



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

#### REGIONAL COUNCIL OFFICERS

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First Vice President  
**Curt Hagman, County of San Bernardino**

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Executive/Administration  
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Community, Economic & Human Development  
**Frank Yokoyama, Cerritos**

Energy & Environment  
**Deborah Robertson, Rialto**

Transportation  
**Tim Sandoval, Pomona**

## MEETING OF THE

# TRANSPORTATION COMMITTEE

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

***Thursday, February 1, 2024***

***9:30 a.m. – 11:30 a.m.***

***To Attend In-Person:***

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

***To Watch or View Only:***

**<https://scag.ca.gov/scag-tv-livestream>**

***To Attend and Participate on Your Computer:***

**<https://scag.zoom.us/j/86936998235>**

***To Attend and Participate by Phone:***

**Call-in Number: 1-669-900-6833  
Meeting ID: 869 3699 8235**

#### ***PUBLIC ADVISORY***

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

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



## Instructions for Attending the Meeting

**To Attend In-Peron and Provide Verbal Comments:** Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17<sup>th</sup> floor starting at 9:30 a.m.

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

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

## Instructions for Participating and Public Comments

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

1. **In Writing:** Written comments can be emailed to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Written comments received **by 5pm on Wednesday, January 31, 2024**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, January 31, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov).

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2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

## General Information for Public Comments

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

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

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

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## TRANSPORTATION COMMITTEE AGENDA

### TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS\*

<p><b>Elizabeth Becerra</b> City of Victorville - City Hall Conference Room A 14343 Civic Drive Victorville, CA 92392</p>	<p><b>Brian S. Berkson</b> City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509</p>	<p><b>Russell Betts</b> City of Desert Hot Springs - City Hall 11999 Palm Drive Council Chambers Desert Hot Springs, CA 92240</p>
<p><b>Daniel Brotman</b> City of Glendale - City Hall 613 E Broadway, Suite 200 Glendale, CA 91206</p>	<p><b>Ross Chun</b> City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>	<p><b>Denise Delgado</b> Saul Martinez Elementary School 65705 Johnson Street Mecca, CA 92254</p>
<p><b>Andrew Do</b> County Administration North 400 West Civic Center Drive 6th Floor, Room 601A Santa Ana, CA 92701</p>	<p><b>Jonathan Dumitru</b> City of Orange - City Hall 300 E Chapman Avenue Orange, CA 92866</p>	<p><b>J. John Dutrey</b> City of Montclair - City Hall 5111 Benito Street, Mayor's Office Montclair, CA 91763</p>
<p><b>James Gazeley</b> City of Lomita - City Hall 24300 Narboone Avenue City Council Office Lomita, CA 90717</p>	<p><b>Jason Gibbs</b> City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Conference Room Santa Clarita, CA 91355</p>	<p><b>Lauren Hughes-Leslie</b> City of Lancaster - City Hall Conference Room A 44933 Fern Avenue Lancaster, CA 93534</p>
<p><b>Fred Jung</b> City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton, CA 92832</p>	<p><b>Trish Kelley</b> City of Mission Viejo - City Hall 200 Civic Center Serenata Conference Room Mission Viejo, CA 92691</p>	<p><b>Linda Krupa</b> City of Hemet - City Hall Sister City Room 445 E Florida Avenue Hemet, CA 92543</p>
<p><b>Bridgett Lewis</b> City of Torrance - City Hall 3031 Torrance Boulevard Assembly Room - 3rd Floor Torrance, CA 90503</p>	<p><b>Malcolm Lilienthal</b> City of Hemet - City Hall Sister City Room 445 E Florida Avenue Hemet, CA 92543</p>	<p><b>Richard Loa</b> Law Offices of Richard Loa 536 East Palmdale Boulevard Palmdale, CA 93550</p>
<p><b>Ken Mann</b> City of Lancaster - City Hall 44933 Fern Avenue Conference Room A Lancaster, CA 93534</p>	<p><b>Steve Manos</b> 53180 Odyssey Street Lake Elsinore, CA 92532</p>	<p><b>Marsha McLean</b> City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Orchard Conference Room Santa Clarita, CA 91355</p>



## TRANSPORTATION COMMITTEE AGENDA

<p><b>L. Dennis Michael</b>  City of Rancho Cucamonga - City Hall  10500 Civic Center Drive  Rancho Cucamonga, CA 91730</p>	<p><b>Carol Moore</b>  City of Laguna Woods - City Hall  24264 El Toro Road  Laguna Woods, CA 92637</p>	<p><b>Ara Najarian</b>  50 N Brand Boulevard  Suite 830 Conference Room  Glendale, CA 91203</p>
<p><b>Maria Nava-Froelich</b>  Calipatria Unified School District  501 W. Main Street, Room 4  Calipatria, CA 92233</p>	<p><b>Frank J. Navarro</b>  City of Colton – City Hall  Council Conference Room  650 N La Cadena Drive  Colton, CA 92324</p>	<p><b>Sharona Nazarian</b>  City of Beverly Hills - City Hall  455 N. Rexford Drive, 4th Floor  Beverly Hills, CA 90210</p>
<p><b>Gil Rebollar</b>  SCAG Imperial County Regional Office  1503 N. Imperial Avenue, Suite 104  El Centro, CA 92243</p>	<p><b>Ed Reece</b>  City of Claremont - City Hall  207 Harvard Avenue  Council Office Room  Claremont, CA 91711</p>	<p><b>Celeste Rodriguez</b>  City of San Fernando - City Hall  117 Macneil Street  San Fernando, CA 91340</p>
<p><b>Crystal Ruiz</b>  674 Sunnyside Boulevard  San Jacinto, CA 92582</p>	<p><b>Ali Saleh</b>  City of Bell - City Hall  6330 Pine Avenue  Bell, CA 90201</p>	<p><b>Zak Schwank</b>  City of Temecula - City Hall  41000 Main Street  Councilmember Office  Temecula CA, 92590</p>
<p><b>Ward Smith</b>  City of Placentia Civic Center  City Council Chambers  401 E. Chapman Avenue  Placentia, CA 92870</p>	<p><b>José Luis Solache</b>  City of Lynwood - City Hall  Annex Conference Room  11330 Bullis Road  Lynwood, CA 90262</p>	<p><b>Wes Speake</b>  City of Corona - City Hall  400 S Vicentia Avenue  Corona, CA 92882</p>
<p><b>Cynthia Sternquist</b>  6131 Camellia Avenue  Temple City, CA 91780</p>	<p><b>Steve Tye</b>  City of Diamond Bar - City Hall  21810 Copley Drive  Grand Conference Room  Diamond Bar, CA 91765</p>	<p><b>Michael M. Vargas</b>  City of Perris - City Hall  101 N. D Street  Office of the Mayor  Perris, CA 92570</p>

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



### TC - Transportation Committee *Members – February 2024*

1. **Hon. Tim Sandoval**  
TC Chair, Pomona, RC District 38
2. **Hon. Mike Judge**  
TC Vice Chair, VCTC
3. **Hon. Adele Andrade-Stadler**  
Alhambra, RC District 34
4. **Hon. Konstantine Anthony**  
Burbank, RC District 42
5. **Hon. Kathryn Barger**  
Los Angeles County
6. **Hon. Elizabeth Becerra**  
Victorville, RC District 65
7. **Hon. Brian Berkson**  
Jurupa Valley, Pres. Appt. (Member at Large)
8. **Hon. Russell Betts**  
Desert Hot Springs, CVAG
9. **Hon. Daniel Brotman**  
Glendale, AVCJPA
10. **Hon. Art Brown**  
Buena Park, RC District 21
11. **Hon. Jeanette Burns**  
Morongo Band of Mission Indians
12. **Hon. Ross Chun**  
Aliso Viejo, OCCOG
13. **Hon. Denise Delgado**  
Coachella, Pres. Appt. (Member at Large)
14. **Sup. Andrew Do**  
Orange County CoC
15. **Hon. Jon Dumitru**  
Orange, RC District 17

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## TRANSPORTATION COMMITTEE AGENDA

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

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- 32. Hon. Ken Mann**  
Lancaster, RC District 43
- 33. Hon. Steve Manos**  
Lake Elsinore, RC District 63
- 34. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 35. Hon. Larry McCallon**  
Air District Representative
- 36. Hon. Marsha McLean**  
Santa Clarita, Pres. Appt. (Member at Large)
- 37. Hon. Tim McOsker**  
Los Angeles, RC District 62
- 38. Hon. L.Dennis Michael**  
Rancho Cucamonga, RC District 9
- 39. Hon. Linda Molina**  
Calimesa, Pres. Appt. (Member at Large)
- 40. Hon. Carol Moore**  
Laguna Woods, OCCOG
- 41. Hon. Ara Najarian**  
Glendale, SFVCOG
- 42. Hon. Maria Nava-Froelich**  
ICTC
- 43. Hon. Frank Navarro**  
Colton, RC District 6
- 44. Hon. Sharona Nazarian**  
Beverly Hills, WSCCOG
- 45. Hon. Gil Rebolgar**  
Brawley, RC District 1
- 46. Hon. Ed Reece**  
Claremont, SGVCOG
- 47. Hon. Marlon Regisford**  
Caltrans, District 7, Ex-Officio Non-Voting Member

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## TRANSPORTATION COMMITTEE AGENDA

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- 48. Hon. Celeste Rodriguez**  
San Fernando, RC District 67
- 49. Hon. Crystal Ruiz**  
San Jacinto, WRCOG
- 50. Hon. Ali Saleh**  
Bell, RC District 27
- 51. Hon. Suely Saro**  
Long Beach, RC District 29
- 52. Hon. Zak Schwank**  
Temecula, RC District 5
- 53. Hon. Marty Simonoff**  
Brea, RC District 22
- 54. Hon. Jeremy Smith**  
Canyon Lake, Pres. Appt. (Member at Large)
- 55. Hon. Ward Smith**  
Placentia, OCCOG
- 56. Hon. Jose Luis Solache**  
Lynwood, RC District 26
- 57. Sup. Hilda Solis**  
Los Angeles County
- 58. Hon. Wes Speake**  
Corona, WRCOG
- 59. Sup. Karen Spiegel**  
Riverside County
- 60. Hon. Cynthia Sternquist**  
Temple City, SGVCOG
- 61. Hon. Steve Tye**  
Diamond Bar, RC District 37
- 62. Hon. Michael Vargas**  
Riverside County CoC
- 63. Hon. Scott Voigts**  
Lake Forest, OCCOG

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## TRANSPORTATION COMMITTEE AGENDA

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- 64. Sup. Donald Wagner**  
Orange County
  
- 65. Hon. Colleen Wallace**  
Banning, WRCOG
  
- 66. Hon. Alan Wapner**  
SBCTA
  
- 67. Hon. Thomas Wong**  
Monterey Park, SGVCOG
  
- 68. Hon. Jeff Wood**  
Lakewood, RC District 24

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## TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, CA 90017  
**Thursday, February 1, 2024**  
**9:30 AM**

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

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** *(The Honorable Tim Sandoval, Chair)*

### **PUBLIC COMMENT PERIOD (Matters Not on the Agenda)**

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

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

### **CONSENT CALENDAR**

#### Approval Items

1. Minutes of the Meeting – January 4, 20204 PPG. 10

#### Receive and File

2. Transportation Committee Agenda Outlook and Future Agenda Items PPG. 20
3. 2022 Trade Corridor Enhancement Program PPG. 25
4. Connect SoCal 2024: Draft Plan Release Activities PPG. 30
5. Active Transportation Cycle 7 and Sustainable Communities Program Update PPG. 35
6. Connect SoCal 2024 Program Environmental Impact Report (PEIR) (State Clearinghouse No.: 2022100337): Status Update on Additional Stakeholder Outreach and Preliminary Outline for the Proposed Final PEIR PPG. 38

### **INFORMATION ITEMS**

7. Quick Build Projects 15 Mins. PPG. 46  
*(Rachel Om, Senior Regional Planner)*



## TRANSPORTATION COMMITTEE AGENDA

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8. Mobility Hubs - Lessons Learned 20 Mins. PPG. 63  
*(Grecia White, New Mobility Planner, City of Boston)*

9. Advanced Air Mobility (AAM) Update: AAM 101 20 Mins. PPG. 93  
*(Hiroshi Ishikawa, Senior Regional Planner; and Ricky Sandhu, Founder and CEO, Urban-Air Port)*

10. Governor's Budget Update: Regional Early Action Planning Grant 2021 (REAP 2.0) -Verbal Report 10 Mins.  
*(Javiera Cartagena, Chief Government and Public Affairs Officer)*

### **CHAIR'S REPORT**

*(The Honorable Tim Sandoval, Chair)*

### **METROLINK REPORT**

*(The Honorable Art Brown, SCAG Representative)*

### **STAFF REPORT**

*(David Salgado, Government Affairs Officer, SCAG Staff)*

### **ANNOUNCEMENTS**

### **ADJOURNMENT**



**MINUTES OF THE REGULAR MEETING  
TRANSPORTATION COMMITTEE (TC)  
THURSDAY, JANUARY 4, 2024**

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

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

**Members Present:**

<b>Hon. Tim Sandoval (Chair)</b>	<b><i>Pomona</i></b>	<b>District 38</b>
<b>Hon. Mike T. Judge (Vice Chair)</b>		<b>VCTC</b>
Hon. Liz Becerra	<i>Victorville</i>	District 65
Hon. Brian Berkson	<i>Jurupa Valley, Pres. Appt.</i>	Member at Large
Hon. Russel Betts	<i>Desert Hot Springs</i>	CVAG
Hon. Daniel Brotman	<i>Glendale</i>	AVCJPA
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Denise Delgado	<i>Coachella, Pres. Appt.</i>	Member at Large
Hon. Andrew Do	<i>Orange County</i>	CoC
Hon. Jonathan Dumitru	<i>Orange</i>	District 17
Hon. John Dutrey	<i>Montclair</i>	SBCTA
Hon. Jason Gibbs	<i>Santa Clarita</i>	NCTC
Hon. Jan Harnik		RCTC
Hon. Laura Hernandez	<i>Port Hueneme</i>	District 45
Hon. Lauren Hughes-Leslie	<i>Lancaster</i>	NCTC JPA
Hon. Fred Jung	<i>Fullerton</i>	OCCOG
Hon. Trish Kelley		TCA
Hon. Linda Krupa	<i>Hemet</i>	District 3
Hon. Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large
Hon. Malcolm Lilienthal	<i>Hemet</i>	WRCOG
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Ken Mann	<i>Lancaster</i>	District 43
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Ray Marquez	<i>Chino Hills</i>	District 10



Hon. Larry McCallon		Air District Representative
Hon. Marsha McLean	<i>Santa Clarita, Pres. Appt.</i>	Member at Large
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Linda Molina	<i>Calimesa, Pres. Appt.</i>	Member at Large
Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon. Ara Najarian	<i>Glendale</i>	SFVCOG
Hon. Maria Nava-Froelich		ICTC
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Sharona Nazarian	<i>Beverly Hills</i>	WSSCOG
Hon. Gil Rebolgar	<i>Brawley</i>	District 1
Hon. Celeste Rodriguez	<i>San Fernando</i>	District 67
Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Suely Saro	<i>Long Beach</i>	District 29
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Karen Spiegel		Riverside County
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Michael Vargas	<i>Riverside County</i>	CoC
Hon. Don Wagner		Orange County
Hon. Alan Wapner		SBCTA
Hon. Thomas Wong	<i>Monterey Park</i>	SGVCOG
Mr. Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member

**Members Not Present:**

Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Konstantine Anthony	<i>Burbank</i>	District 42
Hon. Kathryn Barger		Los Angeles County
Hon. Ross Chun	<i>Aliso Viejo</i>	OCCOG
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Curt Hagman		San Bernardino County
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Richard Loa	<i>Palmdale</i>	NCTC
Hon. Tim McOsker	<i>Los Angeles</i>	District 62
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Jeremy Smith	<i>Canyon Lake, Pres. Appt.</i>	Member at Large



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Hon. Hilda Solis		Los Angeles County
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG
Hon. Colleen Wallace	<i>Banning</i>	WRCOG
Hon. Jeff Wood	<i>Lakewood</i>	District 24

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Chair Sandoval, Pomona, District 38, called the meeting to order at 9:30 a.m. Hon. Larry McCallon, Air District Representative led the Pledge of Allegiance. A quorum was present.

**PUBLIC COMMENT**

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

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

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

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize the agenda item.

**CONSENT CALENDAR**

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – November 2, 2023
2. 2024 Draft Regional Transportation Safety Targets

Receive and File

3. Transportation Committee Agenda Outlook and Future Agenda Items
  4. Southern California Clean Cities Coalition Strategic Plan
-

5. Transportation Trends Update

6. Highways to Boulevards Regional Study

A MOTION was made (Solache) to approve Consent Calendar Items 1 through 2; and Receive and File items 3 through 6. The motion was SECONDED (Brown) and passed by the following roll call votes.

**AYES:** Becerra, Berkson, Betts, Brown, Delgado, Dumitru, Dutrey, Gibbs, Harnik, L. Hernandez, Hughes-Leslie, Judge, Jung, Kelley, Krupa, Lewis, Lilienthal, Lorimore, Mann, Manos, Marquez, McCallon, McLean, Michael, Molina, Moore, Najarian, Nava-Froelich, Navarro, Nazarian, Rodriguez, Ruiz, Sandoval, Saro, W. Smith, Solache, Speake, Spiegel, Sternquist, Vargas, Wagner, Wapner, and Wong (43)

**NOES:** None (0)

**ABSTAIN:** None (0)

**ACTION ITEM**

7. Guidelines for 2024 Go Human Community Streets Grant Program

There were no public comments on Item No. 7.

Alina Borja, SCAG staff, reported on the 2024 Go Human Community Streets Grant Program Guidelines. She stated the Go Human program was launched in 2015 to reduce traffic collisions and encourage more walking and biking. Regionally 1,600 fatalities occur each year, 7,000 person receive serious injuries and 140,000 are injured from accidents. With support from the California Office of Traffic Safety (OTS), SCAG implemented five (5) rounds of community grant funding since 2018 distributing \$1.2 million to 117 projects. A sixth round of funding is being developed through the 2024 Go Human Community Streets Grant Program. The maximum award for each project is \$30,000 and SCAG seeks to fund approximately 12 projects. The goal is to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, particularly those walking and biking. It will fund community organization projects that implement community engagement and traffic safety strategies including messaging, education, engagement activities, leadership development, community assessment or resource distribution. Potential project types include storytelling efforts regarding mobility justice efforts and/or challenging the dominant narratives of traffic safety. She reviewed the project criteria and funding timeline.

A MOTION was made (Brown) to recommend that the Regional Council and Transportation Committee: 1) approve the 2024 Go Human Community Streets Grant Program Guidelines and authorize staff to release the Call for Applications; 2) authorize the SCAG Executive Director or his designee to enter into agreements with selected awardees under this program and execute all documents incident to the agreements, including issuance of conditional award letters; and 3) authorize the SCAG Executive Director or his designee to provide a list of awarded projects to the Regional Council as a Receive & File item for informational purposes. The motion was SECONDED (Marquez) and passed by the following roll call votes.

**AYES:** Becerra, Betts, Brown, Delgado, Dumitru, Dutrey, Gibbs, Harnik, L. Hernandez, Hughes-Leslie, Judge, Jung, Kelley, Krupa, Lewis, Lilienthal, Lorimore, Mann, Manos, Marquez, McCallon, McLean, Michael, Molina, Moore, Najarian, Nava-Froelich, Navarro, Nazarian, Rebollar, Rodriguez, Ruiz, Sandoval, Saro, Solache, Speake, Spiegel, Sternquist, Vargas, Wagner, Wapner, and Wong (42)

**NOES:** None (0)

**ABSTAIN:** None (0)

### **INFORMATION ITEMS**

#### 8. National Motor Vehicle Per Mile User Fee Pilot Program

Jack Opiola, Mileage Based User Fee Program Manager from FHWA, reported on the National Motor Vehicle Per Mile User Fee Pilot Program. He noted the Infrastructure Investment and Jobs Act (IIJA) directs the U. S. Department of Transportation (US DOT) to establish a Funding Alternative Advisory Board to establish a national motor vehicle per-mile user fee pilot program. The pilot is intended to test the design, acceptance, implementation, and financial sustainability of a per-mile user fee and address the need for additional revenue for surface transportation infrastructure. It will provide recommendations relating to the adoption and implementation of a nation per-mile user fee and inform future action. He reviewed the different pilot projects that have been conducted at the state level since 2000 including Oregon, Iowa, Minnesota and California. Mr. Opiola also reviewed key concerns and parameters that emerged from a congressional hearing including the ability to raise sufficient revenue to fill in the gas tax gap, system security resistant to fraud, convenient operation that is easily understood by the public, ease of administration and scaling to a national level, and the ability to provide fairness and equity. He reviewed next steps noting the results of the national pilot test will be submitted to congress for consideration for future appropriations action.

Pam O'Connor provided public comment. Ms. O'Connor reported that she was a member of the California Road Charge Technical Advisory Committee (TAC) and a former SCAG President. She reviewed the results of a recent driver survey on a mileage user-fee study. She noted that the survey indicated that a majority of state drivers support a lower fee for low-income drivers and would prefer a pay structure where drivers pay the fee each time they refuel. Additionally, a considerable part of the state TAC focusses on equity.

Hon. Karen Spiegel, Riverside County, raised concerns about equity and if it can be achieved across drivers among different economic groups. Mr. Opiola responded that equity had been explored in the 2016 – 2018 state pilot. Additionally, he noted a member of the national pilot group was an equity advocate and the process provides options to explore equity even further.

Hon. Jan Harnik, RCTC, asked if this pilot was focused on replacing the federal gas tax for both state and federal. Mr. Opiola responded that the program seeks to address the federal gas tax and fund the Federal Highway Trust Fund. However, he indicated that there was significant partnership with states to understand their state level funding and how the federal system will interface with each state in the process.

Hon. Linda Krupa, Hemet, District 3, asked if the information gathered would include trip origin and destinations. Mr. Opiola responded that the only information gathered will be the identification of the driver and the number of miles driven.

#### 9. Connect SoCal 2024: Implementation Strategies

There were no public comments on Item No. 9.

Camille Guiriba, SCAG staff, provided a report on Connect SoCal 2024 Implementation Strategies. She reviewed the basic components of the plan including regional planning policies, list of investment projects, regional development pattern forecast, regional strategic investments and implementation strategies. It was noted that SCAG does not implement infrastructure projects outlined by the county transportation commissions but partners with agencies through the administration of funding, research and establishing a vision for regional goals and strategies. Major policy areas include mobility, communities, environment and the economy using a broader lens of equity and resilience. Transportation and mobility strategies include a focus on complete streets, transit, multimodal integration, funding the system and user pricing. She indicated how to view the complete draft plan and noted that the deadline to submit comments was January 12, 2024.

