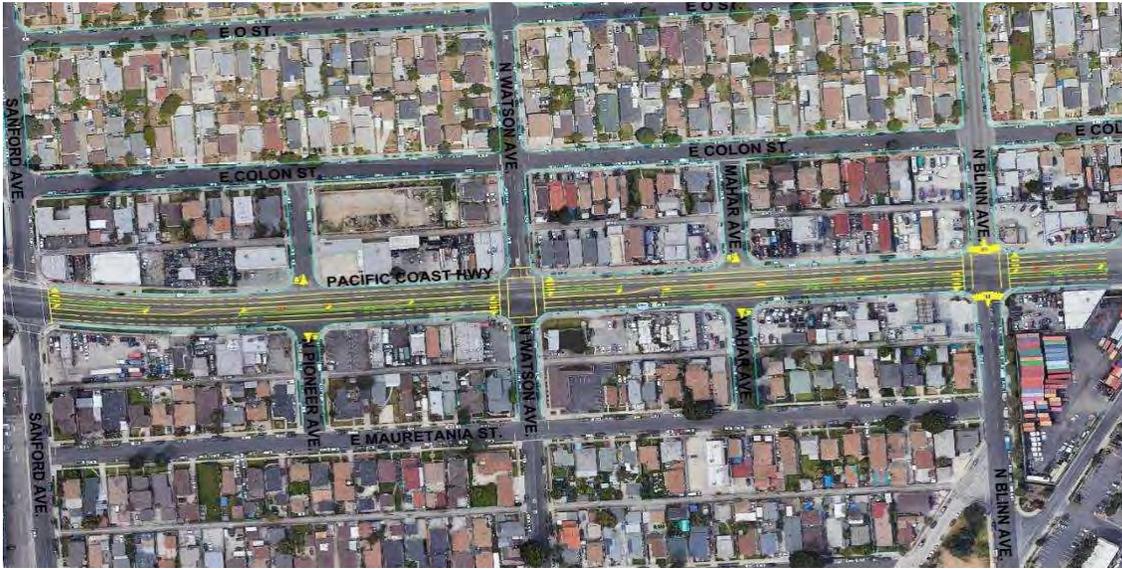
Considerations: No impacts to emergency/fire access and street sweeping. Commercial delivery trucks and refuse trucks would be rerouted to use Drumm Avenue due to height restrictions. Right turn in/out pork chop medians eliminate trucks from getting on to Sandison to destinations north. Eliminates eastbound left turn from PCH to Blinn (vehicles rerouted to Sanford, Watson, or Drumm instead).



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MITIGATION-5: PCH TREATMENTS (SANFORD TO DRUMM STRIPING PLAN)



IBI GROUP

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MITIGATION-5: PCH TREATMENTS (BLINN/DRUMM/COIL DETAIL)



IBI GROUP

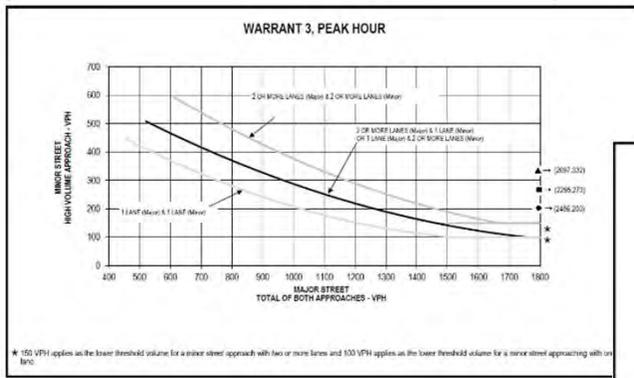
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MITIGATION-5: PCH TREATMENTS (BLINN/WATSON DETAIL)

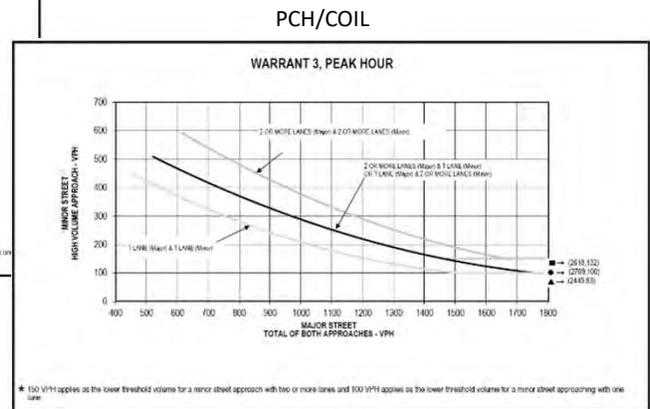


MITIGATION-5: PCH TREATMENTS (SIGNAL WARRANT ANALYSIS)



PCH/DRUMM

* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.



PCH/COIL

* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.