#### 10. Southern California Zero Emissions Truck Infrastructure Study: Project Outreach Update

There were no public comments on Item No. 10.

Jonathan Raspa, SCAG staff, provided an update on the Southern California Zero Emissions Truck Infrastructure Study. Mr. Raspa noted that the purpose of the study was to establish a regional vision and blueprint for truck charging and fueling. Its main activities include stakeholder engagement, capturing other ongoing efforts, implementing a technical approach, vetting outcomes and assessing results. He reviewed project phases and the timeline. Efforts include Technical Advisory Committee meetings and surveys with trucking professionals, public and private stakeholders as well as focus groups of key stakeholders. Mr. Raspa also reviewed survey results noting most respondents indicated that they did not believe they could transition easily from diesel fuel to zero-emission freight transport and were less likely to develop fueling infrastructure onsite. Some respondents noted cost and lack of expertise as barriers to transitioning to zero-emission freight transport. Also, smaller operators do not have dedicated lands under their control to establish onsite fueling. He reviewed next steps including regional charging demand modeling, developing site criteria, and evaluating site typologies.

Hon. Russell Betts, Desert Hot Springs, CVAG, expressed concern about the charging time for electric trucks and the range that can be achieved on a single charge. These are significantly below what is currently achieved through diesel fuel. Mr. Raspa responded that zero-emission technology would be used firstly in short-haul situations as long-haul use has not yet been feasibly developed.

#### 11. Update on SCAG's ACP Campaign

There were no public comments on Item No. 11.

Javier Silva, SCAG staff, provided an update on SCAG's Affordable Connectivity Program (ACP). He noted the ACP was a benefit program managed by the Federal Communications Commission (FCC) which provides a discount of up to \$30 per month toward internet service for eligible unserved/underserved households and up to \$75 per month for households on qualifying tribal lands. Mr. Silva stated SCAG received a \$500,000 grant from the FCC to launch a campaign promoting awareness and enrollment in the ACP. He reviewed the campaign's progress including development of a toolkit for local jurisdictions and participation in state and regional working groups. Program enrollment activities such as public outreach events were detailed.

#### **CHAIR'S REPORT**

There was no Chair's report.

**METROLINK REPORT**

Hon. Art Brown, Buena Park, District 21, reported that Union Station was closed for repair and renovation work from December 26-29, 2023. He indicated this was part of a three-year effort to modernize the station which serves as Metrolink’s central hub. He noted that it would allow for greater train flow in the future. He also reported that preparations were underway for the 2028 Olympic games. He shared that Metrolink’s planning was being conducted in concert with the Los Angeles Olympic Games Organizing Committee (LA28) and the Games Management Executives (GME) representing transportation providers and planning agencies from across the region. He explained that about 3 million spectators were expected to attend, roughly half from outside Southern California, including visitors from 200 foreign countries. He noted that event organizers were aiming for a “car-free” Olympic Games- which means that advance planning and coordination were critical.

**STAFF REPORT**

David Salgado, SCAG staff, reported that SCAG had concluded 15 regional briefings on Connect SoCal 2024. Altogether, 229 local elected officials, city and county staff and stakeholders participated in the briefings. He shared that details and strategies for Connect SoCal were presented.

**FUTURE AGENDA ITEMS**

Hon. Alan Wapner, SBCTA, asked for an agenda item on inductive charging. Hon. Karen Spiegel, Riverside County, requested briefings on the 2028 Olympics and its regional implications.

**ADJOURNMENT**

There being no further business, Chair Sandoval adjourned the meeting of the Transportation Committee at 11:20 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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MEMBERS	CITY	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB
Andrade-Stadler, Adele	Alhambra	District 34					1	1			
Anthony, Konstantine	Burbank	District 42	1	1							
Barger, Kathryn		Los Angeles County		1							
Becerra, Liz	Victorville	District 65	1	1			1	1		1	
Berkson, Brian	Jurupa Valley, Pres. Appt.	Member at Large	1	1			1	1		1	
Betts, Russell	Desert Hot Springs	CVAG		1			1	1		1	
Brotman, Daniel	Glendale	AVCJPA					1	1		1	
Brown, Art	Buena Park	District 21	1	1			1	1		1	
Chun, Ross	Aliso Viejo	OCCOG	1	1				1			
Delgado, Denise	Coachella, Pres. Appt.	Member at Large	1	1						1	
Do, Andrew	Orange County	CoC	1	1			1	1		1	
Dumitru, Jonathan	Orange	District 17		1			1			1	
Dutrey, J. John	Montclair	SBCTA	1	1			1	1		1	
Gazeley, James	Lomita	District 39	1	1			1	1			
Gibbs, Jason	Santa Clarita	NCTC		1			1			1	
Hagman, Curt		San Bernardino County	1	1			1				
Harnik, Jan		RCTC	1	1			1	1		1	
Hernandez, Laura	Port Hueneme	District 45		1			1			1	
Hughes-Leslie, Lauren	Lancaster	NCTC JPA						1		1	
Hutt, Heather	Los Angeles	District 57									
Judge, Mike		VCTC	1	1			1	1		1	
Jung, Fred	Fullerton	OCCOG	1	1			1	1		1	
Kelley, Trish		TCA	1	1			1	1		1	
Krekorian, Paul	Los Angeles	District 49/Public Transit Rep.									
Krupa, Linda	Hemet	District 3	1	1			1	1		1	
Lewis, Bridgett	Torrance, Pres. Appt.	Member at Large		1				1		1	
Lilienthal, Malcolm	Hemet	WRCOG	1	1			1			1	
Loa, Richard	Palmdale	NCTC		1							
Lorimore, Clint	Eastvale	District 4	1	1			1	1		1	
Mann, Ken	Lancaster	District 43	1	1			1	1		1	
Manos, Steve	Lake Elsinore	District 63	1	1			1	1		1	
Marquez, Ray	Chino Hills	District 10	1	1			1	1		1	
McCallon, Larry		Air District Representative					1	1		1	
McLean, Marsha	Santa Clarita, Pres. Appt.	Member at Large	1	1			1	1		1	
McOsker, Tim	Los Angeles	District 62					1				
Michael, L. Dennis	Rancho Cucamonga	District 9	1	1						1	
Molina, Linda	Calimesa, Pres. Appt.	Member at Large	1	1				1		1	
Moore, Carol	Laguna Woods	OCCOG	1	1			1	1		1	
Najarian, Ara	Glendale	SFVCOG	1	1			1	1		1	
Nava-Froelich, Maria		ICTC	1	1			1	1		1	
Navarro, Frank	Colton	District 6		1			1	1		1	
Nazarian, Sharona	Beverly Hills	WSCCOG	1	1			1	1		1	
Rebollar, Gil	Brawley	District 1	1	1						1	
Reece, Ed	Claremont	SGVCOG	1	1			1	1			
Regisford, Marlon	Caltrans District 7	Ex-Officio Member								1	
Rodriguez, Celeste	San Fernando	District 67						1		1	
Ruiz, Crystal	San Jacinto	WRCOG	1				1	1		1	
Saleh, Ali	Bell	District 27	1	1			1	1		1	
Sandoval, Tim	Pomona	District 38	1	1			1	1		1	

Saro, Suely	Long Beach	District 29	1	1				1	
Schwank, Zak	Temecula	District 5	1	1		1	1		
Simonoff, Marty	Brea	District 22	1	1		1	1		
Smith, Jeremy	Canyon Lake, Pres. Appt.	Member at Large							
Smith, Ward	Placentia	OCCOG	1	1		1		1	
Solache, Jose Luis	Lynwood	District 26	1			1	1	1	
Solis, Hilda		Los Angeles County							
Speake, Wes	Corona	WRCOG	1	1		1	1	1	
Spiegel, Karen		Riverside County		1		1	1	1	
Sternquist, Cynthia	Temple City	SGVCOG	1	1		1	1	1	
Tye, Steve	Diamond Bar	District 37		1			1		
Vargas, Michael	Riverside County	CoC		1		1	1	1	
Voigts, Scott	Lake Forest	OCCOG		1		1			
Wagner, Don		Orange County	1	1		1	1	1	
Wallace, Colleen	Banning	WRCOG	1	1			1		
Wapner, Alan		SBCTA	1	1		1	1	1	
Wong, Thomas	Monterey Park	SGVCOG	1	1		1	1	1	
Wood, Jeff	Lakewood	District 24				1	1		



**AGENDA ITEM 2**  
**REPORT**

Southern California Association of Governments  
February 1, 2024

**To:** Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Transportation Committee Agenda Outlook and Future Agenda Items

*Kome Ajise*

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

**Policy Development Framework for Connect SoCal 2024**

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

## Transportation Committee Outlook and Framework

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

The Outlook organizes content into three programmatic areas:

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

The Committee Outlook is tracked to when the draft 2024 Connect SoCal will be published. Staff will ensure that the various policy and strategy recommendations in Connect SoCal 2024 will be reviewed and discussed by SCAG's policy committees through April 2024. The topics and panels covered may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members. To request future agenda items, Policy Committee members may request that the agenda item be pulled for discussion or they may send a request directly to the Chair or committee staff for consideration and reporting out at the next meeting. Agenda items that are recommended by Policy Committee members will be discussed with the Chair and Vice Chair to assess relevance to the TC and the considerations noted above.



**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. TC Outlook for FY24\_Feb 2024

# Transportation Committee Agenda Outlook for FY2024

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

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

# Transportation Committee Agenda Outlook for FY2024

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

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan-Feb	<ul style="list-style-type: none"> <li>• Connect SoCal 2024: Draft Plan Release Activities</li> <li>ü Zero Emission Truck Infrastructure Study (ZETI) Outreach Findings</li> <li>• <del>Transportation Pricing &amp; Incentives Joint MPO Research Update (moved to April)</del></li> <li>• <del>Comprehensive Goods Movement Plan Update (moved to June)</del></li> <li>ü Guest Speaker Series: Replacing the Gas Tax</li> <li>• <del>Guest Speaker Series: Congestion Pricing &amp; Equity</del></li> <li>• Guest Speaker Series: Mobility Hubs</li> <li>• <del>Clean Technology Compendium Findings (moved to Nov.)</del></li> <li>ü Highways to Boulevards Regional Study</li> <li>• Advanced Air Mobility</li> </ul>	<ul style="list-style-type: none"> <li>• <del>Curb Space Management Update (R&amp;F)</del></li> <li>• <del>Carbon Reduction Program: CTC Program Project Selection (moved to June)</del></li> <li>• <del>Last Mile Freight Program Update (moved to April)</del></li> <li>• <del>Broadband LATA Update (moved to Nov.)</del></li> <li>• <del>SCAG ATP Cycle 7 Regional Program &amp; AT&amp;S Sustainable Communities Programs Guidelines</del></li> <li>• <del>Climate Pollution Reduction Grants Update (moved to April)</del></li> </ul>	<ul style="list-style-type: none"> <li>• <del>Metrolink Transit Oriented Development (TOD) Study</del></li> <li>• <del>Broadband Permit Streamlining Report Findings Update</del></li> <li>• <del>EV Oasis Project Update</del></li> <li>• <del>REAP 2.0 Regional Pilot Initiatives Program Update</del></li> <li>• Trade Corridor Enhancement Plan Update</li> </ul>
March	<b>Joint Policy Committee: Connect SoCal 2024 Final Plan Review</b>		
April	<ul style="list-style-type: none"> <li>• Proposed Final Transportation Conformity Analysis for Connect SoCal 2024</li> <li>• Recommendation for RC to Adopt the Connect SoCal 2024 Final PEIR (R&amp;F)</li> <li>• Transportation Pricing &amp; Incentives Joint MPO Research Update</li> </ul>	<ul style="list-style-type: none"> <li>• Last Mile Freight Program Update</li> <li>• Climate Pollution Reduction Grants Update</li> </ul>	<ul style="list-style-type: none"> <li>• LOSSAN Rail Corridor Resiliency Subcommittee Update (R&amp;F)</li> </ul>
May	<b>General Assembly</b>		
June	<ul style="list-style-type: none"> <li>• Connect SoCal 2024: Implementation Strategies</li> <li>• Comprehensive Goods Movement Plan Update</li> </ul>	<ul style="list-style-type: none"> <li>• REAP 2.0 CTC Partnership Program and Regional Pilot Initiatives Update</li> <li>• Carbon Reduction Program: CTC Program Project Selection</li> </ul>	Smart Cities Vision Plan Update



**AGENDA ITEM 3**  
**REPORT**

Southern California Association of Governments  
February 1, 2024

**To:** Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Scott Strelecki, Planning Supervisor  
(213) 236-1893, strelecki@scag.ca.gov

**Subject:** 2022 Trade Corridor Enhancement Program

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Through the 2022 Trade Corridor Enhancement Program (TCEP), SCAG partnered with Caltrans to submit the TravelCenters of America project application. At the Commission's June 2023 meeting, the 2022 TCEP was approved based on Commission staff recommendations for project awards with final amendments completed December 2023. The SCAG region received 45-percent (\$297.6 million) through the 2022 TCEP regional corridor target and 27-percent (\$115.3 million) through the statewide target totaling 38-percent (\$412.9 million) of the approximately \$1.1 billion funding award amount. As part of this regional award amount, the TravelCenters of America project was also awarded. SCAG as a partner for this award has performed its coordination efforts with Caltrans to ensure that there will be no risk and liability to SCAG as this project is implemented.*

**BACKGROUND:**

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

The Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) which directs the California Transportation Commission (Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement. The Infrastructure Investments and Jobs Act (IIJA), signed on November 15, 2021, by President Biden, continued the funding for the federal National Highway Freight Program that is used in the TCEP.

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

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

In considering geographic balance for the overall program, the Commission may program below the targets in a region or regions to account for projects programmed from the statewide target. Per the Commission:

“The targets are neither minimums, maximums, nor guarantees. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular corridor.”

Programming Targets		
<i>(This table will be completed once the fund estimate is finalized.)</i>		
Statewide Target (40 percent of total funds)		
Caltrans		<b>\$420,400,000</b>
Regional Corridor Targets (60 percent of total funds) <b>\$630,600,000</b>		
	Percentage	Target
Bay Area/Central Valley	29 percent	<b>\$182,874,000</b>
Central Coast	2.5 percent	<b>\$15,765,000</b>
Los Angeles/Inland Empire	56 percent	<b>\$353,136,000</b>
San Diego/Border	10 percent	<b>\$63,060,000</b>
Other	2.5 percent	<b>\$15,765,000</b>

At the October 6, 2022, Transportation Committee meeting staff presented an item on the TCEP providing an overview of the process including SCAG’s direct role as the region’s Metropolitan Planning Organization (MPO) to compile project nominations and confirm consistency of the project nominations with SCAG’s Regional Transportation Plan/Sustainable Communities Strategy and Regional Freight Plan. At the November 3, 2022, Transportation Committee and Regional Council meetings a recommended action was presented and approved including:

- 1) The SCAG region project nominations seeking TCEP funding; and
- 2) To authorize SCAG to proceed with a TCEP grant application in coordination with Caltrans and TravelCenters of America, upon staff determining (in collaboration with Caltrans) that risk and liability to SCAG can be appropriately mitigated should the grant be awarded.

All project nominations for the SCAG region were submitted by the November 2022 deadline. At the Commission’s June 2023 meeting, the 2022 TCEP was approved based on Commission staff recommendations for project awards with final amendments completed December 2023. The results of the awarded 2022 TCEP by regional corridor target, statewide target, and total funding award were as follows:

Region/Freight Corridor	Total Requested Amount	Regional Funding Award	State Funding Award	Total Funding Award
Bay Area/Central Valley	\$746.6 million	\$244.9 million	\$108.6 million	\$353.6 million
Central Coast	\$146.6 million	\$15.8 million	\$49.7 million	\$65.4 million
Los Angeles/Inland Empire	\$697.3 million	\$297.6 million	\$115.3 million	\$412.9 million
Other	\$134.3 million	\$36.8 million	\$53.9 million	\$90.7 million
San Diego/Border	\$158.5 million	\$63.1 million	\$95.4 million	\$158.5 million
<b>Total</b>	<b>\$1.88 billion</b>	<b>\$658.1 million</b>	<b>\$422.9 million</b>	<b>\$1.08 billion</b>

The SCAG region received 45-percent (\$297.6 million) through the 2022 TCEP regional corridor target and 27-percent (\$115.3 million) through the statewide target totaling 38-percent (\$412.9 million) overall of nearly \$1.1 billion in funding awards. The SCAG region projects awarded included:

Project Title	County	Total Funding Award	Total Project Cost
America’s Green Port Gateway: Pier B Early Rail	Los Angeles	\$70.4 million	\$127 million
I-10 Corridor Freight & Managed Lane Project	San Bernardino	\$85 million	\$806 million
I-605 Valley Blvd. Interchange Improvements	Los Angeles	\$33.6 million	\$53.3 million
SR-91 Operational & Multimodal Improvements	Orange	\$42.6 million	\$107.7 million
EV Oasis South	San Bernardino – Riverside	\$28.1 million	\$40.1 million
Southern California Hydrogen Fueling Facilities	San Bernardino – Riverside – Los Angeles	\$41.9 million	\$104.6 million
I-710 Integrated Corridor Management (ICM)	Los Angeles	\$27.8 million	\$40.2 million
SR-60 Potrero Blvd. Interchange	Riverside	\$33.5 million	\$50 million
Maritime Support Facility Access – Terminal Island	Los Angeles	\$14.9 million	\$39.7 million
U.S. 395 Freight Mobility & Safety Project	San Bernardino	\$35 million	\$79.6 million
<b>Total</b>	<b>N/A</b>	<b>\$412.9 million</b>	<b>\$1.45 billion</b>



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As part of this award, the TravelCenters of America project (EV Oasis South) was also awarded, and SCAG has performed its coordination efforts with Caltrans to ensure that there will be no risk and liability to SCAG as this project is implemented.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 2022-23 Overall Work Program (OWP) budget under project number 130.0162.02, Regional Partner Agency Collaboration.



**AGENDA ITEM 4**  
**REPORT**

Southern California Association of Governments  
February 1, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Sarah Dominguez, Planning Supervisor  
(213) 236-1918, dominguezs@scag.ca.gov

**Subject:** Connect SoCal 2024: Draft Plan Release Activities

**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 November 2, 2023 the SCAG Regional Council approved the draft 2024 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment. The public comment period ended on January 12, 2024. During the public review and comment period, SCAG held 15 elected official briefings and three public hearings. This staff report summarizes these briefings, hearings and other draft Plan release activities.*

**BACKGROUND:**

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area.

The process for development of the plan takes into account all modes of transportation and is accomplished by a “continuing, cooperative and comprehensive” planning approach, which is also performance-driven and outcome-based. In addition, because the SCAG region includes areas designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the plan must conform to applicable air quality standards.

The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern, which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). In regard to this draft Plan release period, SB 375 included requirements that MPO's "shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy" and "at least three public hearings" (Govt. Code §65080(b)(2)(E) and §65080(b)(2)(F)(v), respectively).

In 2022, SCAG adopted a Public Participation Plan that guides outreach and engagement activities, including, but not limited to, activities conducted pursuant to RTP/SCS specific requirements. During the draft Plan release and comment period between November 2, 2023, and January 12, 2024, SCAG completed all required meetings in addition to other outreach activities.

### **Media**

SCAG used paid, earned and owned media channels to bring visibility to the comment period and encourage comments. All media activity linked directly or included reference to SCAG's website, which housed an online comment form as well as information for providing comments by email or US post mail.

#### **Paid Media**

*Newspapers:* SCAG purchased space for notification of the release of the draft Connect SoCal 2024 and draft FTIP amendment to 13 publications, including in language media, with a combined 1,117,574 impressions. These notices included information about where to find the draft plan online and the noticing of the public hearings and were published in the below list of outlets on varying dates (based on publication schedules) ahead of the public hearings.

Additionally, SCAG purchased print advertising space to notify about the comment period for the associated Program Environmental Impact Report (PEIR). This set of ads ran in 13 publications, including in-language newspapers, with a combined 1,117,574 impressions. These ads included information about the comment period dates, where to access the PEIR document and how to provide comments.

The list of newspapers in which SCAG purchased two ads sets, one for Connect SoCal 2024 draft and one for the associated PEIR, are:

- Los Angeles Times
- Orange County Register
- San Bernardino County Sun
- Riverside Press-Enterprise

- Imperial Valley Press
- Ventura County Star
- The Desert Sun
- Korea Times
- Los Angeles Sentinel
- La Opinion
- Nguoi Viet
- World Journal

*Social Media:* SCAG also used paid social media in English and Spanish to create visibility for the Connect SoCal 2024 draft comment period. These advertisements featured a short video with an overview of the plan and associated process, with a call to action to provide comments, and targeted anyone within the six-county region. These ads ran between November 3 and December 8 and were seen 307,722 times; the ads resulted in 66,604 video views and 5,330 clicks to the SCAG website with information on how to comment.

#### *Earned Media*

*Press release and coverage:* SCAG distributed a press release announcing the comment period, which was serviced to 618 regional and subregional media outlets. It resulted in 20 stories in print and online, with an estimated 27.8 million audience reach.

*Library Notices:* SCAG distributed the same notices as those published in newspapers, described above, in five languages to 69 libraries across the region via traditional mail and email. In response to the mailing, we received one request for a printed copy which was sent.

#### *Owned media*

*Email distribution:* SCAG distributed 15 emails featuring information about the comment period for the Connect SoCal 2024 draft and the associated PEIR, which went to 65,436 subscribers, and saw an average 42% percent open rate.

These emails also included a toolkit of pre-written outreach materials for partners to distribute to their own audiences in print and online.

*Social media:* In addition to the paid social ads, information about the comment period for both the Connect SoCal 2024 draft and associated PEIR was posted organically on SCAG's social media channels, resulting in 8,069 reach.

*Website:* A banner linking to the page with instructions for commenting on Connect SoCal 2024 draft and the associated PEIR, also appeared on SCAG's homepage to create additional visibility for

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visitors entering the site from this main page. This page was visited 4,576 times during the comment period.

### **Public Hearings**

SCAG held three public hearings to brief members of the public on the availability and contents of the draft Connect SoCal 2024. These meetings were held in a hybrid format both via zoom and in-person at SCAG's downtown Los Angeles office and five regional offices in Ventura, Orange, San Bernadino, Riverside and Imperial Counties. Spanish translation was available at each meeting and offered by request in Chinese, Korean and Vietnamese. In total, there were 44 unique attendees across the three meetings. Comments made or questions asked during the public hearing will be documented and responded to alongside the written comments received within the proposed final Connect SoCal 2024.

The meeting dates and times are listed below:

- December 4, 2023, 4:00 p.m. - 6:00 p.m.
- December 5, 2023, 2:00 p.m. - 4:00 p.m.
- December 8, 2023, 10:00 a.m. - 12:00 p.m.

### **Community Partner Focus Groups**

SCAG concluded work on the Connect SoCal 2024 Community Partner Program with three virtual focus groups with staff from the community-based organizations. At the focus groups, SCAG presented about how the feedback they collected from their communities was incorporated into the draft Connect SoCal 2024. Consultant Estolano Advisors facilitated the discussion and administered an evaluation to get feedback on aspects of the draft and the Community Partnership Program itself. In feedback about Connect SoCal 2024, Community Partners advocated for increased urgency around the housing affordability crisis, more investments in active transportation and transit, as well as acknowledgement of the intersectionality between Mobility, Community, Environment, and Economy issues. Overall feedback about the Community Partnership Program was positive, and left Community Partners wanting more consistent and ongoing partnership opportunities with SCAG in the future.

### **Elected Official Briefings**

To meet the SB 375 requirement to conduct informational meetings to board of supervisors and city councils, SCAG held 15 elected official briefings. SCAG benefited from the collaboration with County Transportation Commissions (CTC) and Councils of Governments (COG) across the region who allowed SCAG time on existing agendas to reach an audience of gathered elected officials. Several CTCs, COGs and other local governments provided SCAG with meeting space. The purpose of these briefings was to inform attendees about the contents of the draft plan and invite their review and comment. Comments made to SCAG staff during these meetings are being considered for any

relevant revisions to the final proposed Connect SoCal 2024. The dates and locations of each briefing, by county, are listed below:

**Imperial County**

- November 8, 2023 Imperial County Transportation Commission
- November 14 2023 Imperial County Transportation Commission

**Los Angeles County**

- November 15, 2023 LA Metro Planning & Programming Committee
- November 16, 2023 San Gabriel Valley Council of Governments
- November 16, 2023 South Bay Cities Council of Governments
- November 28, 2023 City of Santa Clarita
- December 6, 2023 Gateway Council of Governments
- December 14, 2023 Westside Cities Council of Governments

**Orange County**

- November 27, 2023 Orange County Transportation Authority
- November 30, 2023 Orange County Council of Governments

**Riverside County**

- November 6, 2023 Coachella Valley Association of Governments
- November 8, 2023 Riverside County Transportation Commission

**San Bernardino County**

- November 14, 2023 Town of Apple Valley
- December 6, 2023 San Bernardino County Transportation Authority

**Ventura County**

- November 3, 2023 Ventura County Transportation Commission

**Next Steps**

Staff is currently in the process of reviewing all comments received during the comment period, and determining how to address. In March 2024, SCAG will hold a Joint Policy Committee meeting to present a summary of public comments and proposed revisions to Connect SoCal 2024. At that time, staff will seek the committee's recommendation that the Regional Council approval the final Plan in April 2024.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 23-24 Overall Work Program (310.4874.01: Connect SoCal Development).



**AGENDA ITEM 5**  
**REPORT**

Southern California Association of Governments  
February 1, 2024

**To:** Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Active Transportation Cycle 7 and Sustainable Communities Program Update

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The California Transportation Commission (CTC) released the Draft 2025 Active Transportation Program (ATP) Guidelines and fund estimate at the January 25-26, 2024 CTC meeting. The CTC is expected to adopt the Guidelines and fund estimate at the March 21-22, 2024 CTC meeting and host a call for projects from March 21, 2024 to June 17, 2024. The 2025 ATP is estimated to award approximately \$555.5 million through fiscal years 2025/26 to 2028/29. Following the adoption of the statewide 2025 ATP Guidelines, SCAG staff will prepare the Draft 2025 Regional ATP Guidelines for consideration and approval by the Transportation Committee and Regional Council at their April 4, 2024 meetings.*

**BACKGROUND:**

The ATP was created in 2013 by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 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 bills such as the Infrastructure, Investment, and Jobs Act (IIJA). The 2025 ATP is the seventh cycle of the program.

Funds awarded through the ATP program are selected by the State (60% of total funds) as well as regional MPOs with populations greater than 200,000 (40% of total funds). The CTC prepares statewide funding guidelines for each ATP cycle to provide direction on the programming of the State and regional MPO programs. Subsequently, SCAG prepares the regional ATP guidelines in collaboration with the six county transportation commissions to guide the selection and

programming of resources allocated to the SCAG region. Through the first six funding cycles, the SCAG region received funding for 722 projects totaling \$1.4 billion. The ATP awards funds for both infrastructure and non-infrastructure projects, with the majority of the funds awarded to infrastructure improvements.

To ensure ongoing competitiveness for ATP infrastructure funds and support the implementation of the Connect SoCal 2024, SCAG typically allocates five percent of the MPO funding from each ATP cycle for non-infrastructure, planning, and quick build projects to build local capacity. SCAG staff anticipates that by continuing to address planning gaps across the region there will be an ongoing pipeline of highly competitive proposals from Southern California for the 2025 ATP and subsequent funding cycles.

#### **2025 ATP:**

The California Transportation Commission (CTC) released the Draft 2025 Active Transportation Program (ATP) Guidelines and fund estimate at the January CTC meeting. The CTC is expected to adopt the Guidelines and fund estimate at the March 21-22, 2024 CTC meeting and host a call for projects from March 21, 2024 to June 17, 2024. As with the previous cycle, the 2025 ATP applications are expected to be specific to size and scope of the project, such as:

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

The 2025 ATP is estimated to award approximately \$555.5 million through fiscal years 2025/26 to 2028/29. As in past cycles, the 2025 ATP is expected to award 50% of funding to the highest scoring projects Statewide, 10% of funding to Small Urban and Rural Areas (no SCAG communities qualify under this component), and 40% to be awarded through MPOs in urban areas with populations greater than 200,000. The SCAG region is estimated to receive approximately \$117.6 million of the MPO funding and will develop the SCAG regional program in collaboration with the six county transportation commissions. Note: SCAG staff has reviewed Governor Newsom's proposed state budget and will continue to monitor impacts to the 2025 ATP as budget discussions continue.

Following the adoption of the statewide 2025 ATP Guidelines, SCAG staff will prepare the Draft 2025 Regional ATP Guidelines for consideration and approval by the Transportation Committee and Regional Council at their April 4, 2024 meetings. Mirroring the guidelines in previous ATP cycles, SCAG staff will propose that 95% of SCAG's MPO funding be recommended for implementation projects. The selection process for implementation projects would be the same as in prior cycles and is predominantly managed by the county transportation commissions. To ensure ongoing

competitiveness for ATP infrastructure funds, leveraging against other fund sources, and support the implementation of the Connect SoCal 2024, SCAG staff are recommending the remaining five percent of SCAG’s MPO funding (up to \$5.89 million) be allocated for planning, non-infrastructure and quick build projects. Projects recommended for funding in the planning, non-infrastructure, and quick build category would be selected through the Sustainable Communities Program Active Transportation & Safety (SCP AT&S) Call for Projects. The SCP AT &S Call for Projects Guidelines are concurrently being developed with the county transportation commissions and other stakeholders and will be brought to the Transportation Committee for approval in June 2024. SCAG plans to leverage a portion of the SCP AT&S funds against recently secured Safe Streets & Roads for All (SS4A) federal grant funds to increase the funding available to eligible applicants for quick-build projects.

SCAG staff will continue to collaborate with county transportation commission staff to shape the ATP MPO component (regional program) and SCP AT&S call for projects. In addition, SCAG staff will continue to work with county transportation commission staff and local staff to provide technical guidance on projects and applications. For more information on the 2025 ATP, visit the CTC ATP website at <https://catc.ca.gov/programs/active-transportation-program>. If you have any questions, please contact SCAG staff, Rachel Om via email ([om@scag.ca.gov](mailto:om@scag.ca.gov)) or phone (213-630-1550).

**FISCAL IMPACT:**

Funding for staff work on this effort is included in the FY24 Overall Work Program (OWP) in project 050.0169.06 Complete Streets: Active Transportation Program and 050.0169.11 Active Transportation Program.



**AGENDA ITEM 6**  
**REPORT**

Southern California Association of Governments  
February 1, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Karen Calderon, Senior Regional Planner  
(213) 236-1983, calderon@scag.ca.gov

**Subject:** Connect SoCal 2024 Program Environmental Impact Report (PEIR) (State Clearinghouse No.: 2022100337): Status Update on Additional Stakeholder Outreach and Preliminary Outline for the Proposed Final PEIR

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

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:**

*At the November 2, 2023 meeting, the Regional Council (RC) authorized the release of the Connect SoCal 2024 Draft PEIR (2024 Draft PEIR) for a 65-day public review and comment period beginning November 9, 2023, and ending January 12, 2024 (separate from the 72-day public review and comment period for the Draft Connect SoCal 2024, which began on November 2, 2023 and ended on the same day). This staff report is to provide a status update on additional stakeholder outreach efforts since the November 2023 meeting and on the Proposed Final PEIR development progress, including a preliminary outline of draft contents and a schedule of key milestones for the Proposed Final PEIR. Staff plans to continue to provide updates on the progress of the Proposed Final PEIR development, such that a recommendation to certify the Final PEIR can be made to the RC currently planned for March/April 2024.*

**BACKGROUND AND CEQA BASIS FOR A PEIR**

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG’s 2024-2050 RTP/SCS, Connect SoCal 2024, or Plan incorporates important updates of fundamental data, enhanced strategies and investments based on and intended to strengthen the last plan adopted for all purposes by SCAG RC in September 2020.

California Environmental Quality Act (CEQA), codified at Public Resource Code (PRC) Section 21000 et seq., and its implementing regulations, CEQA Guidelines, found at California Code Regulations Title 14, Chapter 3, Section 15000 et seq., apply to governmental action (CEQA Guidelines Section 15002(b)). As the CEQA Lead Agency for Connect SoCal 2024, SCAG must evaluate the potential environmental impacts from the proposed governmental action and disclose the evaluation in a CEQA document that is appropriate for the proposed governmental action. Program EIR is the appropriate type of EIR for the long-range, regional Plan.

The PEIR serves as a first-tier, programmatic document and provides a region-wide assessment of potential environmental impacts of Connect SoCal 2024, including direct and indirect impacts, growth-inducing impacts, and cumulative impacts. Although individual transportation projects are primarily (conceptually) identified in the Plan, the PEIR analyzes potential environmental impacts of both transportation projects and integrated land use patterns from a regional perspective and is programmatic in nature.

Pursuant to CEQA Guidelines Section 15126.4, the 2024 PEIR considers and discusses feasible mitigation measures that are capable of avoiding or reducing the significant adverse environmental impacts of the Plan. Pursuant to CEQA Guidelines Section 15126.6, the PEIR describes a range of reasonable alternatives to the Plan that could feasibly avoid or substantially lessen any significant adverse environmental impacts of the Plan while attaining most of the basic Plan objectives.

At the November 2, 2023 meetings, EEC recommended to the RC and then the RC authorized the release of the 2024 Draft PEIR for a 65-day CEQA public review and comment period beginning November 9, 2023, and directed staff to carry out administrative tasks for the 2024 Draft PEIR public review. SCAG released the 2024 Draft PEIR from November 9, 2023 through January 12, 2024 and published a copy of the 2024 Draft PEIR, including technical appendices and public CEQA notice in English, Spanish, Chinese, Korean, and Vietnamese on SCAG's website at: <https://scag.ca.gov/peir>.

**Additional 2024 PEIR Stakeholder Outreach since November 2023 EEC and RC Meetings:**

As previously reported at the November 2023 EEC and RC meetings, the 2024 PEIR team (comprising SCAG staff and consultants) has complied with all applicable public and tribal outreach requirements, pursuant to CEQA and Assembly Bill (AB 52), for the 2024 Draft PEIR. In addition to the required outreach efforts, the PEIR team has—and will continue to—engage with stakeholders, including representatives of tribal governments, throughout the 2024 PEIR development by providing periodic PEIR status updates. Stakeholder outreach efforts for the 2024 PEIR, to date, are presented in Table 1, below, and will continue to be updated as appropriate.

**Table 1: 2024 PEIR Stakeholder Outreach Activities (as of February 2024)**

Date	Forum	Stakeholder Representatives	Topics Covered
March 3, 2022	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	Connect SoCal 2024 PEIR 101
September 1, 2022	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	CEQA Initiation for the Connect SoCal 2024 PEIR
October 6, 2022	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	Request to Release Connect SoCal 2024 PEIR Notice of Preparation
October 10, 2022	Global & Land Use Economic Counsel	Business; General Public	Release of the NOP
October 31, 2022	Aviation Technical Advisory Committee	Aviation and Airports	Status Update on the 2024 PEIR Aviation Technical Report
November 9, 2022	2024 Draft PEIR NOP Scoping Meeting #1	Business; Environmental; Public Agencies; General Public	Connect SoCal 2024 Project and 2024 PEIR Overview
November 10, 2022	2024 Draft PEIR NOP Scoping Meeting #2	Business; Environmental; Public Agencies; General Public	Connect SoCal 2024 Project and 2024 PEIR Overview
January 4, 2023	Western Riverside County Regional Conservation Authority / Riverside County Transportation Commission	Public Agencies	Conservation
February 2, 2023	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	2024 PEIR Status Update on NOP Comments
February 16, 2023	Joint Sustainable and Resilient Communities/ Natural and Farm Lands Conservation	Environmental; General Public	2024 PEIR Overview & Status Update, Recap on NOP Comments, and Preliminary Approach to Biological Resources Impact Analysis
March 8, 2023	South Coast Air Quality Management District	Air Districts	2024 PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
March 13, 2023	City of Riverside	Public Agencies	Transportation Impacts Analysis
March 14, 2023	Ventura County Air Pollution Control District	Air Districts	2024 PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
March 16, 2023	Technical Working Group	Business; Environmental; Public Agencies; General Public	2024 PEIR Status Update and Major Components
April 3, 2023	Global & Land Use Economic Counsel	Business; General Public	2024 PEIR Status Update
April 6, 2023	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	Status Update on Additional Stakeholder Outreach and



			Highlights of Preliminary Approaches to Major Components
April 27, 2023	Ventura County Air Pollution Control District	Air Districts	2024 PEIR Overview, Preliminary Technical Methodology for Air Quality and GHG Impacts Analyses
May 24, 2023	South Coast Air Quality Management District	Air Districts	2024 PEIR Overview and Equity
June 23, 2023	South Coast Air Quality Management District	Air Districts	2024 PEIR Overview and Equity
July 6, 2023	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	Status Update on Additional Stakeholder Outreach and Preliminary Outline of Draft Contents
July 18, 2023	Technical Working Group	Business; Environmental; Public Agencies; General Public	Preliminary Outline of Draft Contents
August 24, 2023	Joint Meeting of Sustainable and Resilient Communities / Natural and Farm Lands Conservation Working Groups	Elected Officials, Interested Stakeholders, General Public	Status Update on Major Outreach, Approaches to Major Components, and Outline of Draft Contents
September 7, 2023	Joint Regional Council and Policy Committee <sup>b</sup>	Elected Officials, Interested Stakeholders, General Public	CEQA Requirements and 2024 PEIR Status Update
September 21, 2023	Technical Working Group	Business; Environmental; Public Agencies; General Public	Status Update on Development, Major Components and Outline of Contents of the 2024 Draft PEIR
November 2, 2023	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	Recommendation that RC Authorize Release of 2024 Draft PEIR for public review and comments
November 2, 2023	Regional Council	Elected Officials, Interested Stakeholders, General Public	Consideration of EEC recommendation to Authorize Release of 2024 Draft PEIR for public review and comments
November 16, 2023	Technical Working Group	Business; Environmental; Public Agencies; General Public	Status Update on the Public Release of 2024 Draft PEIR and Method for Submitting Draft PEIR Comments

December 4, 2023	Connect SoCal 2024 Public Hearing 1	Interested Stakeholders; General Public <sup>c</sup>	Method for Submitting Draft PEIR Comments
December 5, 2023	Connect SoCal 2024 Public Hearing 2	Interested Stakeholders; General Public <sup>c</sup>	Method for Submitting Draft PEIR Comments
December 8, 2023	Connect SoCal 2024 Public Hearing 3	Interested Stakeholders; General Public <sup>c</sup>	Method for Submitting Draft PEIR Comments
December 13, 2023	Resilient & Sustainable Communities/Natural Farm Lands Conservation Working Group	Environmental; General Public	Overview of Major Components of 2024 Draft PEIR, CEQA Public Review and Comment Period, and Method for Submitting Draft PEIR Comments
December 15, 2023	South Coast Air Quality Management District	Air Districts	Overview of Draft Connect SoCal 2024 to assist in understanding of potential Plan’s environmental impacts analyzed in the 2024 Draft PEIR
January 10, 2024	South Coast Air Quality Management District	Air Districts	Overview of technical air quality analysis, modeling, and mitigation measures of 2024 Draft PEIR
February 1, 2024 <i>(today’s EEC meeting)</i>	Energy and Environment Committee	Elected Officials, Interested Stakeholders, General Public	Status Update on Additional 2024 PEIR Stakeholder Outreach and Preliminary Outline of Draft Contents for the 2024 Proposed Final PEIR

\*Notes: (a) updated in late October 2023. (b) The 2024 PEIR was highlighted and included in the staff report and presentation to the Joint Meeting of SCAG Regional Council and Policy Committees on September 7, 2023. (c) The 2024 PEIR public review process and method for how to provide CEQA comments on the 2024 PEIR was included in the presentation.

**Preliminary Outline of Draft Contents for the 2024 Proposed Final PEIR**

Pursuant to CEQA Guidelines Section 15132, a Final PEIR is required to include the following:

- The Draft PEIR or a revision of the draft
- Comments and recommendations received on the Draft PEIR either verbatim or in summary
- A list of persons, organizations, and public agencies commenting on the Draft PEIR
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process
- Any other information added by the Lead Agency.

SCAG staff has prepared the following preliminary outline of the chapters to be included as part of the 2024 Proposed Final PEIR in compliance with the CEQA Guidelines.

- **Connect SoCal 2024 Draft PEIR:** This is comprised of an Executive Summary, seven chapters, and inclusive of technical appendices:
  - Executive Summary
  - Chapter 1.0 – Introduction
  - Chapter 2.0 – Project Description
  - Chapter 3.0 – Environmental Setting, Impacts, and Mitigation Measures
  - Chapter 4.0 – Alternatives
  - Chapter 5.0 – Other CEQA Considerations
  - Chapter 6.0 – List of Preparers
  - Chapter 7.0 - Glossary
  - 7 Technical Appendices supporting the 2024 Draft PEIR
  
- **Chapter 8.0 – Response to Comments:** This chapter will provide background information on the 2024 Final PEIR and include a list of all individuals, organizations, and public agencies that commented on the 2024 Draft PEIR. A copy of all public written comments received on the 2024 Draft PEIR will be included as an appendix. The chapter will include SCAG’s responses to all written public comments on the 2024 Draft PEIR. Responses may be presented as individual responses to unique comments or as Master Responses to recurring comments made by multiple commenters on similar topics. Plan-related comments included in PEIR comment letters will be reviewed but addressed separately as part of the Final Connect SoCal 2024. This chapter will include references that specify the location within the Final Connect SoCal 2024 document where responses to Plan-related comments can be viewed and downloaded.
  
- **Chapter 9.0 – Clarifications and Revisions:** This chapter will provide clarifications and revisions to the 2024 Draft PEIR in response to comments received on the Draft PEIR, changes to the Plan, or other staff-initiated revisions. Revisions will be made in “excerpt style” using strike out/underline format. In addition, this chapter will include a discussion of staff’s assessment as to if any and all of the corrections or additions to the 2024 Draft PEIR would necessitate and require recirculation of the 2024 Draft PEIR prior to certification of the Final PEIR pursuant to CEQA Guidelines Section 15088.5.

In addition, staff will prepare the following three exhibits associated with the proposed Final PEIR.

- **Exhibit A – 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 Section 21081.6 of the California Public Resources Code and CEQA Guidelines Section 15091(d) and Section 15097. The MMRP applies to the goals, policies, and strategies articulated in the Plan and related mitigation measures to be implemented by SCAG, and project-level mitigation measures which are within responsibility, authority, and/or jurisdiction serving as CEQA lead agency in subsequent project- and site- specific design, CEQA review, and decision-making processes.

- **Exhibit B – Findings of Fact:** The Findings of Fact is prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and CEQA Guidelines Section 15091 for each significant effect of the Plan. It describes facts, discussions, and conclusions reached in the environmental review relative to impacts, mitigation measures, and selection of an alternative. The Findings of Fact will also specify the location and custodian of the 2024 PEIR documents or other material which constitute the record of the proceedings upon which the RC’s decision is based. After considering the Final PEIR and in conjunction with Findings made under CEQA Guidelines Section 15091, the RC may decide whether or how to approve or carry out the Plan.
- **Exhibit C – A Statement of Overriding Considerations:** The occurrence of significant unavoidable adverse environmental impacts as identified in the Final PEIR requires the preparation of a Statement of Overriding Considerations in compliance with Section 21081 of Public Resources Code and CEQA Guidelines Section 15093. The Statement of Overriding Considerations explains why SCAG, as the CEQA Lead Agency for the Plan, is willing to accept the significant unavoidable adverse environmental impacts. It describes the economic, legal, social, technological, and other benefits of the Plan, including region-wide or statewide environmental benefits that outweigh the significant unavoidable adverse 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 Section 15021 (d)).

#### **Next Steps:**

Numerous comments have been received on the 2024 Draft PEIR. At the time of the February 1, 2024 EEC meeting, SCAG staff is reviewing and preparing responses to these comments. At the March 7, 2024 EEC or Joint Policy Committees (JPC) meeting, staff plans to provide an overview of comments on the 2024 Draft PEIR and seek input from the EEC or JPC to ensure that comments will be addressed appropriately. Since SCAG staff intends to seek RC certification of the 2024 Proposed Final PEIR at its April 4, 2024 meeting, SCAG must provide a written proposed response to comments made by public agencies at least 10 days prior to the intended April 4, 2024 certification date (CEQA Guidelines Section 15088). Dates of key milestones for EEC and RC review and action on the 2024 Final PEIR are shown in Table 2, below.

**Table 2: Key Milestones for EEC and RC on the 2024 Final PEIR**

Milestones	Dates (Expected)
65-day CEQA public review and comment period of the 2024 Draft PEIR.	January 12, 2024 (closed)
EEC Review of Additional Stakeholder Outreach Efforts Since the November 2, 2023 EEC and RC meetings and the 2024 Final PEIR Preliminary Outline of Draft Contents.	February 1, 2024 (this meeting)
EEC or Joint Policy Committees Review of an Overview of Public Comments on the 2024 Draft PEIR.	March 7, 2024 (tentative)
Posting of a Written Proposed Response to Comments Made by Public Agencies 10 Days Prior to the Intended April 4, 2024 Certification Date	March 25, 2024
EEC or Joint Policy Committees Recommendation to RC and then RC Consideration of Certification of the Proposed Final PEIR for Connect SoCal 2024*.	March/April 2024 (tentative)

Note: \*Prior to approving Connect SoCal 2024, the Final PEIR for Connect SoCal 2024 must first be certified by the RC (CEQA Guidelines Section 15090).