MITIGATION-5: PCH TREATMENTS (LOS RESULTS)

Table 7-1: Existing Intersection Level of Service (No PCH Treatments)

ID	INTERSECTION	Control	Existing AM Peak Hour		Existing Midday Peak Hour		Existing PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS
18	Blinn Ave/PCH	Signal	5.1	A	17.0	B	20.2	C
19	Drumm Ave/PCH	TWSC	>100.0	F	>100.0	F	>100	F
21	Coil Ave/PCH	TWSC	>100.0	F	>100.0	F	>100	F

Table 7-2: Existing Intersection Level of Service (With PCH Treatments)

ID	INTERSECTION	Control	Existing AM Peak Hour		Existing Midday Peak Hour		Existing PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS
18	Blinn Ave/PCH	Signal	10.0	A	10.3	A	10.9	A
19	Drumm Ave/PCH	Signal	16.0	B	16.2	B	16.2	B
21	Coil Ave/PCH	Signal	23.9	C	23.6	C	18.0	B



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MITIGATION-5: PCH TREATMENTS (QUEUING RESULTS)

Table 7-3: Existing Queues (No PCH Treatments)

Intersection	Movement	Storage Length (in feet)	Existing Without Improvements		
			AM Peak Hour	Midday Peak	PM Peak Hour
			Queue Length ¹	Queue Length ¹	Queue Length ¹
Blinn Avenue/PCH	EBL	160	25	25	25
	WBL	50	25	25	25
Drumm Avenue/PCH	EBL	50	25	25	25
	EBL	50	25	25	25
Coil Avenue/PCH	EBL	50	25	25	25
	WBL	150	25	25	25

Notes:

EBL – eastbound left; WBL – westbound left

Bold – exceeds storage length

¹ Queues reported are 95th Percentile queue lengths per movement in feet

Table 7-4: Existing Queues (With PCH Treatments)

Intersection	Movement	Storage Length (in feet)	Existing With Improvements		
			AM Peak Hour	Midday Peak	PM Peak Hour
			Queue Length ¹	Queue Length ¹	Queue Length ¹
Drumm Avenue/PCH	EBL	744	75	125	100
	EBL	744	50	75	25
Coil Avenue/PCH	EBL	744	50	75	25
	WBL	125	125	125	125

Notes:

EBL – eastbound left; WBL – westbound left

Bold – exceeds storage length

¹ Queues reported are 95th Percentile queue lengths per movement in feet



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MITIGATION-6A: NEW CONNECTION AT CRUCES VIA COIL

Issue: Currently Drumm Avenue is the only designated truck route connecting PCH to the industrial uses north of the residential neighborhood and ultimately to Lomita Boulevard.

Mitigation TRA-6A: Extend Coil Avenue (north of PCH) to connect to Drumm Avenue at Cruces Street. This new connection would remove truck traffic on Drumm Avenue between PCH and Cruces Street.

Goal(s) Achieved: Eliminates immediately adjacent truck intrusion for residents along Drumm Avenue from PCH to Cruces Street and therefore has the potential to reduce noise and air quality impacts by pushing the traffic to Coil Avenue (moves trucks a distance of 140 feet to the east along with a retaining wall in between). Coil Avenue does not have any sensitive receptors such as residential or schools immediately adjacent.

Performance Measures: Accessibility; Safety and Comfort; Culture and Community, Equity, Level of Service, Delay and Queuing.

Considerations: Improvement would require right-of-way acquisition from the KPAC site to modify their driveway and provide a connection through their property. Coordination is also required with KPAC based on the number of trucks passing through their site, potentially impacting any trailer operations to the south.



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MITIGATION-6A: NEW CONNECTION AT CRUCES VIA COIL



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MITIGATION-6B: NEW CONNECTION AT Q STREET VIA COIL

Issue: Currently Drumm Avenue is the only designated truck route connecting PCH to the industrial uses north of the residential neighborhood and ultimately to Lomita Boulevard.

Mitigation TRA-6B: Extend Coil Avenue (north of PCH) to connect to Drumm Avenue at Q Street. This new connection would remove truck traffic on Drumm Avenue.

Goal(s) Achieved: Eliminates immediately adjacent truck intrusion for residents along the entire distance of Drumm Avenue from PCH to Q Street and therefore has the potential to reduce noise and air quality impacts by pushing the traffic to Coil Avenue (moves trucks a distance of 140 feet to the east along with a retaining wall in between). Coil Avenue does not have any sensitive receptors such as residential or schools immediately adjacent.

Performance Measures: Accessibility; Safety and Comfort; Culture and Community, Equity, Level of Service, Delay and Queuing.

Considerations: Improvement would require right-of-way acquisition from the KPAC site to modify their driveway and provide a connection through their property. Coordination is also required with KPAC based on the number of trucks passing through their site, potentially impacting any trailer operations to the south.