**FISCAL IMPACT:**

Work associated with this item is included in the current Fiscal Year 2023-2024 Overall Work Program (23-020.0161.04: Environmental Compliance, Coordination & Outreach).



**AGENDA ITEM 7**  
**REPORT**

Southern California Association of Governments  
February 1, 2024

**To:** Transportation Committee (TC)  
**From:** Rachel Om, Senior Regional Planner  
213-630-1550, om@scag.ca.gov  
**Subject:** Quick Build Projects

EXECUTIVE DIRECTOR'S  
APPROVAL

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

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

**EXECUTIVE SUMMARY:**  
*In December 2023 SCAG was awarded a \$12 million dollar federal Safe and Streets and Roads for All (SS4A) planning and demonstration grant from the U.S. Department of Transportation. The grant funding will support the region’s work to eliminate serious injuries and fatalities. More specifically, the grant will fund work on a regional action plan to improve roadway safety, the expansion of the Go Human program, and the implementation of more quick build projects. In recent years SCAG has supported the implementation of quick build projects across the region, working with the Cities of Beverly Hills, Hermosa Beach, and Ojai, and more recently with the Cities of Calexico, El Monte, Glendale, Long Beach, and Pasadena. These quick build projects are interim active transportation improvement projects that can be implemented quickly to address safety issues. Quick build projects also allow communities to test treatments for a period of years (one to five) before permanent project installation. For the February 1<sup>st</sup> Transportation Committee meeting, SCAG staff has invited the City of Los Angeles Department of Transportation’s Safe Routes to School Planning Director, Margot Ocañas, to share more regarding the implementation of quick builds.*

**BACKGROUND:**  
*Quick Builds Defined*  
The term “quick builds” is a relatively new one that describes an interim capital improvement project. Quick builds fall into a category somewhere between demonstrations (e.g., Go Human Kit of Parts) and small infrastructure projects. However, what differentiates quick builds is that they are expected to be evaluated for a period of time after the initial implementation and then modified (or

removed) as necessary. The advantage of these projects is that they can be implemented quickly to address safety issues. Another advantage is that by using low-cost materials and continued evaluation after implementation, local agencies can test out a new type of infrastructure prior to committing to the full capital improvement. This flexibility—to remove the project, if necessary—often eases initial concerns of trying something new from community members or skeptical practitioners. Note that while the term quick builds is new, the concept is not. Local agencies have been completing safety improvements with low-cost materials for many years (e.g., the Cities of Burbank, Long Beach, Los Angeles, and Santa Ana implemented quick builds more than 10 years ago), and these projects were often described as pilot projects with extended evaluation periods.

#### *What is SCAG's Role?*

Though SCAG is not an implementing agency, for several years now, SCAG has provided oversight of consultants working with cities to implement quick build projects. More specifically, SCAG has worked with the Cities of Beverly Hills, Hermosa Beach, and Ojai, and more recently with the Cities of Calexico, El Monte, Glendale, Long Beach, and Pasadena. This upcoming year, SCAG will work with a consultant to evaluate the current subset of quick build projects, including documentation of lessons learned. SCAG is still in the early stages of working with the Cities of Los Angeles, Pomona, and Santa Monica to implement additional quick build projects, and in the next fiscal year, SCAG will be in a position to help support the implementation of even more quick build projects thanks to the agency's recent \$12 million dollar grant award of Safe Streets and Roads for All (SS4A) funding. Through the federal grant SCAG plans to use \$5 million for quick build demonstration projects. SCAG is interested in supporting agencies as they develop innovative safety solutions that respond to community needs more quickly.

SCAG staff has invited the City of Los Angeles Department of Transportation's Safe Routes to School Planning Director, Margot Ocañas, to share more regarding the effective implementation of quick builds.

#### **FISCAL IMPACT:**

Funding for staff work on this effort is included in the FY24 Overall Work Program (OWP) in project 050.0169.06 Complete Streets: Active Transportation Program and 050.0169.11 Active Transportation Program.

#### **ATTACHMENT(S):**

1. PowerPoint Presentation - Quick Build Projects

# Quick Build Projects

Transportation Committee  
February 1, 2024

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

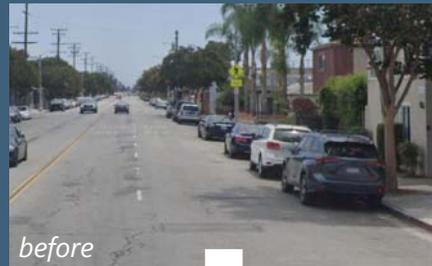
## What is a Quick Build?

- CA Transportation Commission: "interim capital improvement project"
- Near-term **pilot** project using low-cost materials



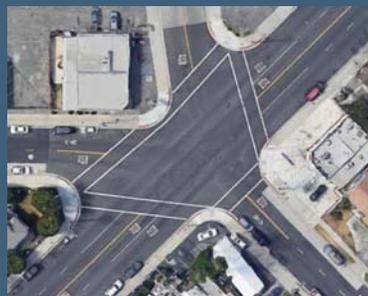
# Quick Build Elements

- Potential project elements:
  - Planter, parking, or plastic post protected bike lanes
  - Traffic circles:
    - Rubber curbs and plastic posts
    - Signage
  - Protected intersections:
    - Painted curb extensions
    - Temporary refuges
    - Pavement markings
  - Temporary transit platforms
  - Interim shared space using barricades

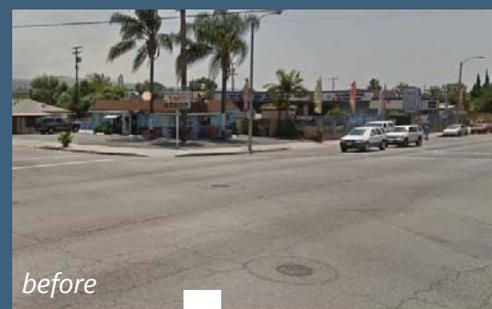


Long Beach South Street Quick Build  
*parking-protected bike lanes  
 curb extensions  
 upgraded high-visibility crosswalks*

# Quick Build Process



El Monte Quick Build  
*roundabout  
 curb extensions  
 upgraded high-visibility crosswalks*



# Quick Build Projects in the SCAG Region

- Completed
  - Beverly Hills, Calexico, Hermosa Beach, Long Beach, Los Angeles, Ojai
- In Progress
  - El Monte, Pasadena, Glendale
- Upcoming
  - Pomona, Los Angeles, Santa Monica



Ojai Quick Build  
*planter-protected bike lane*



Calexico Quick Build  
*pedestrian plaza with street art*

Attachment: PowerPoint Presentation - Quick Build Projects (Quick Build Projects)

## Safe Routes to School Los Angeles



SCAG Transportation Committee  
Shatto Place Redesign Quick Build Project

February 1, 2024



LADOT



# ATP Cycle 5 Safe Routes to School (SRTS) Shatto Place Redesign Quick Build Project (a subset of the SRTS Young Oak Kim Academy Safety Infrastructure Plan)

## Elements

- Concept & Engineering Plans
- Demonstration (Pop Up) Event
- Quick Build Kit or Parts & Installation
- Engagement

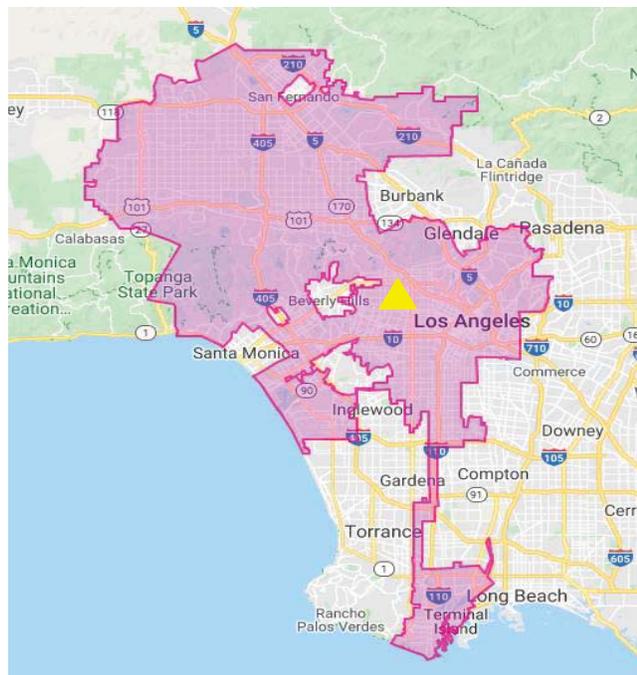


**LADOT**



## Young Oak Kim Academy SRTS School with Most Need

Activities	Dates
SRTS School Prioritization (~840 public schools in the city)	2016
SRTS Plans: Top 50 Schools of Most Need	2017 - 2019
Walking Safety Assessment (walk audit/workshopping)	March 2018
ATP C5 Quick Build <b>Proposal Outreach</b>	Fall – Spring 2020
ATP C5 Quick Build <b>Proposal Award</b>	July 2020
ATP C5 Quick Build <b>Project Duration</b>	<b>Aug 2022 – Jan 2024 (1.5 years)</b>



**LADOT**

# SRTS Plan Project

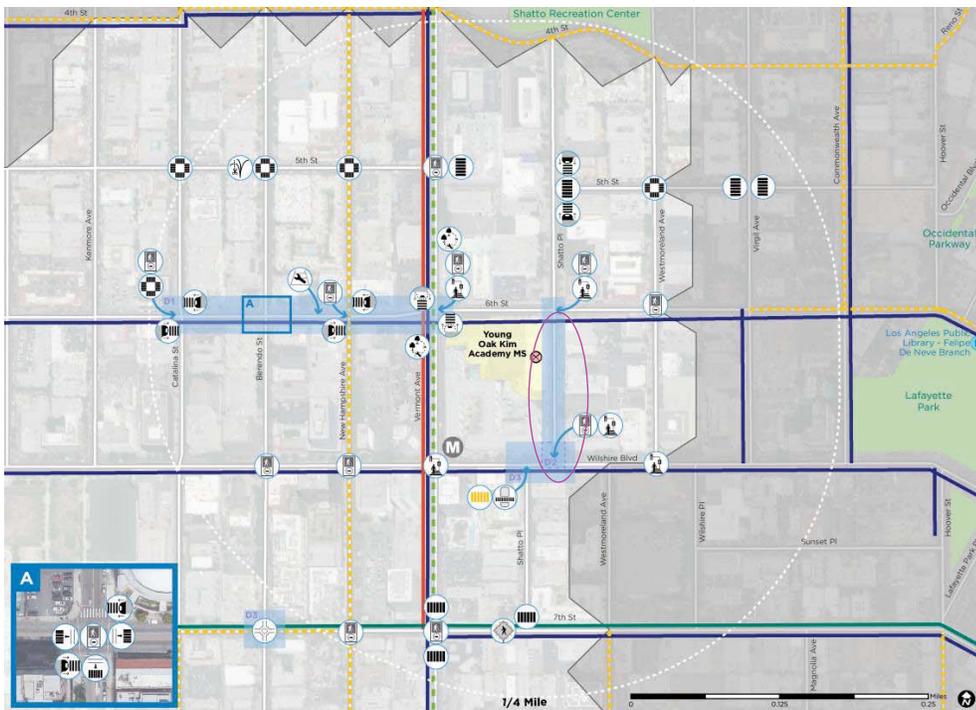
## Walking Safety Assessment



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# SRTS Plan Project

## Safety Infrastructure Elements



- SCHOOL**
- Entrance/Exit
- Attendance Area
- PROPOSED INFRASTRUCTURE IMPROVEMENTS**
- Accessible Pedestrian Signals (12)
- Continental Crosswalk - White (7)
- Continental Crosswalk - Yellow (1)
- Continental Crosswalk At All Legs - White (20)
- Continental Crosswalk Upgrade - White (3)
- Curb Extension (8)
- Intersection Tightening (2)
- Leading Pedestrian Interval (5)
- Median Island (1)
- Pedestrian Activated Flashing Beacon (1)
- Roundabout (1)
- Sidewalk Repair (1)
- Tree Replacement and Sidewalk Repair (2)
- Trimming Plants for Signage (1)
- NETWORK**
- High Injury Network
- Vision Zero Prioritized Corridor
- Neighborhood Enhanced Network
- Bike Lane (Existing)
- Bike Lane (Proposed)
- FOR REFERENCE**
- Metro Station
- Public Park or Open Space
- Library
- Detailed Plan (D#)



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## Quick Build Project Kit of Parts

### Reclaim vehicle for pedestrian space



- Reduce vehicle space from 50' W to 28.7' W
- Reclaim parking lane for pedestrian space

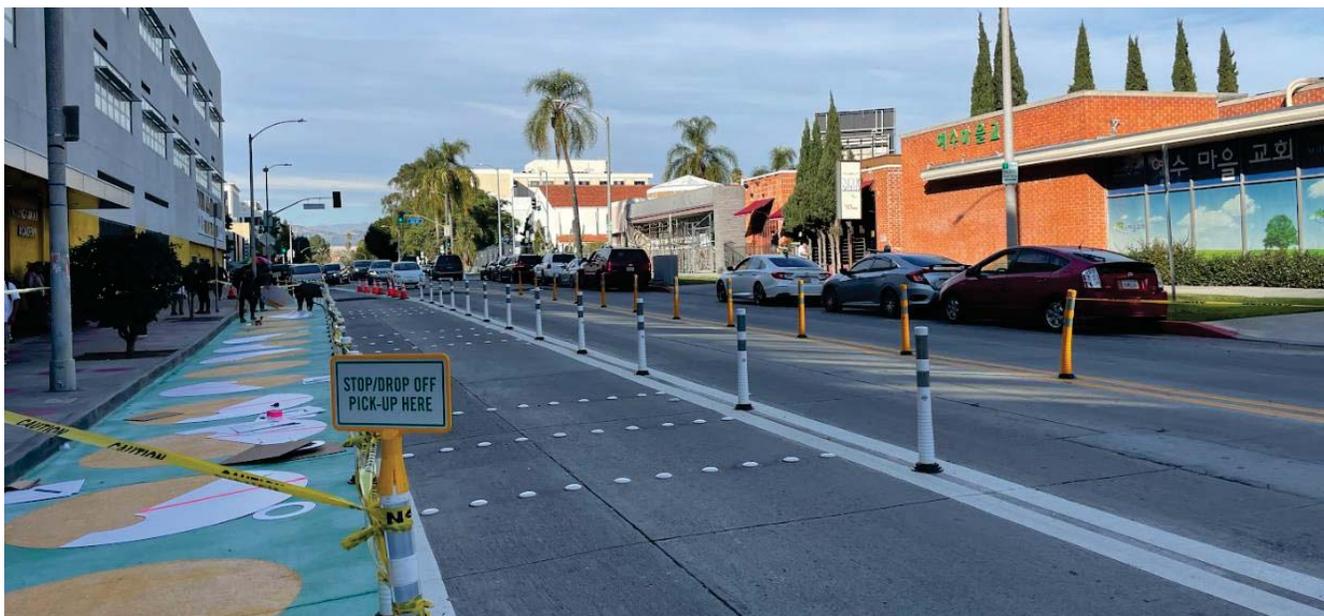


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## Quick Build Project Kit of Parts

### Reclaim vehicle for pedestrian space / speed reduction

- Reclaim southbound lane for dedicated valet (drop-off/pick-up only) lane
- Reduced width travel lanes (12' – 10.5')
- Vertical delineators (yellow centerline)



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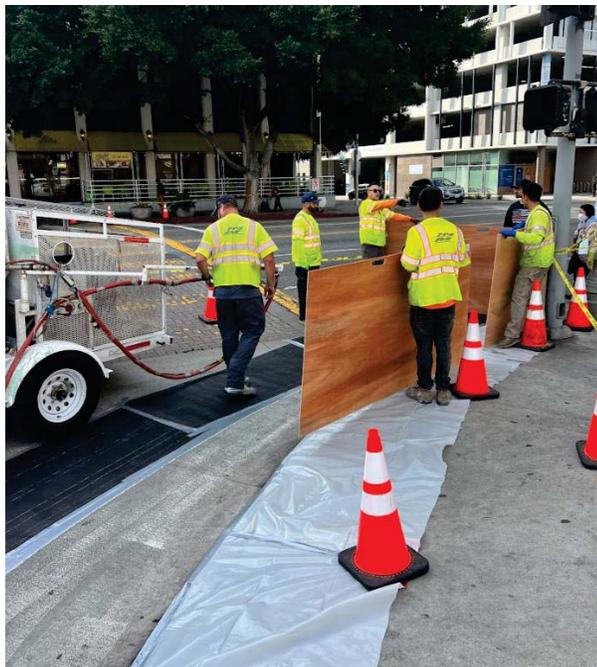
## Quick Build Project Kit of Parts Speed Reduction

- Speed cushions (city pilot)



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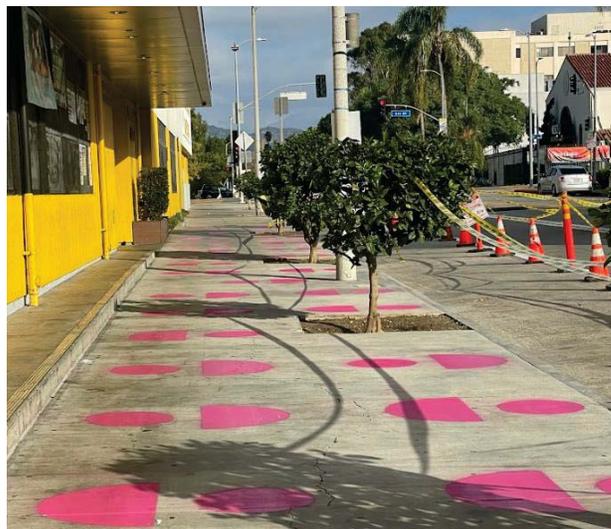
## Quick Build Project Kit of Parts Reduce turn speeds onto school block



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## Quick Build Project Kit of Parts

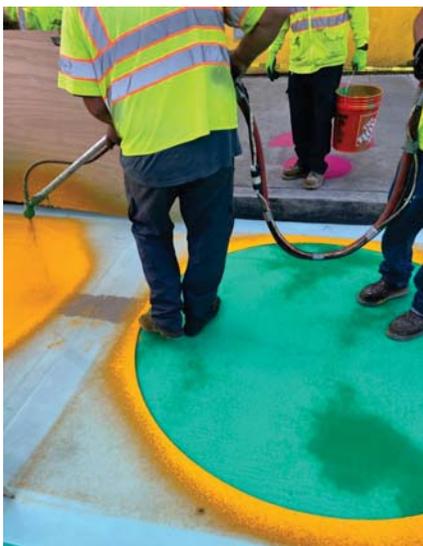
Customize pedestrian space – sidewalk art



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## Quick Build Project Kit of Parts

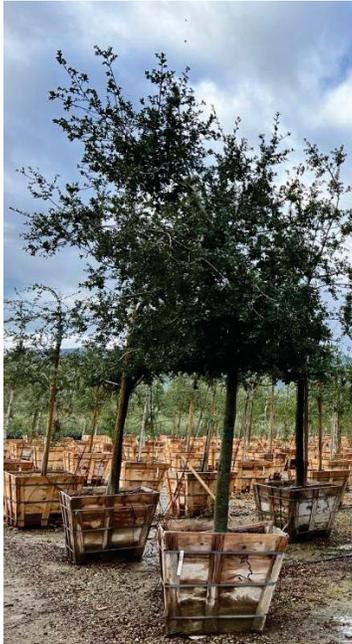
Customize pedestrian space – street art



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# Quick Build Project Kit of Parts

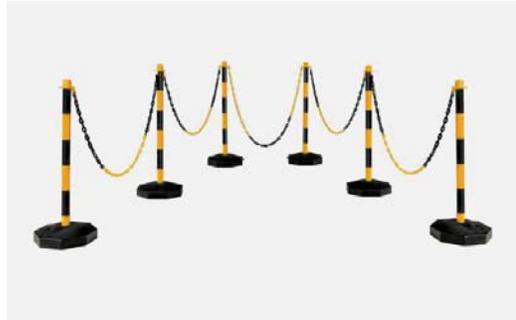
## Customize pedestrian space – comfort



Shade Tree (cooling, air quality) – LADOT/USC



Concrete Cloud Seat



Kids Space Delineator Chains



## Quick Build Project: Engagement

Activities	Timeline
Family Festival – Student-centric Kids Space Art Input	April 2023
Coffee with the Principal	August – December 2023
1-Day Temporary <b>Demonstration (Pop Up) Event</b> (Walk to School Day 2023)	October 2023
Student Leadership Project Launch Video	December 2023
Project Installation Notification Flyers	December 2023
Student Kids Space Painting Activity	January 2024



# Quick Build Project Engagement

## APRIL: Student-centric Kids Space Art Input



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# Quick Build Project Engagement

## OCT: Demonstration Event

**1-Day Pedestrian Safety Event**  
 When: Wednesday, October 4, 2023 from 9:00 AM to 4:00 PM  
 Where: Shatto Place (between 6th St and Wilshire Blvd)



On October 4th during Student Pick-Up, the Los Angeles Department of Transportation (LADOT), in partnership with Kim Academy and Los Angeles School District, will be a temporary 1-day installation of new vehicle traffic patterns in front of the school. The goal is to better manage traffic flow to increase safety for everyone, especially for students that walk, bike, skateboard, or use public transit home from school. The capacity of student drop-off/pick-up is not planned to increase when this new design.

- IMPORTANT CHANGES**
- NEW LANE USE**
    - The current sidewalk parking in front of the school will be closed and repurposed as a new pedestrian space.
    - The current southbound travel lane will become a dedicated vehicle pick-up lane.
    - The current northbound travel lane will become a dedicated southbound travel lane and will not be available for waiting or parking.
    - The current northbound travel lane and sidewalk parking across the street from the school will remain unchanged.
  - DEDICATED VEHICLE PICK-UP LANE**
    - Drivers must drive very slowly and stop only at the back of the pick-up lane to allow students to enter the car.
    - The pick-up lane will operate like the airport pick-up rules - if you are stuck in traffic, you will be stuck in traffic for the duration of the pick-up lane. You must stay in the back and never the pick-up lane from 6th Street.
  - NO WALK-BLOCK CROSSING**
    - Students should use the sidewalk crosswalks to get to vehicles parked on the other side of the street from the school.