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MITIGATION-6B: NEW CONNECTION AT Q STREET VIA COIL



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MITIGATION-7: BLINN AVENUE WIDENING (Q STREET TO LOMITA BOULEVARD)

Issue: Blinn Avenue between Q Street and Lomita Boulevard is a key connection for trucks (no weight restriction) and is only 21 feet wide. Trucks (and vehicles) have difficulty travelling north and south on this road simultaneously.

Mitigation TRA-6B: Widen Blinn Avenue from Q Street to Lomita Boulevard to 36 feet, which is the ultimate width defined by the Bureau of Engineering Department of Public Works' standard plans. Increase the turning radius of eastbound right turn from Lomita to Blinn and the westbound right turn from Q Street to Blinn to 40 feet (maximum radius within right-of-way).

Goal(s) Achieved: Allows for safer movements along this corridor with widened road and larger turning radii (less conflicts).

Performance Measures: Accessibility; Safety and Comfort; Level of Service, Delay and Queuing.

Considerations: Pavement rehabilitation and new striping would need to be considered in conjunction with the road widening



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MITIGATION-8: LOMITA IMPROVEMENTS AT WATSON JUNCTION WYE GRADE CROSSINGS

Issue: Severe pavement and striping degradation, inadequate signage, delays during train crossing events at the BNSF tracks, illegal parking (often on the rail tracks), and lack of enforcement.

Mitigation TRA-8: Consistent with CPUC recommendations, mitigation includes roadway resurfacing at and approaching the crossings on either side and within the wye to comply with CPUC GO 72-B, California Manual on Uniform Traffic Control Devices compliant striping and signage at both crossings approaches, parking restriction a minimum of 50 feet from each crossing approach, and an enforcement agreement between City of Los Angeles, City of Carson, LAPD, Port Police, and LA Sheriff Department.

Goal(s) Achieved: Allows for safer movements and improved operations approaching and crossing the wye tracks.
Performance Measures: Accessibility; Safety and Comfort; Level of Service, Delay and Queuing.

Considerations: City of Carson installed new "KEEP CLEAR marking for westbound traffic at each rail crossing to match the eastbound markings, a new W10-1 sign, new R8-10/R8-8 signage, and an asphalt cap within their jurisdiction at the crossing. Improvements to Lomita Boulevard west of Eubank will require coordination between multiple agencies.

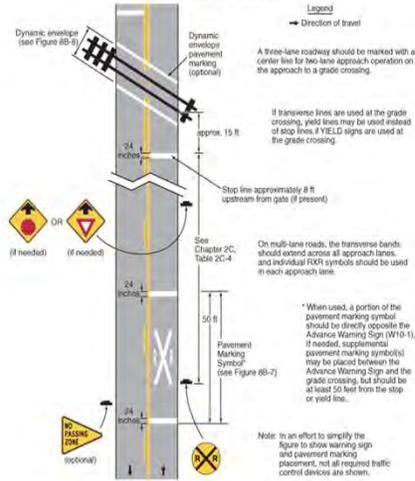


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MITIGATION-8: LOMITA IMPROVEMENTS AT WATSON JUNCTION WYE GRADE CROSSINGS

Figure 8B-6. Example of Placement of Warning Signs and Pavement Markings at Grade Crossings



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MITIGATION-9: GAMBLE AVE VERTICAL CLEARANCE RESTRICTION AND ENFORCEMENT

Issue: Gamble Street presents a cut-through option for trucks illegally on Sandison destined to Q Street. Illegal parking and dumping are highly prevalent on this street. The mitigation involves creating a vertical clearance crash pole at south end of Gamble at Sandison, where access to Gamble would only be provided via Q Street.

Mitigation TRA-9: On September 14, the City Council unanimously adopted the Street Engagement Strategy (SES) 41.18. The mitigation measure would be for council members to submit this sensitive use location, via resolution, to be considered for no camping at all as long as they could be relocated. Partner with and support Hart Association for more frequent clean up events. Employ a vertical clearance crash pole at the entrance to Gamble Avenue from Sandison Street, set at 13.5 feet to restrict trucks from using Sandison and Gamble to get to Q Street or Blinn Avenue.

Goal(s) Achieved: Supports the goal of minimizing truck intrusion onto residential streets and improves general traffic conditions on Sandison Street.

Performance Measures: Accessibility; Safety and Comfort; Level of Service, Delay and Queuing.

Considerations: Requires council members to develop relocation plan and continued partnerships with groups to aid in the cleaning and maintenance of the street. Access is maintained to Gamble via Q Street, thereby removing illegal truck movements on Sandison Street.

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MITIGATION-9: GAMBLE AVE VERTICAL CLEARANCE RESTRICTION AND ENFORCEMENT



GAMBLE LOOKING SOUTH



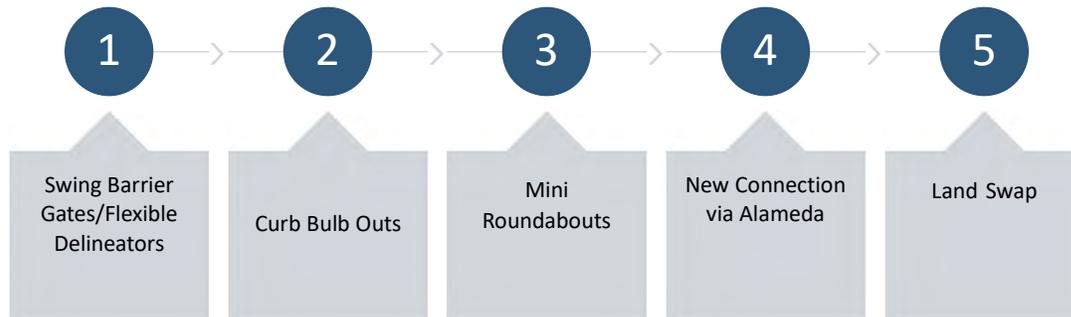
GAMBLE LOOKING NORTH



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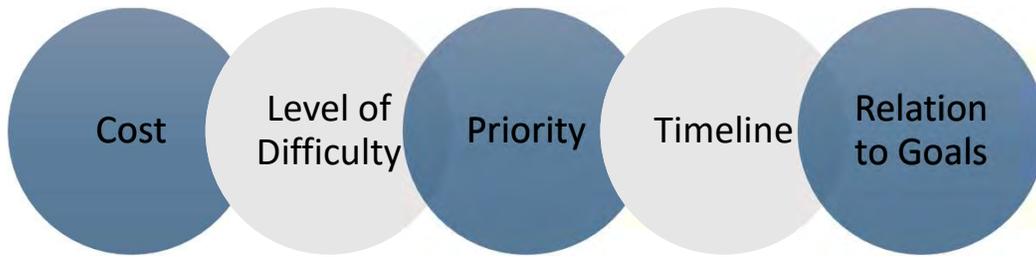
MITIGATIONS NO LONGER CONSIDERED



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CONTEXT-SENSITIVE SOLUTIONS



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PACKAGE A

TRA-1	TRA-2	TRA-4B	TRA-5
<ul style="list-style-type: none"> • Drumm and PCH Radius 	<ul style="list-style-type: none"> • Drumm/Q St Radius 	<ul style="list-style-type: none"> • Vertical Clearance • Raised Medians 	<ul style="list-style-type: none"> • PCH Treatments
<p>Cost: Average Level of Difficulty: Average Priority: High Implementation Timeline: Short-Term - Vertical Clearance Treatments and Drumm Turing Radii; Mid to Long-Term – PCH Treatments Related Study Goals: G1, G2, and G3.</p>			



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PACKAGE B

TRA-1, 2, 4B	TRA-5	TRA-7	TRA-5
<ul style="list-style-type: none"> • Drumm/Q PCH Radius • Vertical Treatments • Raised Medians 	<ul style="list-style-type: none"> • Signalize Drumm and PCH • Signalize Coil and PCH 	<ul style="list-style-type: none"> • Widen Blinn Avenue 	<ul style="list-style-type: none"> • Lomita Improvements
<p>Cost: Average</p> <p>Level of Difficulty: High</p> <p>Priority: Average</p> <p>Implementation Timeline: Short-Term - Vertical Clearance Treatments and Drumm Turing Radii; Mid-Term – PCH Treatments, Lomita Improvements; Long-Term – Widen Blinn</p> <p>Related Study Goals: G1, G2, and G3.</p>			



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PACKAGE C

TRA-4B	TRA-5	TRA-6	TRA-7 and 8
<ul style="list-style-type: none"> • Vertical Clearance • Raised Medians 	<ul style="list-style-type: none"> • Signalize Drumm and Coil 	<ul style="list-style-type: none"> • Coil Avenue Connection 	<ul style="list-style-type: none"> • Widen Blinn • Lomita Improvements
<p>Cost: High</p> <p>Level of Difficulty: High</p> <p>Priority: Low</p> <p>Implementation Timeline: Short-Term - Vertical Clearance Treatments and Pork Chops; Mid-Term – PCH Treatments, Lomita Improvements; Long-Term – Widen Blinn, Coil Avenue Connection</p> <p>Related Study Goals: G1, G2, and G3.</p>			



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THANK YOU

✉ MIKE.ARIZABAL@IBIGROUP.COM

🌐 [HTTP://WWW.IBIGROUP.COM/](http://www.ibigroup.com/)

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AGENDA ITEM 8
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - k # Room
Los Angeles, CA 90017
March , 2022

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Alison Linder, Senior Regional Planner
(213) 236-1934, linder@scag.ca.gov

Subject: Accelerated Electrification Update on Two Studies

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Connect SoCal identified Accelerated Electrification as a “Key Connection”, a term coined to highlight a series of integrated regional strategies introduced in the 2020 plan to meet the region’s increased greenhouse gas reduction targets. In the plan and through subsequent work efforts, Accelerated Electrification is being addressed through a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit and goods movement vehicles. As part of a catalog of ongoing projects related to this Key Connection, Alison Linder, Senior Regional Planner, will provide an update on two study efforts. The first is the Passenger Electric Vehicle Charging Station Study (EVCSS), which began in January 2021, and is roughly halfway through completion. The second is the Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks Study which is expected to kick-off in early 2022.