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# Quick Build Project Engagement

## DEC - JAN: Installation Notification for Non-School Community

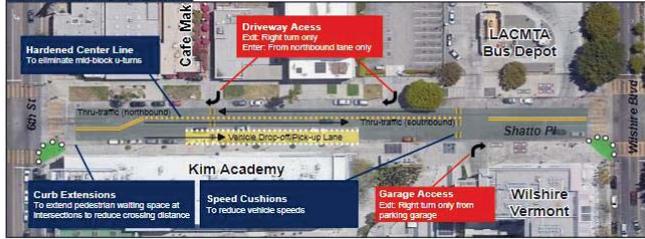
### NEW SHATTO PLACE DESIGN PROJECT

Street Closures & New Traffic Patterns  
Starting Monday, December 18, 2023



**Project Objective:** Reconfigured Shatto Place traffic patterns will calm vehicle speeds and behavior to prioritize safety for the nearly 60% of Kim Academy students who walk and take transit to and from school.

#### NEW STREET DESIGN



**STREET CLOSURE: SHATTO PLACE (between Wilshire Blvd & 6th St)**  
Monday, December 18 - Thursday, December 21 (7:00 AM - 4:00 PM daily)

- To access Wilshire Vermont, use the the parking entrance/exit on Vermont Ave
- Parking/exiting Wilshire Vermont on Shatto Place will not be accessible

#### NEW TRAFFIC & PARKING PATTERNS

- Existing westside parking reconfigured to new pedestrian plaza
- Existing southbound thru-lane reconfigured to dedicated drop-off/pick-up lane for Kim Academy students
- Existing center lane reconfigured to southbound thru-lane
- New centerline hardened with delineators to eliminate u-turns
- Existing northbound thru-lane remains the same
- Existing eastside parking remains the same



# Quick Build Project Engagement

## JAN: Student Painting Activity of the Kids Space

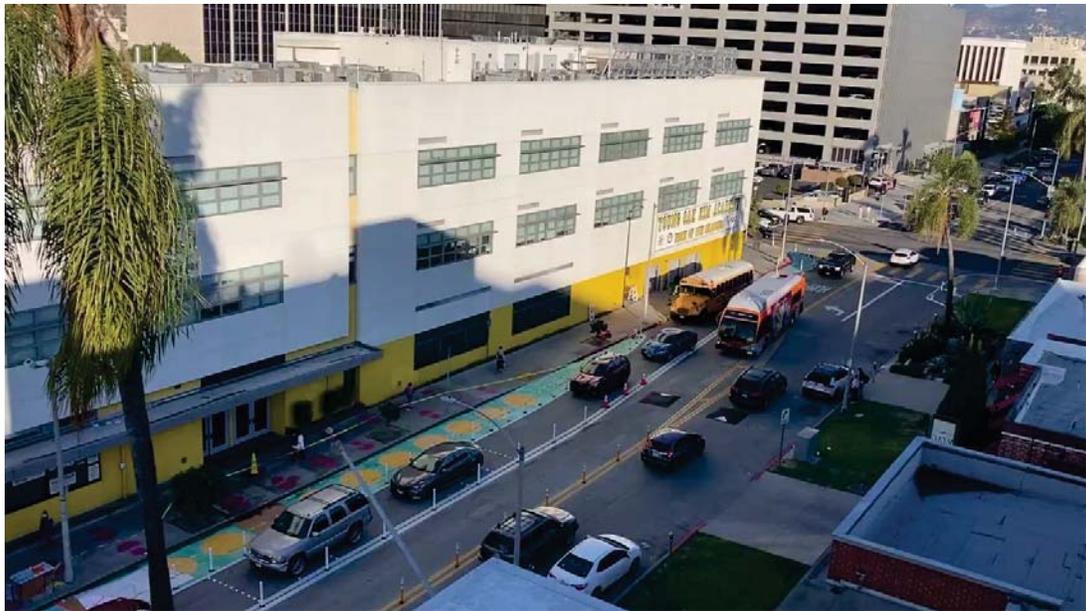


# Quick Build Project BEFORE



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# Quick Build Project AFTER



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## Shatto Place Redesign Quick Build Project Key Takeaways

- Be prepared for design to evolve, and build iteration time into your schedule
- Opportunity to truly trial non standard procurement materials
- Ongoing on-site engagement is highly effective, and worth the “investment”
- Invest (time and budget) in post-installation observation, amendments and response
- Multi-layered and multi-phased communications
- Have fun, it’s infectious!



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## Quick Build Funding Opportunities

- Active Transportation Program Cycle 7
  - **Statewide** Call for Projects: March – June 2024
    - Up to \$7M available for quick build projects
    - Must participate in call with CTC staff prior to submission
  - **Regional** Call for Projects
    - Quick build projects not funded through Statewide Call for Projects will be considered
- **Sustainable Communities Program** Call for Projects:  
June – September 2024
  - Additional quick build projects can be funded throughout the region



# THANK YOU!

For more information, please visit:

<https://scag.ca.gov/active-transportation>



**AGENDA ITEM 8**  
**REPORT**

Southern California Association of Governments  
February 1, 2024

**To:** Transportation Committee (TC)  
**From:** Priscilla Freduah-Agyemang, Senior Regional Planner  
(213) 236-1973, agyemang@scag.ca.gov  
**Subject:** Mobility Hubs - Lessons Learned

EXECUTIVE DIRECTOR'S  
APPROVAL

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

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

**EXECUTIVE SUMMARY:**  
*In October 2023, SCAG staff provided an update to the Transportation Committee on Connect SoCal 2024's mobility hubs strategy. At that time, staff were directed to share more examples of mobility hubs projects and how they are planned and implemented. Though more agencies across the SCAG region and nation are developing and implementing plans for mobility hubs, few have piloted and evaluated them. At the February 1, 2024, Transportation Committee meeting, the City of Boston's New Mobility Planner, Grecia White, will share lessons learned from the City's experience implementing the City's GoHubs! Pilot Program.*

**BACKGROUND:**  
As shared at the October 2023 Transportation Committee, in developing Connect SoCal 2024 SCAG identified a regionwide baseline network of mobility hubs. As defined in Connect SoCal, mobility hubs are places of connectivity where different transportation modes seamlessly converge. They may include transit/rail, active transportation, and shared mobility services, and they aim to provide better access to destinations using travel modes other than single occupant vehicles. Mobility hubs are a critical strategy for building a future where everyone has safe, affordable, reliable, and sustainable transportation options to access opportunities and resources necessary to thrive. Mobility hubs can also help the region respond to changes in travel patterns resulting from increases in work from home, facilitating access to multimodal options for many types of travel needs. Furthermore, mobility hubs are an important strategy for reducing vehicle miles traveled (VMT) and greenhouse gas emissions. That is why through the Regional Pilots Initiative, a new program to launch pilots of regional significance with \$15 million in seed funding from REAP 2.0,

SCAG is also developing mobility hub demonstration projects that will inform Connect SoCal development and implementation and support the work of LA28 (Olympics).

Though numerous agencies across the SCAG region and the nation have begun to develop and implement plans for mobility hubs, few have intentionally implemented mobility hubs at a scale to evaluate for lessons learned. The City of Boston developed a Mobility Hubs Pilot Program as an outgrowth of its comprehensive transportation plan, Go Boston 2030, which identifies a vision for the future of transportation where all of Boston's residents have better and more equitable travel choices, where efficient transportation networks foster economic opportunity, and where the City has taken steps to mitigate transportation contributions towards climate change. The City of Boston's Mobility Hubs Pilot Program, GoHubs!, is part of the vision and action plan to improve local and regional transit service, provide safer, stress free, more accessible walking and biking options and promote smarter, more efficient streets.

GoHubs! provide transportation choice, giving access to a combination of bikeshare, car share, bike parking, passenger pick-up and drop-off, electric vehicle charging, and micromobility services. In addition, GoHubs! offer transportation information, smart bench technology, and placemaking elements. The hubs provide connections to destinations through walking, riding a bike, riding bus or train, sharing a ride, and even charging electric vehicles. The City of Boston's New Mobility Team installed eight GoHubs! across East Boston, an Environmental Justice neighborhood with a high immigrant population, which is located across the Boston Harbor and connected to the mainland via subway, ferry, and tunnels. The locations were identified based on community input, existing infrastructure, and neighborhood context such as the number of businesses and services nearby. A GoHubs! pilot evaluation report<sup>1</sup> was published in September 2023 and includes recommendations to expand the GoHubs! network across the city to help bring more mobility hub amenities to more neighborhoods. Grecia White, the City of Boston's New Mobility Planner, will be sharing lessons learned from the City's pilot program.

**FISCAL IMPACT:**

None

**ATTACHMENT(S):**

1. PowerPoint Presentation - Mobility Hubs in Boston - Lessons Learned from the 2021 Pilot and Plans for Expansion

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<sup>1</sup> City of Boston's GoHubs! Pilot Program Evaluation Report: <https://www.boston.gov/news/gohubs-pilot-east-boston-evaluation-report>

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# Mobility Hubs in Boston

*Lessons learned from 2021 pilot and plans for expansion*



**Grecia White**

New Mobility Planner

City of Boston

[grecia.white@boston.gov](mailto:grecia.white@boston.gov)

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what is a mobility hub?

CITY OF BOSTON

Packet Pg. 65

# What is a mobility hub?

*Different definitions exist*

## Minneapolis

A mobility hub is a place where people can connect with multiple modes of transportation in a safe, comfortable, and accessible environment, facilitating convenient and reliable travel.

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# What is a mobility hub?

*Different definitions exist*

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A mobility hub is a place where people can connect with multiple modes of transportation in a safe, comfortable, and accessible environment, facilitating convenient and reliable travel.

## San Diego

Places of connectivity where different modes of travel — walking, biking, transit, and shared mobility options — come together in one place to help people make connections quickly and get to where they need to go.

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## Los Angeles

Mobility Hubs provide a focal point in the transportation network that seamlessly integrates different modes of transportation, multi-modal supportive infrastructure, and place-making strategies to create activity centers that maximize first-mile last mile connectivity

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## England

Mobility hubs bring together shared transport with public transport and active travel in spaces designed to improve the public realm for all.

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# What is a mobility hub?

*Different definitions exist*

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## England

Mobility hubs **bring together** shared **transport** with public transport and active travel in spaces designed to improve the **public realm** for all.

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what can a hub look like?

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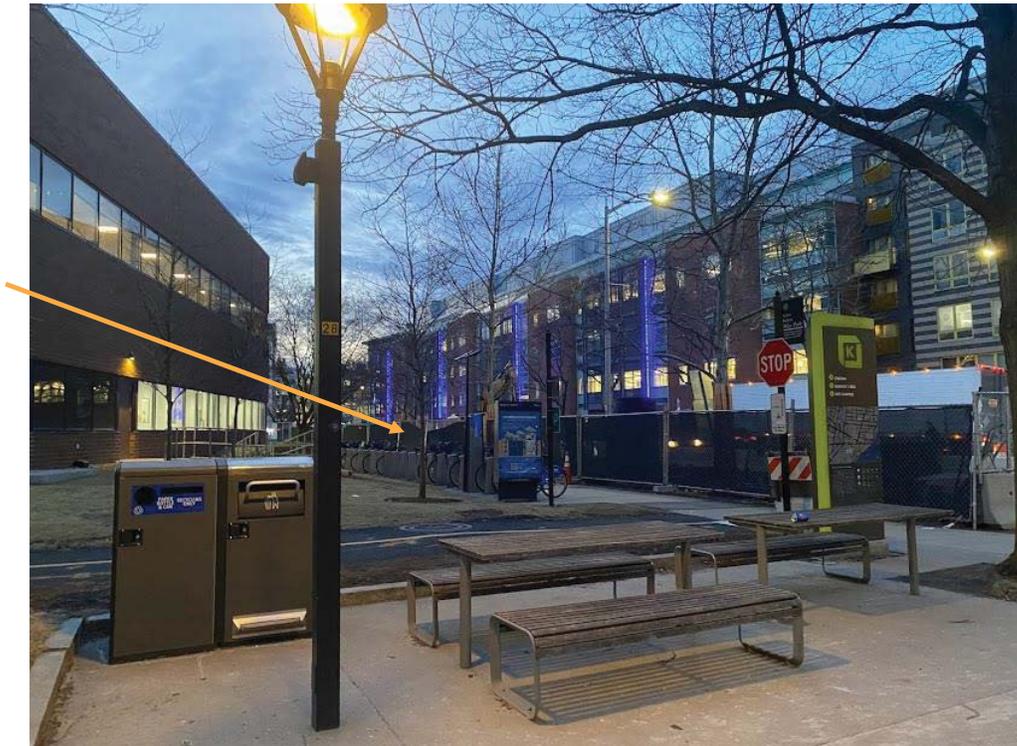




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mobility options



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mobility options

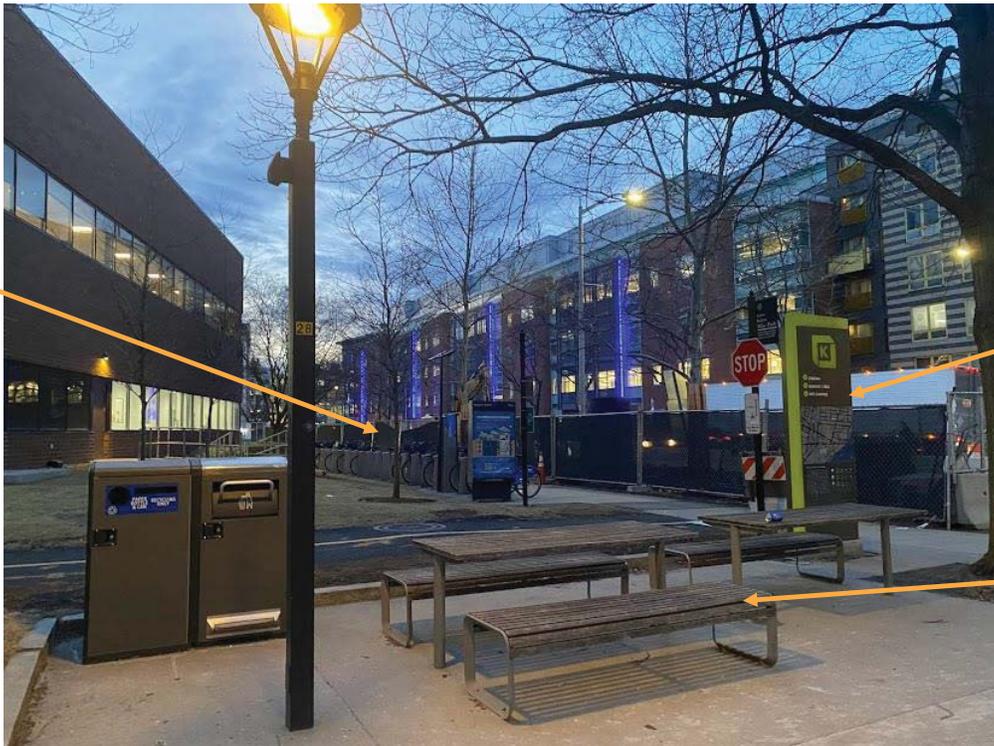


placemaking

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mobility options



information

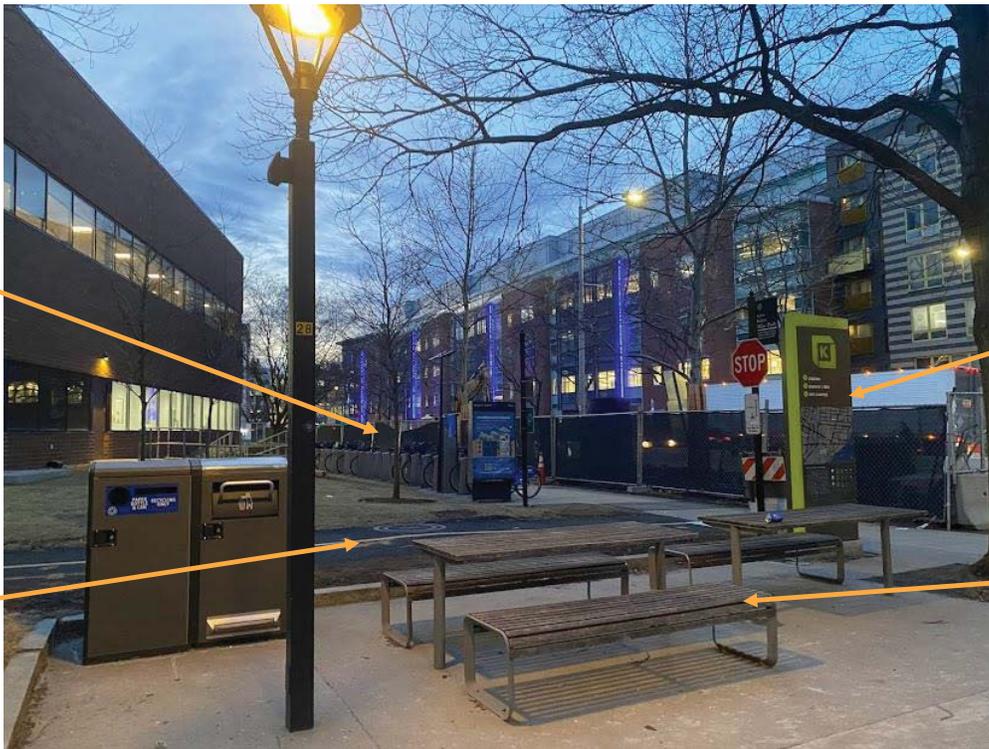
placemaking

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mobility options

Bike infrastructure



information

placemaking



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waiting area  
covered seating

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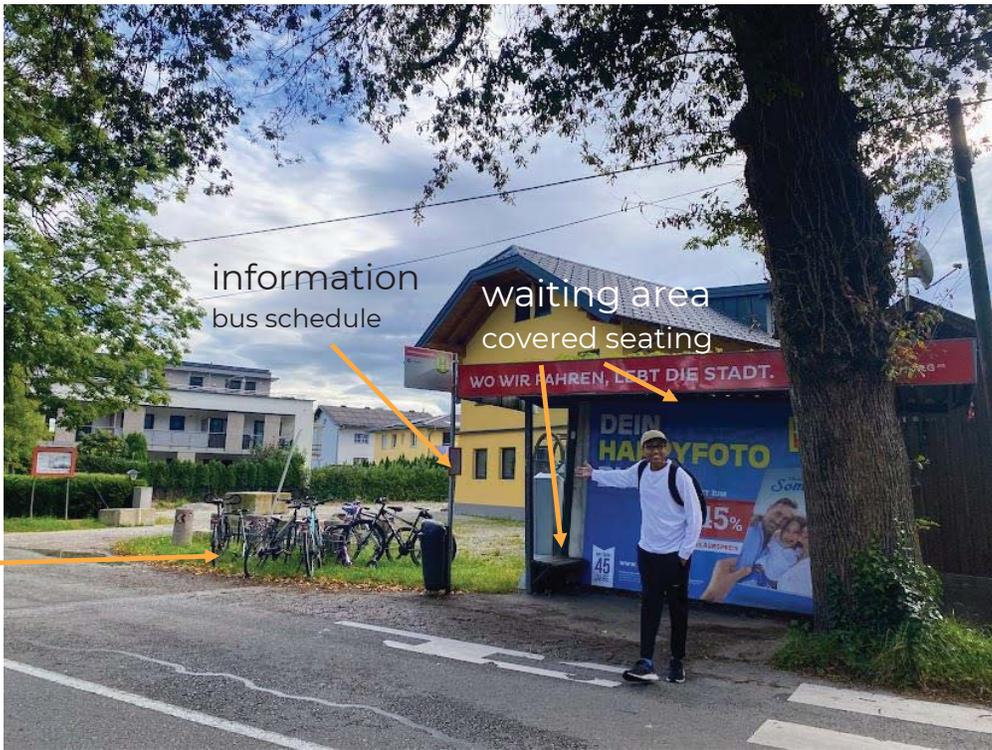


information  
bus schedule

waiting area  
covered seating

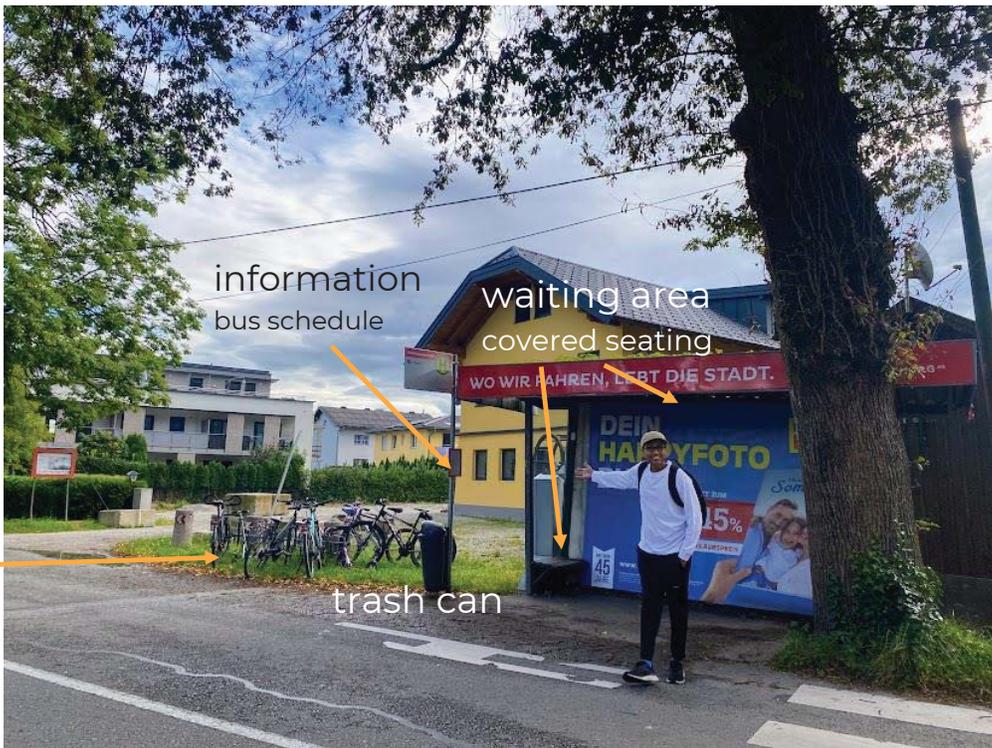
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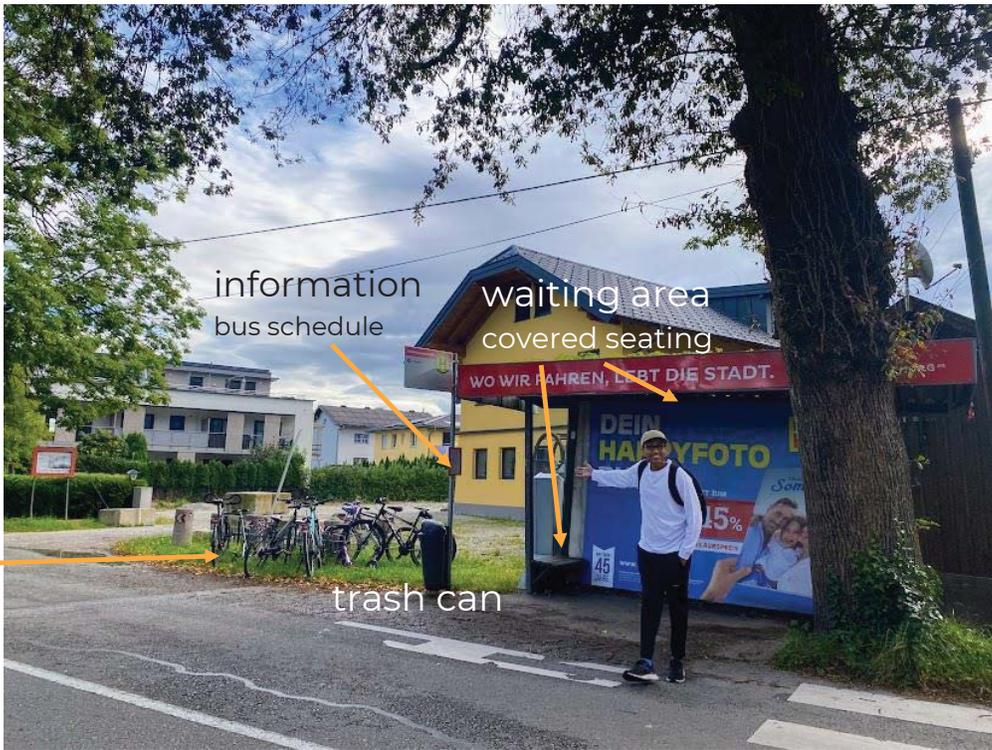
bike facilities