BACKGROUND:

Connect SoCal identified Key Connections that lie at the intersection of land use, transportation and innovation meant to advance policy discussions and strategies to leverage new technologies and create better partnerships to increase progress on the regional goals. Accelerated Electrification is one of the Key Connections and was established to create a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit, and goods movement vehicles. In the South Coast Air Basin (SCAB) in 2016¹, mobile sources were estimated to be responsible for 83 percent of NOx emissions and transportation was estimated to be 40 percent of greenhouse gas

¹ 2020 Connect SoCal, Goods Movement Technical Report

emissions (GHGs). Criteria pollutants such as NO_x and PM_{2.5} threaten public health and GHGs lead to climate change which has exacerbated extreme heat days, drought, and wildfire in Southern California. Both criteria pollutant and GHG challenges threaten our economic resilience.

The Accelerated Electrification Key Connection sets a vision to reduce both the local and global emissions associated with multiple modes of transportation by deploying clean mobility solutions and the infrastructure needed to support them. This vision is being implemented across many SCAG initiatives. The two that will be the focus of this presentation include the Passenger Electric Vehicle Charging Station Study (EVCSS) and Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks Study (ZEMHDT).

Passenger Electric Vehicle Charging Station Study (EVCSS)

For the Electric Vehicle Charging Station Study (EVCSS), SCAG is partnering with 18 cities within the SCAG region to help jurisdictions promote development and deployment of EV charging infrastructure to accelerate transportation electrification.

The study includes tailored policy guidance to study partner cities; a regionwide Site Suitability Analysis to target areas for future EV charging infrastructure, with a focus on increasing EV infrastructure in traditionally underserved and hard-to-reach communities including multi-unit dwellings (MUDs) and Disadvantaged Communities (DACs); EV site evaluations; and a Passenger Electric Vehicle (PEV) Infrastructure Plan that will provide a roadmap for cities to spur development of charging stations and support EV adoption across Southern California.

Additionally, SCAG has scoped 22 listening sessions, a virtual meeting room, and 15 community events to engage with city stakeholders, industry experts, and local communities to raise project awareness, encourage EV adoption, and gather community stakeholder input.

This study is expected to be completed in October 2022. To date, SCAG has begun the suitability analysis and developed three scenarios, held listening sessions with multiple cities, and completed several policy memos. Initial findings suggest that most cities are meeting or are interested in meeting the intention of AB 1236 in terms of permit streamlining. SCAG staff also attended several community events and begun to collect feedback on barriers to installation of EV charging Infrastructure as well as barriers to EV ownership. Some initial findings are that the public is not aware of station locations and has range anxiety related to EV ownership. Next steps for this study include continued outreach, finalization of the site suitability analysis, development of high-level site evaluations for prioritized sites and creation of a final PEV Infrastructure plan.

Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks Study

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

SCAG will initiate a planning study to help envision a regional network of zero emission charging and fueling infrastructure. This study will create a phased blueprint and action plan towards realizing this goal, and answer key questions about how stations in the region may operate to serve different truck markets and business functions. Though convened by SCAG, this study will be guided by a Technical Advisory Committee of key stakeholders, who will ultimately be instrumental in implementing this plan. Details related to the quantity, distribution and characteristics of charging and fueling stations will be quantified to the extent possible to help visualize and plan for infrastructure needs and investments. Up to 10 sites will be selected to provide a closer look at the needs of deploying an individual station.

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

The benefits and key deliverables of this study include, but are not limited to:

1. Determining the demand for stations based on truck market operational characteristics and travel behavior and assessing the potential supply of land for stations;
2. Planning the distribution of future stations throughout the region based on a variety of factors, (travel demand, need for public, private, and privately accessible stations, power and fueling supply, potential impacts to surrounding communities, and other factors to yet to be determined);
3. A micro-level site assessment for roughly 10 stations to understand the factors to get one up and running; and

4. A regional action plan supported by participating stakeholders showing the extent of the needed infrastructure and a sequence for phased development and recommendations that partners can take to facilitate the goal of a regional charging and fueling network.

FISCAL IMPACT:

Work associated with these two studies is included in the Fiscal Year 2021-2022 Overall Work Program associated with 130.0162.18 and 275.4823.06.