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bike facilities

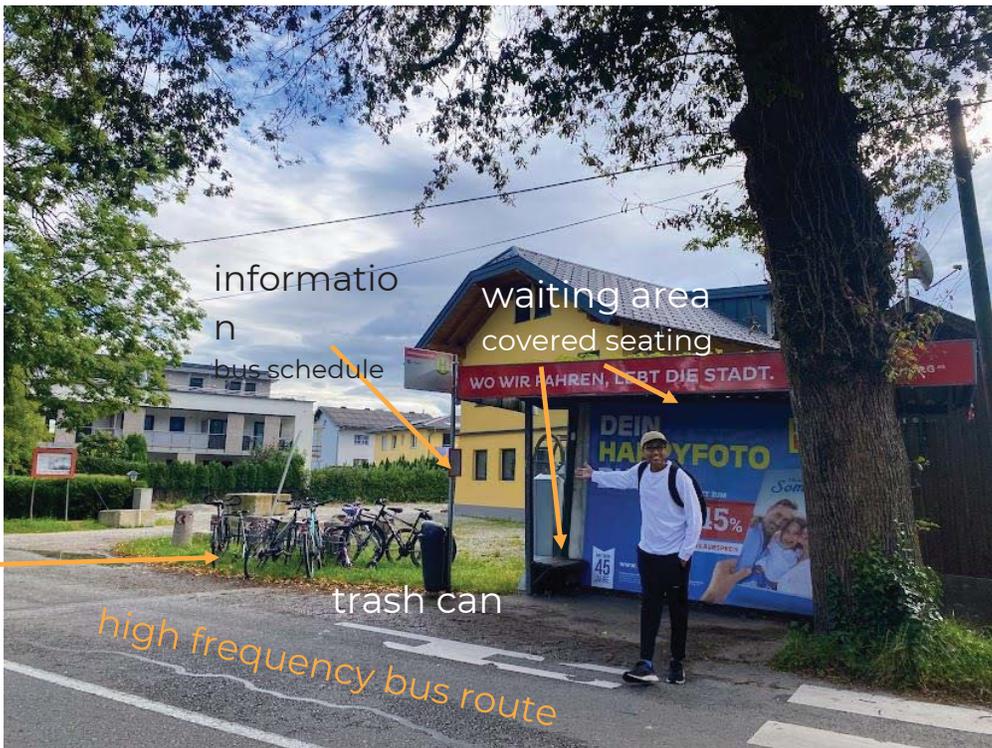
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urban realm improvement  
tree for shade

bike facilities

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urban realm improvement  
tree for shade

bike facilities

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“Mobility hubs are not a one-size-fits-all solution, and each proposal must be designed to support specific strategic needs and challenges, whilst working within the **specific conditions of its users, location and surrounding area.**”

- Mobility Hubs Business Case Guidance  
*England's Economic Heartland*

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# GoHubs! 2021 Pilot

*East Boston Neighborhood*



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Attachment: PowerPoint Presentation - Mobility Hubs in Boston - Lessons Learned from the 2021 Pilot and Plans for Expansion (Mobility Hubs)

# Program components

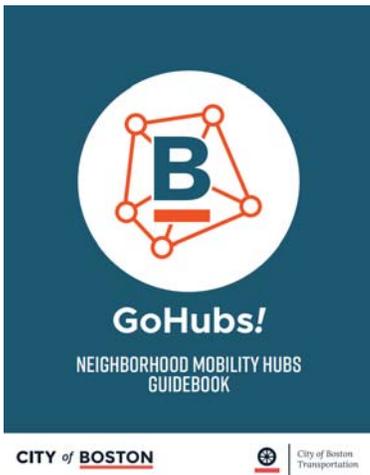
guidebook



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# Program components

guidebook



typologies

**GATEWAYS** Gateways are well-known, places within the City where commercial, cultural, and civic activity is concentrated around multiple transportation options

**EXAMPLE**  
Maverick Station  
page 22

- Gateway GoHubs! are located around high-frequency transit stops or high ridership bus stops, where transfers can provide connections to surrounding neighborhoods and destinations across the region
- Gateways encourage users to explore further into a neighborhood, highlighting nearby GoHubs! within the network
- Gateways feature the most transportation modes and amenities, and provide the resources needed to complete a multimodal trip

**SQUARES** Squares are recognizable places well known to a neighborhood. They are often gathering places and can play a role in forming a community's sense of identity

**EXAMPLE**  
Day Square  
page 26

- Square GoHubs! serve as the 'way station' within the GoHub! network. They offer space to sit, use the Internet, charge your device, and pass time with friends and family
- Squares are typically placed at or near major bus routes
- The area around Squares often include traffic calming measures, and bike and pedestrian infrastructure improvements

**POINTS** Points are located within a neighborhood and can be found around dense residential areas, important destinations, and community amenities

**EXAMPLE**  
Eagle Hill  
page 27

- Point GoHubs! fill in transportation gaps and play a key role in providing first and last-mile connections
- Points are often where a trip begins and ends, and they are located the furthest away from Gateways
- Points contain fewer amenities, oftentimes consisting of only one transportation mode, and can be anchored by bikeshare, car share, or bike parking

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# Program components

guidebook



typologies



kit-of-parts

THESE KIT OF PARTS COMPONENTS INCLUDE:

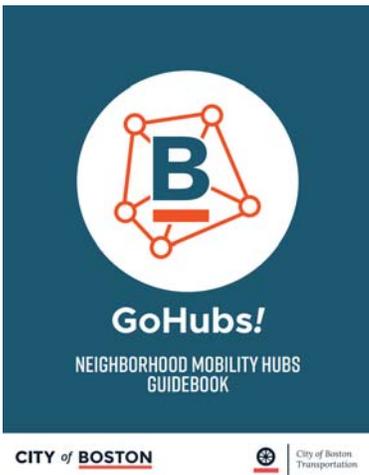


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# Program components

guidebook



typologies



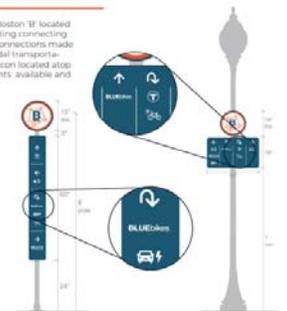
kit-of-parts



branding

BRANDING

GoHubs are branded using the Boston 'B' located within a spoked graphic representing connecting parts. This serves to identify the connections made between GoHubs and multi-modal transportation. The branding includes a beacon located atop signage that identifies components available and their location.



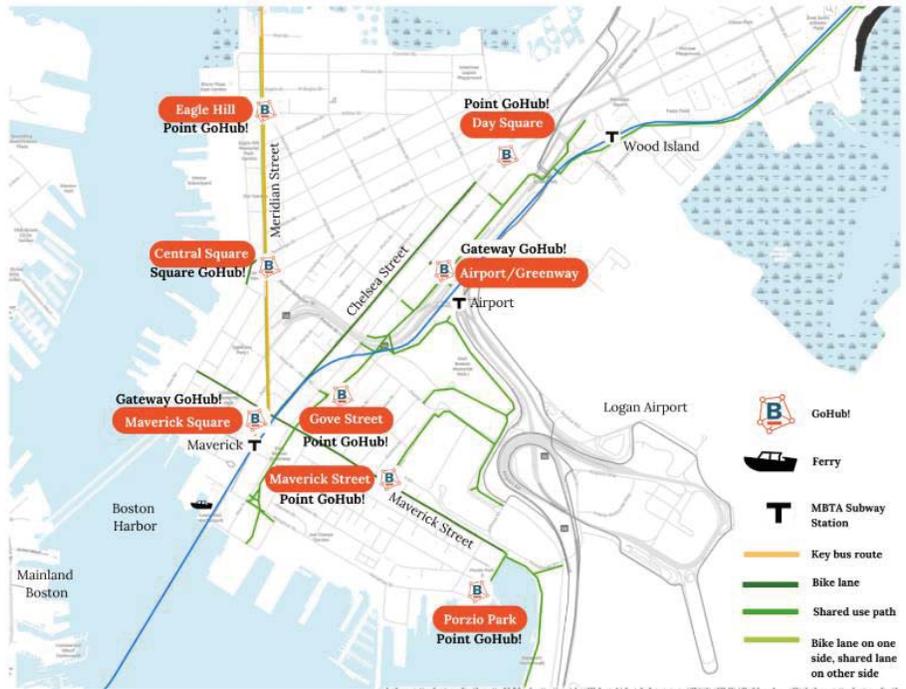
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# East Boston Pilot

## Locations

- 8 Pilot Locations
  - 2 Gateways
  - 2 Squares
  - 4 Points



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# Added a mix of amenities

Active mobility amenities	Car use amenities	Placemaking amenities	Info. amenities
Bike racks Bikebikes station Daylighting	Carshare Pick up/Drop off	Planter Smart bench Ground decal Ground mural	Hub beacon signage

Maverick Sq.	2			2		3	1	1	3	1
Airport	2			2				1		1
Day Square	4			2	4	2	1	1	1	1
Central Sq.	3			2			1	1		1
Eagle Hill	2	1		2				1		1
Porzio Park	1	1		2				1		1
Gove Street		1	1					1	1	1
Maverick Street	1							1		1
<b>Totals</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>8</b>

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# Maverick Square

Gateway GoHub!



bikeshare

Placemaking  
bench



Placemaking  
planters

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# Maverick Square

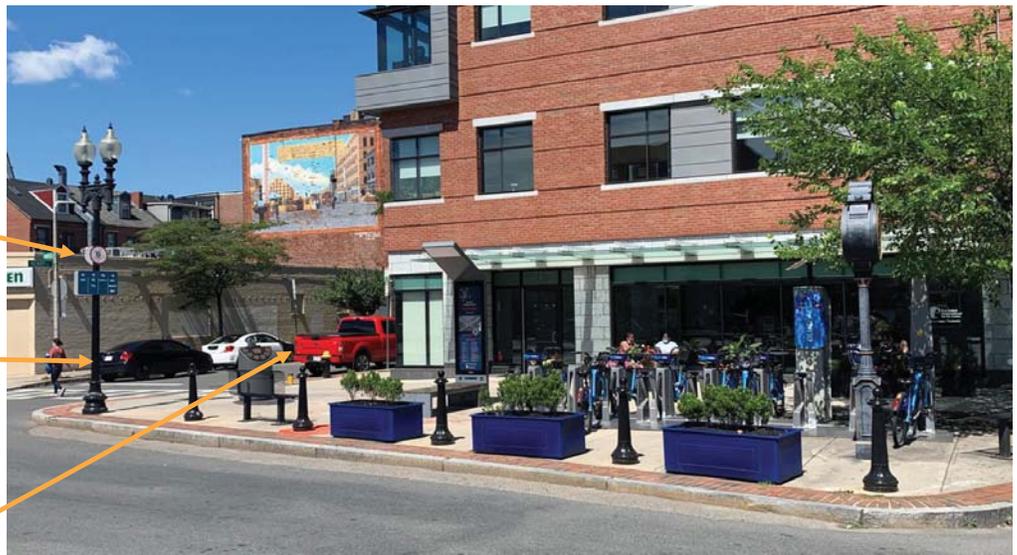
Gateway GoHub!



Branding &  
wayfinding

Car share

Ride hail  
Pick up/Drop off



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# Community engagement

- **Stakeholder Workshop** - convened private transportation providers, public transportation agencies, City and State departments, and community stakeholders
- **Community Survey** - surveyed more than 400 East Boston residents on travel behavior, barriers to transportation access, and desired GoHub! Amenities
- **Partnerships** - worked with community groups, neighborhood associations, and City and State agencies
- **Public Outreach** - held in person events, distributed flyers, posted signage



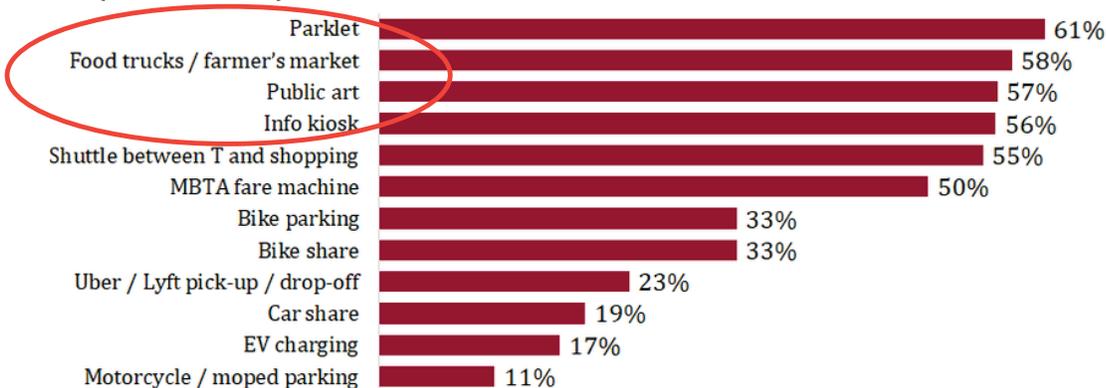
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# Pre-Installation Community Survey

When asked what elements they would like to see at a mobility hub, elements that 'enhance a place' were more desired than transportation options. This includes parklets, activities, public art, and community information

## Placemaking, T links are most popular mobility hub features

*% "very interested" in each feature*



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# Lessons Learned From Pilot



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## Percentage Increase in Bikeshare Usage

*Pilot Evaluation*

Half of the GoHubs! sites saw a higher percentage increase in bikeshare usage compared to the neighborhood's average, 38.56%:

- Eagle Hill, **110% increase**
- Porzio Park, **72% increase**
- Central Square, **58% increase**
- Maverick Square, **46% increase**

Not near a subway station

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Packet Pg. 82



# Percentage Increase in Bikeshare Usage

Pilot Evaluation



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Not near a subway station

new bikeshare stations

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- Central Square, **58% increase**
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Not near a subway station

new bikeshare stations  
*Point GoHubs!*  
*Deeper in neighborhood*

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# Carshare - Average Reservations

Pilot Evaluation

*Overall carshare numbers declined*

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# Carshare - Average Reservations

Pilot Evaluation

*Overall carshare numbers declined*

## reservations

GoHubs!	Boston overall
<b>-15%</b>	<b>-12%</b>
Average percent change in Zipcar reservations per month from 2021 to 2022	Average percent change in Zipcar reservations per month from 2021 to 2022

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# Carshare - Average Reservations

Pilot Evaluation



Overall carshare numbers declined

## reservations

GoHubs!	Boston overall
<b>-15%</b> Average percent change in Zipcar reservations per month from 2021 to 2022	<b>-12%</b> Average percent change in Zipcar reservations per month from 2021 to 2022

## miles driven

GoHubs!	Boston overall
<b>-5%</b> Average percent change in miles driven per month on Zipcars from 2021 to 2022	<b>-3%</b> Average percent change in miles driven per month on Zipcars from 2021 to 2022

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# Carshare - Average Reservations

Pilot Evaluation



Overall carshare numbers declined

## reservations

GoHubs!	Boston overall
<b>-15%</b> Average percent change in Zipcar reservations per month from 2021 to 2022	<b>-12%</b> Average percent change in Zipcar reservations per month from 2021 to 2022

## miles driven

GoHubs!	Boston overall
<b>-5%</b> Average percent change in miles driven per month on Zipcars from 2021 to 2022	<b>-3%</b> Average percent change in miles driven per month on Zipcars from 2021 to 2022

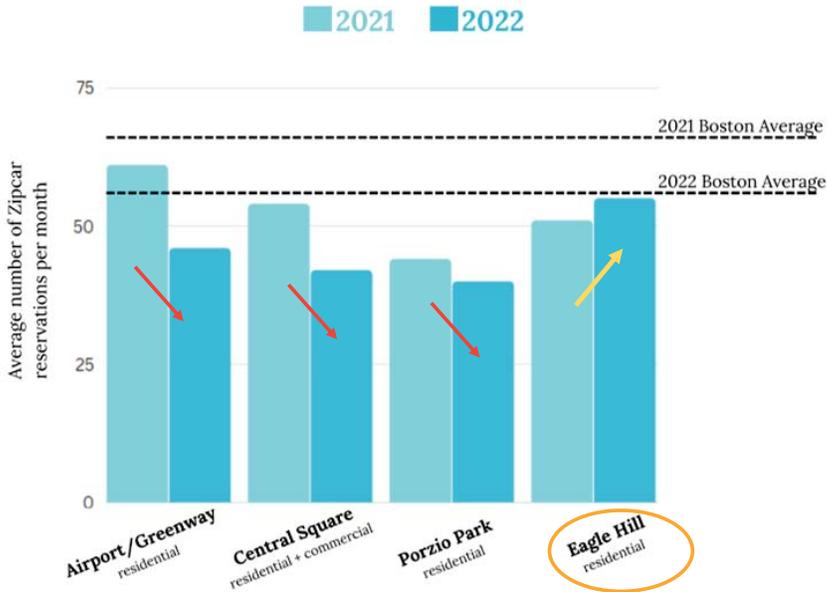
## unique users

GoHubs!	Boston overall
<b>-11%</b> Average percent change in unique Zipcar users per month from 2021 to 2022	<b>-13%</b> Average percent change in unique Zipcar users per month from 2021 to 2022

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# Carshare - Average Reservations

Pilot Evaluation



Point GoHub!

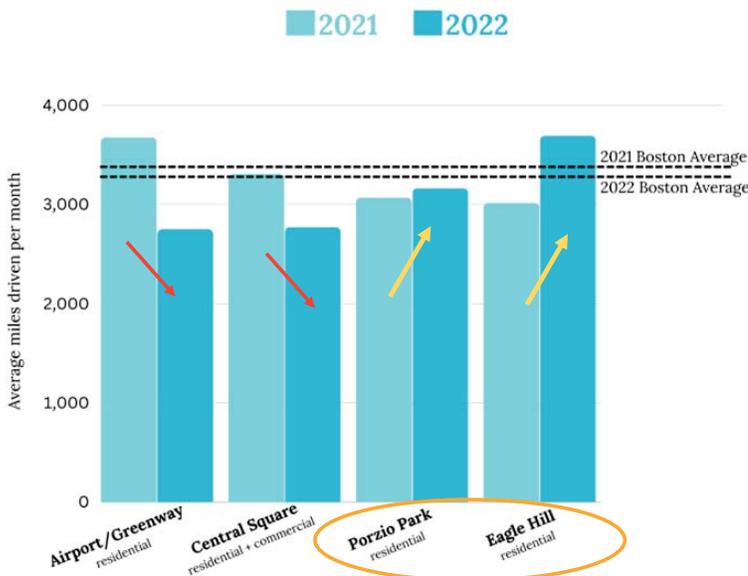
- Far from subway
- Deeper in neighborhood

Reservations increased

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# Carshare - Average Miles Driven

Pilot Evaluation



Point GoHubs!

- Far from subway
- Deeper in the neighborhood

Average miles Increased

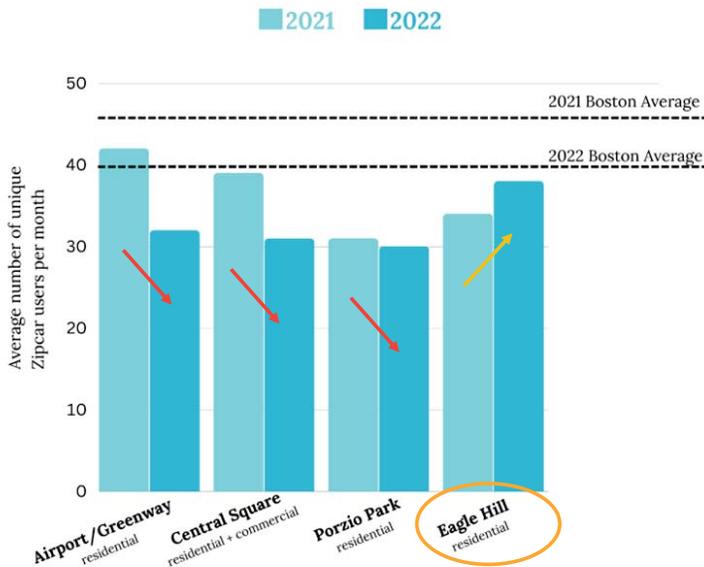
DEPARTMENT HEAD

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# Carshare - Average Unique Users

Pilot Evaluation



Point GoHub! - Eagle Hill  
Unique users increased

DEPARTMENT HEAD

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# Lessons Learned

Pilot Evaluation

## Positive trends in carshare usage among *Point GoHubs!*

- Located deeper in the neighborhood
- Far from a subway station

### Takeaway:

Adding carshare in deep neighborhood streets is important



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# Lessons Learned

*Pilot Evaluation*

Prioritize the buildout of placemaking amenities such as benches, planters and shade canopies.