ATTACHMENT(S):

1. PowerPoint Presentation - AET

Accelerated Electrification Key Connection

Update on Two Studies

Alison Linder, PhD
Senior Regional Planner
March 3, 2022

www.scag.ca.gov



1

Accelerated Electrification Key Connection



- **AE Key Connection:** creates a holistic and coordinated approach to de-carbonizing or electrifying passenger vehicles, transit and goods movement vehicles
- Increasing **EV infrastructure** is key to fostering EV adoption
- **Goods Movement Vision:** A zero emission goods movement system where technically feasible and economically viable, while also integrating near-zero emissions technologies that serve as bridging options to continue to reduce emissions



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Attachment: PowerPoint Presentation - AET 2spp (Accelerated Electrification Update on Two Studies)

Electric Vehicle Charging Station Study

Project Introduction and Progress Update

Alison Linder, PhD
Senior Regional Planner
March 3, 2022

www.scag.ca.gov



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Goals and Objectives

- Help jurisdictions in the SCAG region promote electric vehicle charging stations (EVCS) to accelerate transportation electrification
- Develop tools and methods cities can use to site and install EVCS
- Focus on increasing EV infrastructure in traditionally hard to serve sectors – disadvantaged communities (DACs) and multi-unit dwellings (MUDs)



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Attachment: PowerPoint Presentation - AET 2spp (Accelerated Electrification Update on Two Studies)

Key Objectives and Project Outcomes



Outcomes for SCAG

- Suitability analysis GIS results
- Real time feedback from cities on their challenges and successes on EV adoption throughout project
- Multiple reports, guides and memos that can guide future efforts



Outcomes for Cities

- EV policy guidance and implementation best practices guides
- Site evaluations and sample layouts for top sites
- Infrastructure plans customized to their specific needs
- Understanding of local challenges and how to overcome them



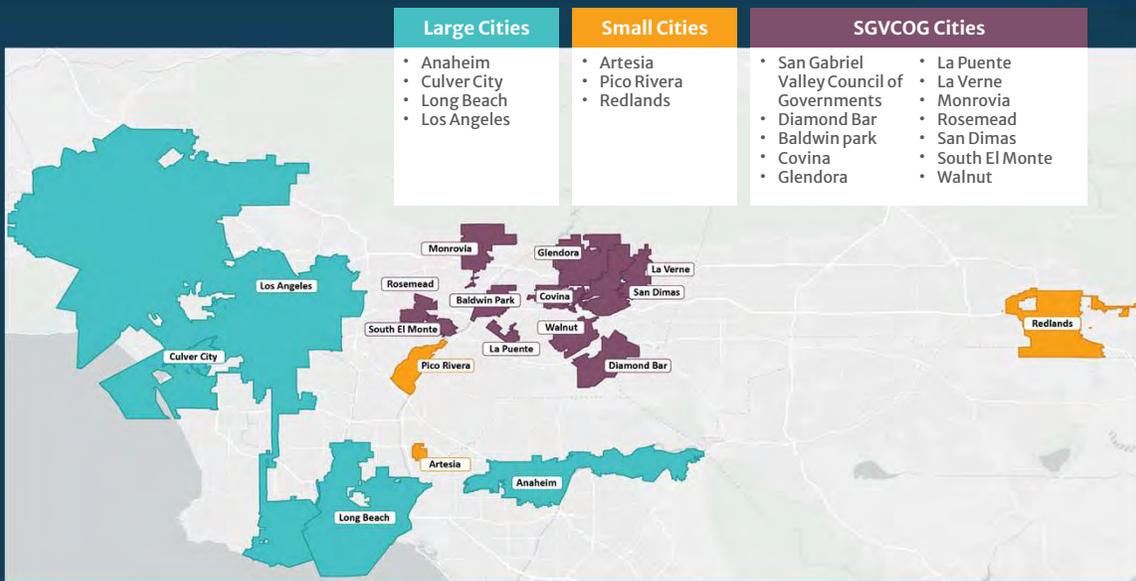
Outcomes for Public

- Community events that engage residents about EVs
- Understanding local barriers
- EV brochures highlighting benefits of EV ownership
- Guide for property managers on benefits of adding EVCS on-site

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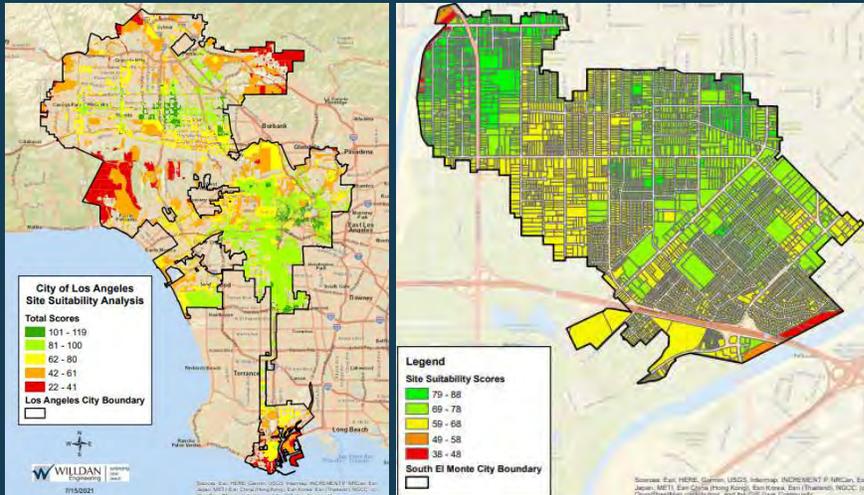
Participating Jurisdictions



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Suitability Analysis - Examples



- Three scenarios developed to reflect different stages of EV adoption
- City scenario used will be based on their current level of EV adoption

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AB 1236 and AB 970 Requirements and Guidelines

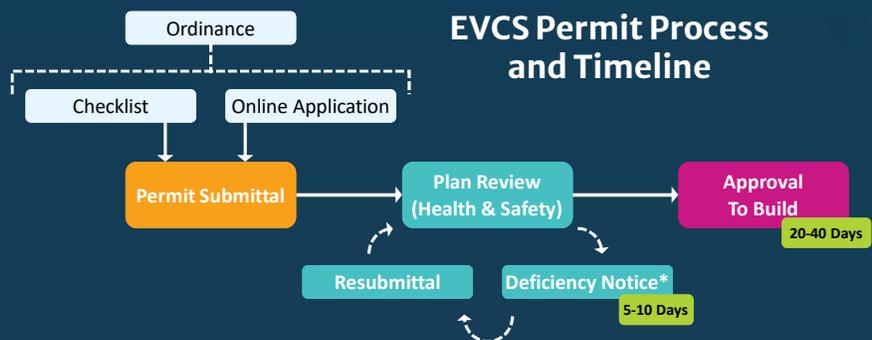


AB 1236

- Cities must pass an ordinance and develop a checklist to streamline their EVCS permitting
- Requires Cities to accept electronic applications and signatures

AB 970

- Establishes timelines for Cities to review and approve EVCS permit applications
- Requires Cities to reduce parking minimums to accommodate EVCS and infrastructure



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Listening Sessions and Initial Lessons Learned



- 22 listening sessions, at least one per city
- Most cities meet the intent of AB 1236 by quickly issuing EVCS permits
- Most EV permitting handled as a plan check
 - Residential permits – up to a few days
 - Commercial permits – few days to weeks, depending on buildout. AB 970 will put deadlines on this
- Smaller cities may outsource to the county or third-party firm – timeline outside of direct City control
- Cities have started to install publicly-owned EVCS at city parking lots or facilities
 - Site selection has been a challenge
 - Available funding is a barrier for cities that install their own EVCS

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Community Engagement – Initial Findings



15 Community Events

Common Barriers

- Lack of or not aware of public charging network
- Vehicle range anxiety, coupled with inadequate charging network
- Unaware of benefits of EVs, both financial and environmental

Encouraging Signs

- Communities eager to learn more
- Understanding that EV ownership will increase, and we need to plan for the future



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Next Steps



- Complete Listening Sessions and Community Outreach
- Run final GIS analysis and start site evaluations
- Develop educational guides for cities, property managers, and general public
- Combine project results into custom infrastructure plans



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Supporting Infrastructure for Medium and Heavy Duty Zero Emission Trucks

Project Introduction and Progress Update

Alison Linder, PhD
Senior Regional Planner
March 3, 2022

www.scag.ca.gov



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Attachment: PowerPoint Presentation - AET 2spp (Accelerated Electrification Update on Two Studies)

Goals and Objectives



- Plan for Zero Emission Supporting Infrastructure focused on both Battery Electric and Hydrogen Fuel Cell trucks
- Understand and address stakeholder concerns and other key considerations in developing supporting ZE Infrastructure
- Understand site level needs for station development
- Create a Regionally Supported Roadmap for MD/HD ZE Fueling Infrastructure



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Expected Tasks and Deliverables



- Refined understanding of truck markets, travel patterns, and relevant operational characteristics
- Define demand of Charging Network by Market
- Assessing the potential supply of land for stations
- Distribution of Charging network; based on
 - Travel demand
 - Existing stations
 - Power and fueling supply,
 - Potential impacts to surrounding communities
 - Other



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Expected Tasks and Deliverables Continued



- Stakeholder Engagement and Outreach
 - Fleet Survey
 - Interviews
 - TAC
- Assessment of 10 key sites
- A regional action plan supported by participating stakeholders
 - Partner agencies, industry, land owners, developers, fleet operators etc
- Final report



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Next Steps



- Expected Kick-Off March 2022
- Convene TAC
- Determine Data Collection Plan to Define Truck Network
- Future Committee Updates



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Questions?