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# Lessons Learned

*Pilot Evaluation*

## Signage

Additional signs can be added in between mobility hub sites to guide people to the hub and other amenities:

- Public restrooms
- Libraries, health centers, etc.



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# Lessons Learned

Pilot Evaluation



## Branding

- Adding icons (bike, bus, car, etc.)
- Changing the B logo



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# Lessons Learned

Pilot Evaluation



## Branding

- Adding icons (bike, bus, car, etc.)
- Changing the B logo



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# Lessons Learned

Pilot Evaluation

## Branding

- Adding icons (bike, bus, car, etc.)
- Changing the B logo



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# Moving Forward

Expansion Plans



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# Expansion efforts

RFP



## Currently drafting an RFP for supportive services

- Community engagement
- Installation
- Operations and maintenance

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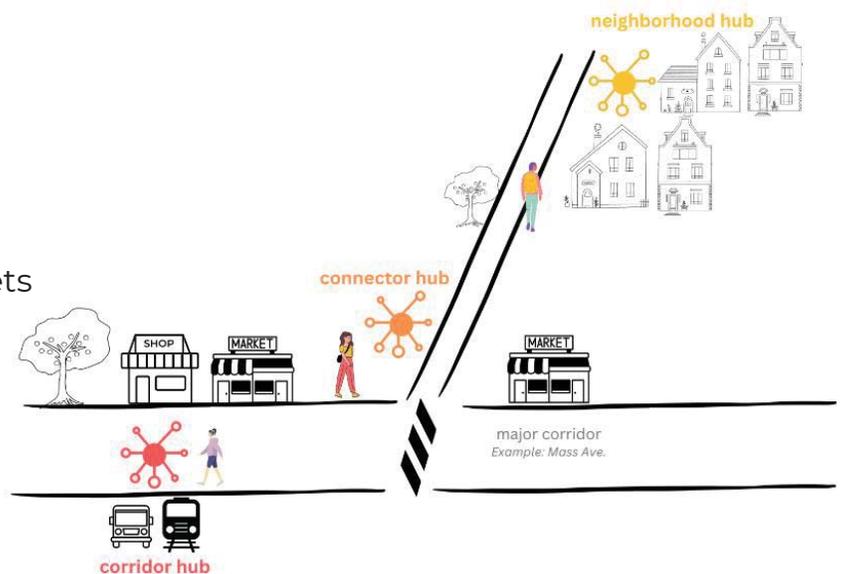
# Expansion efforts

Selecting locations



## Focusing on:

- Corridors with high frequency transit
- Main street districts
- Adjacent neighborhoods streets



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# Expansion efforts

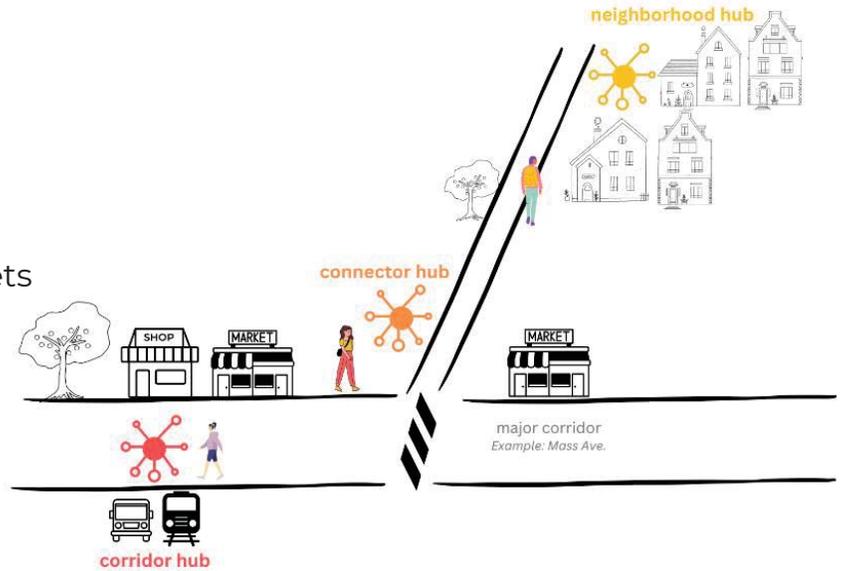
Selecting locations



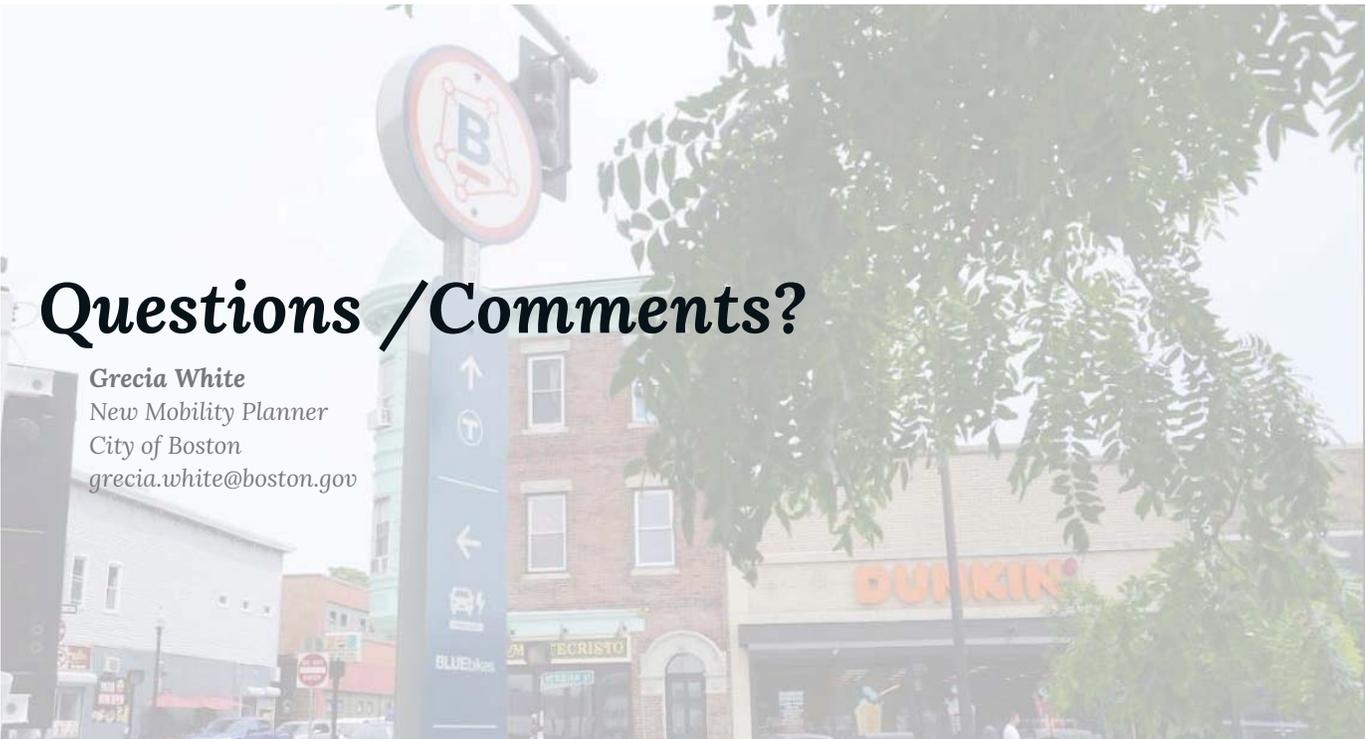
## Focusing on:

- Corridors with high frequency transit
- Main street districts
- Adjacent neighborhoods streets

- + Projects from other teams
- + Other city initiatives



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## Questions / Comments?

**Grecia White**  
New Mobility Planner  
City of Boston  
grecia.white@boston.gov



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**AGENDA ITEM 9**  
**REPORT**

Southern California Association of Governments  
February 1, 2024

**To:** Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Hiroshi Ishikawa, Senior Regional Planner  
(213) 236-1838, ishikawa@scag.ca.gov

**Subject:** Advanced Air Mobility (AAM) Update: AAM 101

**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. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*The goal of the advanced air mobility (AAM) is to develop an air transportation system that safely moves people and cargo in local, regional, and interregional, settings. Despite employing new types of short-range aircraft technologies, including but not exclusively electric vertical take-off and landing (eVTOL) aircraft and autonomous aircraft/Uncrewed Aircraft Systems (UAS) (i.e., drones), the concept behind AAM is not an altogether new one. Some aspects of AAM, such as airspace and aircraft regulation, and land use planning, fit into existing planning frameworks. However, as an aerial mode of transportation focusing on local and regional trips, at the intersection of surface transportation and airspace planning, and featuring new technology and infrastructure, AAM poses several unique challenges. Ultimately, to best plan for AAM, it is critical for agencies and organizations to collaborate across jurisdictional boundaries and sectors.*

**BACKGROUND:**

As envisioned by the National Aeronautics and Space Administration (NASA) and the Federal Aviation Administration (FAA), the goal of the advanced air mobility (AAM) is to develop an air transportation system that safely moves people and cargo in local, regional, and interregional, settings. A key aspect of AAM is that it is intended to put into practice different types of emerging short-range aircraft technologies, including electric vertical and take-off (eVTOL) aircraft and Unmanned/Uncrewed Aircraft systems (UAS) (i.e., drones). The term AAM itself is a catchall for different types of aerial programs. To embrace a more inclusive vision and comprehensive terminology, in 2020, NASA began referring to their work in urban air mobility (UAM), which

focuses on the safe and efficient air transport of everything from small packages to passengers over shorter distances in densely populated urban areas, as “Advanced Air Mobility” to expand the program to include suburban and rural settings. NASA and the FAA now consider terms such as UAM to be a subset of the broader concept of AAM<sup>1</sup>. In addition to UAM, another emerging mode of aerial transportation is Regional Air Mobility (RAM), which will utilize electric aircraft, initially piloted but later autonomous, to fly passengers and cargo from general aviation airports to larger commercial hub airports. Therefore, when discussing AAM, one could be referring to a broad range of technology and potential services. However, it is important to note that AAM does not include recreational, surveillance/filming, or firefighting, drones. Rather, AAM is focused on moving people and cargo in shorter distance flights. Furthermore, despite being a new term emphasizing new technology, the underlying concept behind AAM is not without precedent.

The idea of moving people and cargo along short distances in urban settings via aircraft is not new. Short-range aerial transportation of passengers and cargo can be traced back to the mid-20th century and earlier. For instance, beginning in the 1950’s, people could take trips from Los Angeles to Disneyland by helicopter. The selling point of these helicopter trips was to avoid surface transportation traffic. Despite operating successfully for two decades, ultimately, these early helicopter air taxi operations ceased in the late 1960s due to safety concerns<sup>2</sup>. Although the helicopter rides to Disneyland came to an end, short-range air travel in dense city environments never completely went away. Politicians, dignitaries, and celebrities, often travel via helicopter to and from work and public events. Furthermore, helicopters have also been used to move cargo over short distances for some time. However, despite providing an antecedent, the past and current history of short-range passenger and cargo helicopter trips in urban settings is not a perfect apples-to-apples comparison for AAM. The new passenger and cargo AAM technology being developed is still in the test and certification phases, whereas helicopter technology had long been established before it was used for urban short-range passenger and cargo flights. Furthermore, the landing areas, or vertiports and vertipads, required for AAM will not be compatible with existing helipads. As the concept of short-range AAM passenger and cargo aircraft trips gains traction amongst everyone from policymakers to investors to the public at large, there are several important questions and issues that must be considered.

#### **KEY QUESTIONS TO CONSIDER:**

As an aerial mode of transportation that will incorporate nontraditional points of aircraft embarkation and disembarkation (e.g., transit stops, parking lots), require new infrastructure, and

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<sup>1</sup> NASA. (2020). *Advanced Air Mobility: What is AAM? Student Guide*. [https://www.nasa.gov/wp-content/uploads/2020/05/what-is-aam-student-guide\\_0.pdf](https://www.nasa.gov/wp-content/uploads/2020/05/what-is-aam-student-guide_0.pdf)

<sup>2</sup> Garrow, Laurie A., German, Brian J., and Leonard, Caroline E. (2021). *Urban air mobility: A comprehensive review and comparative analysis with autonomous and electric ground transportation for informing future research*. Transportation Research Part C 132 (2021) 1003377.

introduce new technologies, the planning, adoption, and implementation of AAM poses many unique challenges and questions.

- Given that AAM will operate in the National Airspace System (NAS) but integrate with the local and regional intermodal transportation system, who (e.g., level of government, transportation agencies, planning agencies) will oversee the construction, maintenance, operation, and regulation, of the AAM system?
- How does AAM technology compare to existing technologies and modes of transportation (e.g., traditional aircraft, trucks, transit), particularly regarding cost, and passenger and cargo moved?
- Is AAM a safe, feasible, and practical, mode of transportation?
- How will AAM infrastructure integrate with and impact existing transportation and utilities infrastructure?
- What is the demand for AAM, especially in comparison with existing and emerging modes and technologies, and is the demand sustainable?
- What are the potential positive and negative social and environmental impacts of AAM?

Despite many unanswered questions, given our understanding of existing transportation systems, modes, and technologies, there are existing frameworks that can be adapted to address certain aspects of AAM planning and operations.

#### **WHAT WE KNOW ABOUT AAM:**

Based on our understanding and existing practices for multimodal transportation planning, there is already much that we can infer about how to prepare for and implement AAM.

- The operating and regulatory framework for AAM, including air navigation and aircraft design certification, is being established by NASA and the FAA based on existing processes for airspace and aircraft. The FAA regulates the NAS in which AAM aircraft will fly.
- Based on existing aeronautical principles, NASA has been working on a Concept of Operations (ConOps) for UAM and AAM. NASA's vision for AAM is to help emerging aviation markets safely develop an air transportation system that moves people and cargo between places previously not served or underserved by aviation – local, regional, interregional, urban – using revolutionary new aircraft that are only just now becoming possible. The NASA ConOps envisions a future state for AAM operations (i.e., air traffic management of unmanned/autonomous aircraft systems) that employs increasing levels of autonomy and operational tempo across a range of environments, including major metropolitan areas and the surrounding suburbs.
- Although the initial operational and regulatory planning is occurring on the federal level, ultimately, the states, regions, counties, and municipalities will increasingly play a greater role, particularly related to land use planning, and infrastructure and utilities. While the FAA

oversees the NAS in which AAM aircraft will fly and regulates the airworthiness of aircraft, and NASA is focused on the overall operational framework for AAM, the transportation and land use planning required for the AAM infrastructure and operations (e.g., vertiports, charging stations) crosses federal, state, regional, county, and local, jurisdictions.

- Given the rigor of FAA aircraft and pilot certification, the earliest passenger AAM flights will be operated by an onboard crew. Autonomous AAM flights will take time.
- As a new mode of transportation, AAM technology (e.g., eVTOL aircraft) is still in test stages with multiple competing companies developing different types of aircraft and vertiport infrastructure.
- At its core, the FAA is a regulatory agency. Therefore, as with other modes of aerial transportation, safety is the top priority in planning for AAM, including the FAA certification of passenger and cargo AAM aircraft. To ensure a safe NAS, the process of aircraft certification is a rigorous one. Thus, larger passenger and cargo eVTOL aircraft have yet to receive type/design certification to ensure that they are airworthy and safe.
- As a new mode of transportation, AAM will require new, or at the very least retrofitted, infrastructure that will impact existing transportation systems and utilities. The impacts on local, county, regional, and federal infrastructure makes AAM a multijurisdictional effort.

Although there are aspects of AAM that fit into existing transportation planning frameworks, AAM will require our multimodal transportation system to adapt and evolve. As a result, there are constantly new developments in AAM planning and operations.

#### **ONGOING AND RECENT DEVELOPMENTS:**

Within the last few years, there have been significant developments in AAM technology and planning. Here are some of the most recent developments of note.

- In April 2019, Google Wing Aviation became the first unmanned airline in the United States. United Parcel Service, Flight Forward, was certified soon thereafter in October 2019.
- Larger (i.e., over 55 pounds) passenger and cargo eVTOL aircraft might achieve type/design certification by 2025.
- Amazon Prime customers in Lockeford, California began receiving Prime Air UAS/drone deliveries at the end of 2022.
- Walmart is testing drone delivery service at 36 stores in seven states (Arkansas, Arizona, Florida, North Carolina, Texas, Utah, and Virginia).
- On September 21, 2022, the FAA released Engineering Brief No. 105, which provides interim guidance for the design of vertiports (i.e., eVTOL landing pads) for aircraft with vertical takeoff and landing (VTOL) capabilities.
- In October 2022, President Joseph Biden signed into law the Advanced Air Mobility Coordination and Leadership Act (the Act) and directed the Secretary of Transportation to establish the Advanced Air Mobility Interagency Working Group (AAM IWG). The purpose of

the AAM IWG is to plan for and coordinate efforts to integrate advanced air mobility aircraft into the NAS, particularly passenger carrying aircraft, to grow new transportation options, amplify economic activity and jobs, advance environmental sustainability and new technologies, and support emergency preparedness and competitiveness.

- To promote public confidence in AAM in urban, suburban, rural, and regional, environments, NASA has embarked on an AAM National Campaign. NASA released an AAM Community Integration Considerations Playbook in May 2023.
- In July 2023, the FAA released the AAM Implementation Plan. The “Innovate28” plan includes various components and the sequence they will occur in for operations to be at scale at one or more sites by 2028.
- In October 2023, Joby Aviation began piloting testing aircraft in Marina, California.
- The FAA announced on October 26, 2023, that they have signed a collaboration agreement with the U.S. Air Force to work together on the integration of AAM aircraft into the NAS.
- The earliest planning efforts to move passengers via AAM have focused on transportation to and from airports, including from general aviation and reliever airports. Archer Aviation and United Airlines announced plans to operate air taxis in Chicago and New York City. These routes include service between Newark Liberty International Airport in New Jersey and the Downtown Manhattan Heliport, and between O’Hare International Airport and a downtown Chicago vertiport. For the most part, transit agencies have been slower in their efforts to incorporate AAM.
- Specific to the SCAG region, SCAG staff have begun meeting with transportation and airport planners to discuss AAM, including organizing the Southern California AAM Working Group. The Southern California AAM Working Group, which is comprised of city, transportation, and airport, planners, has begun meeting on a quarterly basis.

Ongoing discourse and information sharing across jurisdictions and between agencies will be critical as AAM planning and implementation moves forward.

#### **PLANNING AND POLICY RECOMMENDATIONS FOR AAM/NEXT STEPS:**

Facilitating collaboration and obtaining valid and credible data and information will be critical factors to AAM planning and operations.

- Collaboration and partnerships across levels of government, jurisdictions, agencies, and between the public and private sector, will be instrumental for AAM planning. AAM is unique in that, from the NAS to local vertiport construction and maintenance, all levels of government, multiple agencies, and the public and private sectors, will be impacted. As a metropolitan planning organization (MPO), SCAG is uniquely positioned to assist with the collaboration by promoting discussions and information sharing across jurisdictions and sectors. As part of this effort, SCAG has begun convening the Southern California AAM Working Group.

- Decision-makers must obtain credible and comprehensive data and information before investing in AAM technology and infrastructure. SCAG can facilitate information and data exchanges between agencies, academic institutions, and manufacturers.
- AAM safety and liability planning should be transparent and driven by accurate up-to-date data and information. The FAA will be the lead agency in terms of the AAM regulatory framework, but the cities will play a critical role in AAM operations and code enforcement. As part of its role in airport ground access planning, SCAG regularly works with the FAA, local and county transportation agencies, and the airports. SCAG can play a similar collaborative and information sharing function in AAM safety planning for the FAA, and the cities and local agencies.
- Investments in AAM infrastructure should be data driven and involve an ongoing dialogue between transportation and public works agencies across levels of government. SCAG can assist our partners by identifying and highlighting existing findings and reports and facilitating discourse and information sharing across jurisdictions and agencies.
- A commercially viable passenger and cargo AAM system will require up-to-date market research and collaborative partnerships across sectors. SCAG staff has established relationships in academia, industry, and government. These relationships can be expanded to include stakeholders in AAM, which then could be used to facilitate information and data sharing.
- AAM decision-making must be done under complete transparency, and should emphasize the mobility, safety, social equity, financial security, and environmental wellbeing, of all, whether AAM is operating in dense multimodal urban city centers, suburban communities, or rural environments. Collaboration and transparency across levels of governance, the private sector, and the general public, will be critical to ensuring that the AAM system is safe, equitable, and environmentally sound. SCAG can play a role in guaranteeing that social equity and environmental justice are embedded in the AAM planning process by facilitating discourse and providing valuable information, including referencing the SCAG Racial Equity Framework and Racial Equity Early Action Plan.

The ongoing and evolving partnerships between local (e.g., departments of transportation, airports), county (e.g., transportation commissions), regional (e.g., MPOs, SCAG), state (e.g., Caltrans Division of Aeronautics), and federal (e.g., FAA), agencies will be instrumental in getting AAM safely off the ground. AAM might be the most intersectional, cross jurisdictional, and interagency, mode of transportation in comparison to any other mode of transportation.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 2023-2024 Overall Work Program (230-0174.05: Regional Aviation Program Development and Implementation in Support of RTP/SCS).



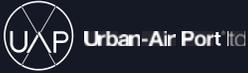
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**ATTACHMENT(S):**

1. PowerPoint Presentation - Urban-Air Port SCAG

# Urban-Air Port & SCAG Transportation Committee

February 2024  
 Ricky Sandhu  
 of Urban-Air Port



Confidential & Commercially Sensitive - UAP Proprietary Information



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## Understanding Urban-Air Port Mission

Urban-Air Port®'s mission is to **revolutionise cities across the world, making it more connected, cleaner, and accelerating green economic recovery.**

- Safest place to land for pilot, aircraft and passengers are elevated
- 360 degree situational awareness, no obstacles. Safety first!
- **Elevated landing protects community and adjacent spaces from aircraft noise and downwash**
- Once landed..... UAP moves the aircraft down.

Technology Innovation Enabling Net-Zero Aviation  
 Electric Air Mobility

Compact w/ Small Carbon Footprint  
 Minimum Land Use

Intermodal Connectivity  
 Safe & Seamless Passenger Experience

Integrated Green Energy  
 Battery Energy Storage



Attachment: PowerPoint Presentation - Urban-Air Port SCAG (Advanced Air Mobility (AAM) Update: AAM 101)

# Understanding Urban-Air Port Mission

Urban-Air Port®'s mission is to revolutionise cities across the world, making it more connected, cleaner, and accelerating green economic recovery.