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AGENDA ITEM 9
REPORT

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - k # Room
Los Angeles, CA 90017
March , 2022

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: 2023 Active Transportation Program Guidelines and Call for Projects

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The California Transportation Commission (CTC) has released the Draft 2023 Active Transportation Program (ATP) Guidelines for public comment. The CTC is expected to adopt the Guidelines on March 16, 2022, and host a call for projects from March 16, 2022, to June 15, 2022. The 2023 ATP will award approximately \$598 million through fiscal years 2023/24 to 2026/27. The total funding available represents a significant increase compared to previous ATP cycles. Following the adoption of the statewide 2023 ATP Guidelines, SCAG staff will prepare the Draft 2023 Regional ATP Guidelines for consideration and approval by the Transportation Committee and Regional Council in April 2022.

BACKGROUND:

The ATP was created in 2013 by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization Infrastructure, Investment, and Jobs Act (IIJA). The 2023 ATP is the sixth cycle of the program.

Funds awarded through the ATP program are selected by the state (60% of total funds) as well as regional metropolitan planning organizations (MPOs) (40% of total funds). The CTC prepares statewide funding guidelines for each cycle of ATP to provide direction on the programming of the State and regional MPO programs. Subsequently, SCAG prepares the regional ATP guidelines in collaboration with the county transportation commissions to guide the selection and programming of resources allocated to the SCAG region. Through the first five funding cycles, the SCAG region has

received funding for 374 projects totaling \$904 million. The ATP awards funds for both infrastructure and non-infrastructure projects, with the majority of the funds awarded to infrastructure improvements. Historically, SCAG has prioritized 5% of the funding from each ATP cycle for non-infrastructure, planning, and quick build projects to build local capacity and ensure an ongoing pipeline of highly competitive proposals from Southern California.

2023 ATP

The CTC has released the Draft 2023 Active Transportation Program (ATP) Guidelines for public comment and will adopt the Guidelines on March 16, 2022. In conjunction, the CTC will commence the call for projects window spanning March 16, 2022, to June 15, 2022. As with the previous cycle, the 2023 ATP applications are specific to size and scope of the project:

- Infrastructure –Large
- Infrastructure –Medium
- Infrastructure –Small
- Non-infrastructure
- Plans
- Quick Builds

The 2023 ATP will award approximately \$598 million through fiscal years 2023/24 to 2026/27. As in past cycles, the 2023 ATP will award 50% (\$299 million) of funding to the highest scoring projects statewide. An additional 10% of funding will be awarded to Small Urban and Rural Areas (no SCAG communities qualify under this component), and 40% (\$239 million) of the remaining funding will be programmed through MPOs. The SCAG region will receive approximately \$126 million of the MPO funding and will develop the SCAG regional program in collaboration with the six county transportation commissions.

In order to develop SCAG's Regional Program, SCAG develops the ATP Regional Guidelines in partnership with the six county transportation commissions. The draft Regional Guidelines will be submitted for approval to Transportation Committee and Regional Council on April 7, 2022, and then must be submitted to the CTC by May 13, 2022, for their review and approval.

SCAG staff will host a 2023 ATP applicant's workshop in April 2022 and continue to work with county transportation staff and local staff to provide technical guidance on projects and applications. For more information on the 2023 ATP, visit <https://catc.ca.gov/programs/active-transportation-program>. If you have any questions, please contact SCAG staff, Cory Wilkerson, wilkerson@scag.ca.gov, 213-236-1992.

FISCAL IMPACT:

Funding is included in SCAG's FY 2021-22 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year is included in the FY 2021-22 OWP (50-0169.06: Active Transportation



Program).

ATTACHMENT(S):

1. PowerPoint Presentation - ATP Cycle 6

Active Transportation Program – Cycle 6

Transportation Committee

Cory Wilkerson – Active Transportation Program Manager
Mobility Planning and Goods Movement
March 3, 2022

www.scag.ca.gov



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Funding Availability



- Programs 4 Years of Funds
 - Fiscal years 2023/24, 2024/25, 2025/26, and 2026/27
- Cycle 6 – Draft Funding Estimate
 - \$597,560,000 over four years
- Funding Distribution
 - 50% for Statewide Component
 - 10% for Small Urban and Rural Component
 - 40% for Metropolitan Planning Organization Component
- SCAG MPO Draft Funding Estimate
 - \$126,423,000 over four years

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ATP Cycle 6 - Schedule



- March 16-17, 2022 – CTC adopts ATP Guidelines and Call for Projects
- April 7, 2022 – SCAG adopts Regional ATP Guidelines
- June 15, 2022 – Project Applications Deadline (postmark date)
- October 21, 2022 – CTC Statewide Recommendations
- December 7-8, 2022 – CTC adopts Statewide Projects List
- April 6, 2023 – SCAG adopts MPO Recommendations
- April 21, 2023 – Deadline to submit MPO Recommendations
- June 2023 – CTC adopts MPO Projects List

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Thank You!

Cory Wilkerson
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(213) 236-1992
www.scag.ca.gov



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Attachment: PowerPoint Presentation - ATP Cycle 6 (2023 Active Transportation Program Guidelines and Call for Projects)