- Board & Deboard safely & securely at grade
- Integrated aircraft hangars provide conditioned space for eVTOL, no dust, heat.
- Integrated aircraft hangars come with built-in charging and energy system
- Multi-stacked hangars
- Aircraft move shortest possible distance for parking – less energy
- Maximise throughput with rapid turnaround times
- 12-15 aircraft an hour
- Maximise non-aeronautical revenue (cafe, retail, advertising)

Technology Innovation Enabling Net-Zero Aviation  
Electric Air Mobility



Compact w/ Small Carbon Footprint  
Minimum Land Use

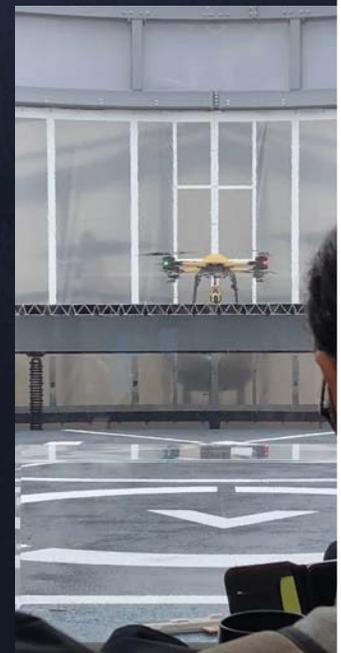
Intermodal Connectivity  
Safe & Seamless Passenger Experience

Integrated Green Energy  
Battery Energy Storage

## Air One Coventry, April 2022

Vertical Airfield – the “Onshore Aircraft Carrier”

- Vertical Airfield can ascend / descend at 500mm / sec
- 6m descent = 12 seconds
- In Coventry we set this to 60mm/sec & 150mm/sec



# WHO WE ARE

We are an Infrastructure Technology business specialised in compact and scalable landing/take-off infrastructure for the passenger and cargo eVTOL market. Our infrastructure solutions will enable the transition to fully electrical air transportation, better connect cities and create a global network powered by Green Energy.



Photo: 'Vertical Airfield' at Air One Vertiport, Coventry

Our **patented, technology** driven 'Vertical Airfield' compacts a conventional airfield and allows for safe electric vertical take-off & landing at height, acting like an aircraft carrier.

IP Protection: 7 Patent Families filed through Boulton Wade Tennant LLP



Photo: Integrated hangar with Supernal's eVTOL at Air One Vertiport, Coventry

Our vertiports are 80% smaller than our competition, have a modular design for flexible expansion, maximise eVTOL throughput and come with a modular energy storage system.

## Air One Coventry Vertiport

World's 1<sup>st</sup> fully operational Vertiport, April 2022

Approved by CAA and Coventry City & Coventry Airport



UK Research and Innovation



HYUNDAI MOTOR GROUP



### Urban Setting

Next to the main Coventry train station & City Centre



### Command & Control (C2)

capability showcasing large drone flights within Coventry Airport's flight restriction zone



150+ flights within dense urban setting



West Midlands Police Drone flights demonstration

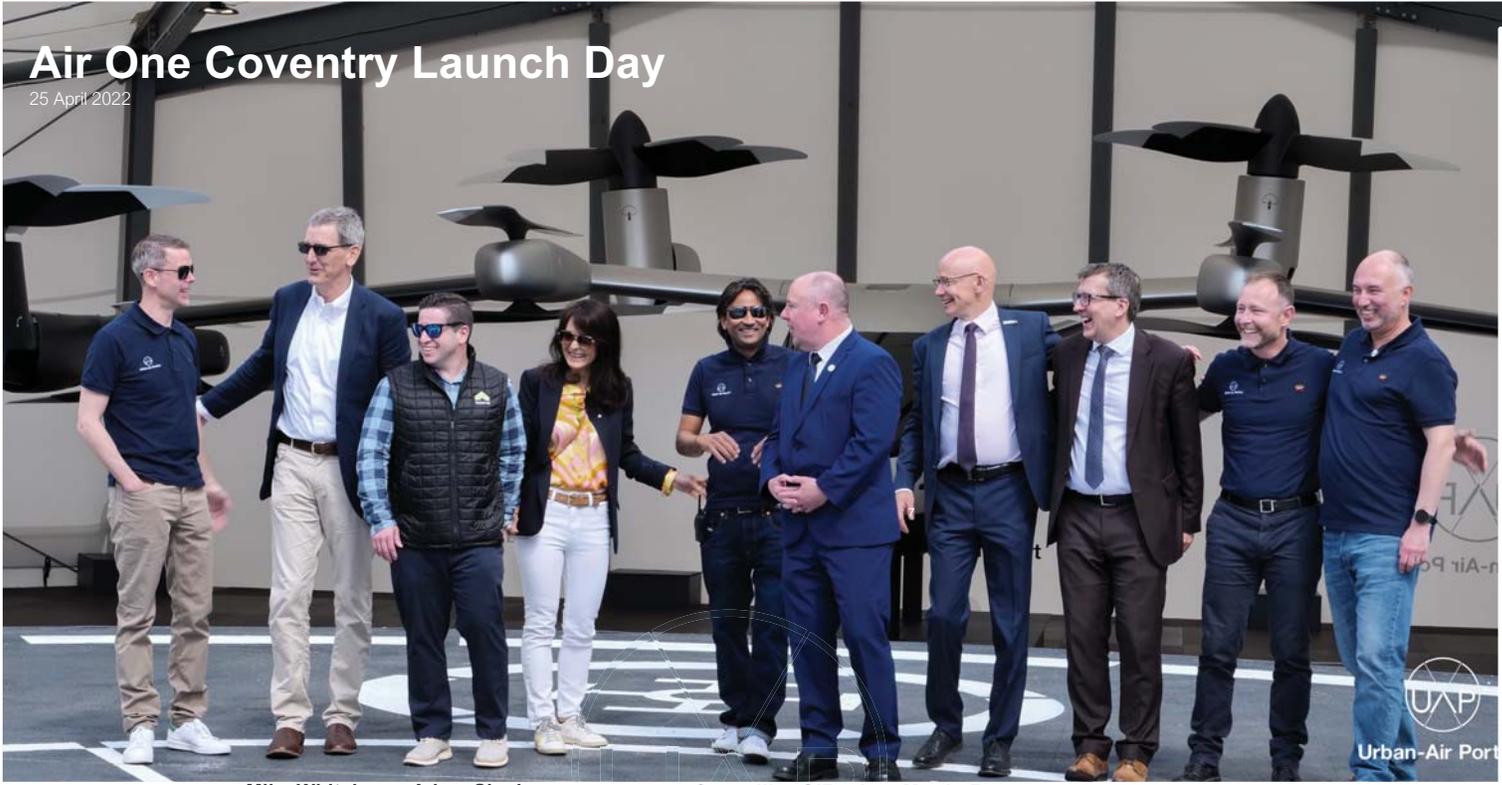


Command & Control (C2)



# Air One Coventry Launch Day

25 April 2022



**Mike Whitaker** Former Supernal COO, now **FAA Administrator**  
**Adam Slepian** Supernal COO  
**Councillor O'Boyle** Labour Councillor, UK Local Gov  
**Martin Reeves** Coventry Council CEO  
**Gary Cutts** UK Future Flight Challenge Programme Director

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## UAP's Vertiport Advantages

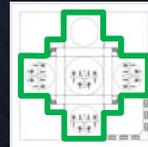
Addressing the key factors driving success >> **real estate is expensive**



URBAN-AIR PORT Next-Gen Vertiport – Flight deck lowered

- ✓ **SAFER** – Enclosed hangars protect passengers from downwash/ outwash
- ✓ **QUIETER** – Elevated take-off & landing and innovative pad design reduces noise impact
- ✓ **SMALLER & MORE SUSTAINABLE** – **80% smaller** footprint and more efficient ground operations

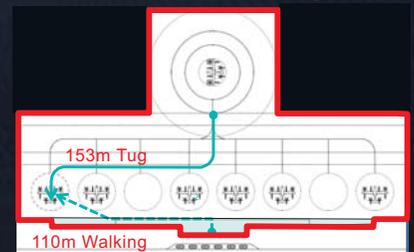
UAP VERTIPORT  
(8 Hangars, stacked- FAA)  
**0.35ha 3,500sqm**



**80% smaller**  
More movements  
p/hr = more revenue

VS

SURFACE-BASED  
VERTIPORT  
(8 Stands – FAA)  
**1.94ha 19,400sqm**



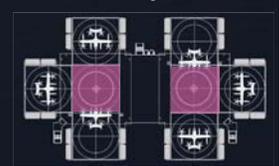
x4 Hangars



x8 Hangars



x12 Hangars



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# Aerodynamic Downwash/ Outwash R&D and Simulation

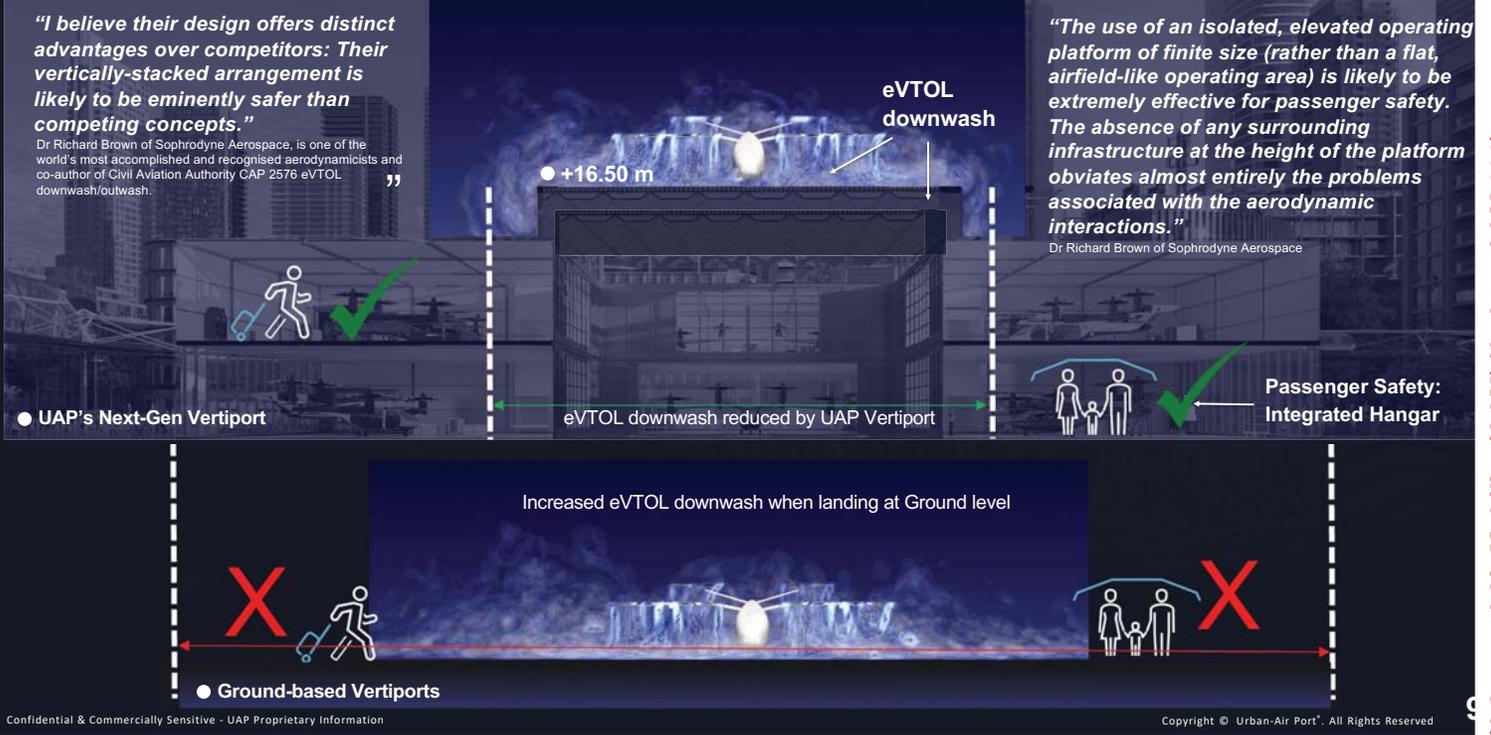
Reducing the Effect of eVTOL Downwash / Outwash = **safer** = **viable vertiport**

*"I believe their design offers distinct advantages over competitors: Their vertically-stacked arrangement is likely to be eminently safer than competing concepts."*

Dr Richard Brown of Sophrodyn Aerospace, is one of the world's most accomplished and recognised aerodynamicists and co-author of Civil Aviation Authority CAP 2576 eVTOL downwash/outwash.

*"The use of an isolated, elevated operating platform of finite size (rather than a flat, airfield-like operating area) is likely to be extremely effective for passenger safety. The absence of any surrounding infrastructure at the height of the platform obviates almost entirely the problems associated with the aerodynamic interactions."*

Dr Richard Brown of Sophrodyn Aerospace



## UAP's Vertiport Advantages

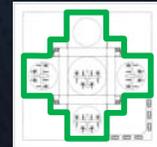
Addressing the key factors driving success >> **real estate is expensive**



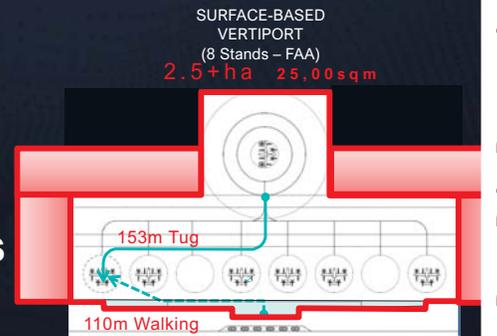
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UAP VERTIPORT  
(8 Hangars, stacked- FAA)  
0.35ha 3,500sqm



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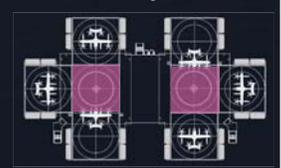
x4 Hangars



x8 Hangars



x12 Hangars



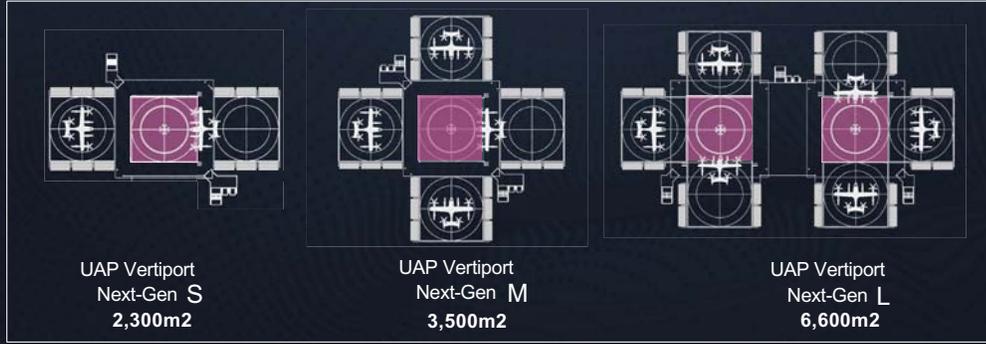
# UAP's Vertiport Advantages

Addressing the key factors driving success >> **real estate is expensive**

“The AAM Industry has suffered several setbacks in 2023: The race to certification and lack of funding has led to OEMs delaying their certification targets and misleading investors. Lack of infrastructure investment has stalled local authorities to address the challenge of public acceptance while regulatory bodies have safety concerns around eVTOL downwash. ”

These challenges and uncertainties call for infrastructure solutions that can scale-up in line with a maturing market and growing customer base.

Our vertiports can be accommodated on as little as 1,950 m2 (Next-Gen XS) and can increase in size in line with throughput and network expansion. Both CapEx and OpEx are carefully managed and vertiport sites can get ready for larger operations that come with high energy consumption.



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## Energy Ecosystem Charging & Onsite Energy Storage

Support Grid Supply with 2<sup>nd</sup> Life Aero Battery Energy Storage System



“eVTOL charging is likely to increase site load demand 6 to 7 times: Current feeders generally could accommodate a 2-3x increase. Insufficient for projected loads.”

Federal Aviation Authority (FAA) Webinar 'Advanced Air Mobility Infrastructure Update'



Use 2<sup>nd</sup> life aircraft batteries  
Sustainable  
Commercial benefits



On-site battery storage unit so any vertiport location has sufficient power



Energy storage + diagnostic  
Charger = turnkey energy solution



Commercial application across  
Multiple industries

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# BEST-IN-CLASS MANAGEMENT TEAM

Meet our highly experienced senior management team supplemented by a board of advisors with extensive industry expertise and experience.

## BOARD OF DIRECTORS

### BOARD OF DIRECTORS



**Gensler**  
**Foster + Partners**  
**ARUP**

**Ricky Sandhu**  
Founder and Executive Chairman

Ricky founded Urban-Air Port Ltd after a distinguished 20 year career in architecture, including 16 years as equity Partner with award-winning architecture & design practice Foster + Partners



**Rogers**  
**Stirk**  
**Harbour**  
**+ Partners**  
**Foster + Partners**  
**GRIMSHAW**

**Andrea Wu**  
Chief Executive Officer

Andrea has 20 years experience in Office, Education, Residential, Aviation, Transportation and Masterplanning architecture projects, including Foster + Partners, Rogers Stirk Harbour + Partners, Grimshaw and Wilkinson Eyre



**Adam Slepian**  
Board Director of Urban-Air Port

Adam is Chief Commercial Officer at Supernal. He leads Supernal's partnerships and business teams globally. Former role as a leader at McKinsey's Aerospace & Defense and at global Capital Projects & Infrastructure practices.

## 300+ TOTAL YEARS EXPERIENCE OF DELIVERING INFRASTRUCTURE

20 WORLD LEADING AIRPORTS | 10 RAILWAY STATIONS | 5 MOVING STRUCTURES | 13 MASTERPLANS | 1 VERTIPORT | 3 ENERGY SYSTEMS

AVIATION  
150+ YEARS

TECHNOLOGY & INNOVATION  
40+ YEARS

ADVANCED AIR MOBILITY  
30+ YEARS

TRANSPORT INFRASTRUCTURE  
40+ YEARS

URBAN PLANNING  
40+ YEARS



**Foster + Partners**  
**PASCALL**  
**+WATSON**

**Nick Chrispin**  
Head of Design & Technology



**Foster + Partners**

**Edson Yabiku**  
Head of Architecture & Construction



**VOLOCOPTER**  
**EASA**  
**DUBAI AIRPORTS**

**Velissarios Eleftheriou**  
Head of Regulatory Affairs



**KRESTON**  
**REEVES**

**Jerry Canny**  
Financial Controller



**pwc**

**Fiona Waters**  
Strategic Financial Advisor

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# LEADING DESIGN & CONSTRUCTION EXPERIENCE



**“We understand Cities, their transportation needs and how to best integrate these into complex, urban context. We have learnt from the Best!”**

Our Best-in-class team offers an exceptional level of experience in delivering complex, innovative infrastructure in urban locations incl. Heathrow, Beijing, New Doha Int. Airports, large-scale Infrastructure such as Slussen & Wembley Masterplans and Regeneration of Battersea Powerstation and Zero Carbon HS2 and 1<sup>st</sup> EV Charging Forecourt. This unique track record is second to none and has earned UAP the leading position amongst Vertiport competitors. UAP has been designing vertiports since 2017 for Airbus, Skyports, Volocopter, GKN, Supernal and Honda.

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# BOARD OF ADVISORS



## OEM & Aircraft Operations



**Sophie Robinson**  
**Head of Aircraft Operations**  
 VERTICAL THE HALO TRUST

Ex flying qualities manager at Vertical Aerospace, currently Head of Communications for The Halo Trust



**Janis Toepfer**  
**Head of Finance & Investments**  
 supernal McKinsey & Company

Currently leads the investment team at Supernal a part of Hyundai Motor Group, ex. leader in McKinsey's Aerospace & Defence practice



**Mathias Thomsen**  
**Head of OEM Partnerships**  
 AIRBUS

Ex GM at UBER Denmark, GM of Urban-Air-Mobility at AIRBUS, UAM Advisor to Kittyhawk on & Falck



**Angus Benson-Blair**  
**Head of Drone Operations & Chief Pilot**  
 ARMY FLYING PICTURES

18+ years' as officer in British Army, former chairman of ARPAS, leading UK heavy lift drone pilot and consultant

## Energy Systems



**Lawrence Blakeley**  
**Head of Energy Systems**  
 AIRBUS VERTICAL

20+ years in systems design and installation incl. HO Powertrain at Vertical Aerospace & 12+ years at Airbus Group, currently COO at H55



**Wayne Harrop**  
**Head of Disaster Emergency Management & Security**  
 Coventry University

Director at the Centre for Disaster Management, Coventry University and adviser to DEFRA



**Andy Whitworth**  
**Head of Engineering Systems**  
 SCX Special Projects

30+ years specialising in mechanical handling solutions and electrical control systems, ex. CEO and current Deputy Chair of SCX Special Projects

## Government & Policy



**Sunil Budheo**  
**Head of Planning**  
 Coventry City Council Nottingham City Council Leicester City Council

35+ years' experience in the Traffic, Transport and ITS Industry, Transport Innovation Manager at Coventry City Council ex. Nottingham City Council & Leicester City Council



**Huw Ross**  
**Head of Regulations & Airspace Management**  
 NATS to70

Ex. Managing Director of To70, 12 years at NATS including as Head of Engineering Standards

# BOARD OF ADVISORS



## Engineering & Construction



**Richard Matthews**  
**Head of Aerodrome Infrastructure**  
 ARUP

30+ years in Civil and Structural Engineering, leading the UKIMEA region for Arup



**Paul Hulme**  
**Head of Construction Management**  
 Severfield

35+ years in the structural steelwork industry incl. Olympic Stadium for London, Wimbledon Centre Court

## Airport Planning



**Mike Forster**  
**Head of Airport Partnerships**  
 britishaviationgroup BAA

Ex. Chairman of the British Aviation Group, Group Strategy Director at BAA



**Jeff Ashe**  
**Head of Aeronautical Systems**  
 ARUP BURO HAPPOLD

20+ years' experience as in Airport planning and commercial advisory

## Non-Aeronautical



**Keith Hunter**  
**Head of Non-Aeronautical Revenue**  
 QATAR AIRWAYS

25+ years' retail experience, ex SVP Qatar Airways Alpha Airports Group and Bourne Leisure Group and MEADFA board member



**Nick Goddard-Palmer**  
**Head of Hospitality**  
 QATAR AIRWAYS

25+ years' experience of retail and hospitality management, Ex Hamad International Airport, CEO of DDFIS at Indira Gandhi International airport, Cyprus airports



United Nations  
Climate Change



COP28 UAE

DUBAI 2023

THANK YOU

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Ricky Sandhu - Executive Chairman, Urban-Air Port | [ricky@urbanairport.com](mailto:ricky@urbanairport.com) | +44 (0) 7967 825 912

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