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County

REGULAR MEETING

TRANSPORTATION COMMITTEE

Thursday, October 4, 2018
10:00 AM

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

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

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Transportation Committee *Members – October 2018*

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 4. **Hon. Rusty Bailey**
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 15. **Hon. Emily Gabel-Luddy**
Burbank, AVCJPA
 16. **Hon. James Gazeley**
Lomita, District 39
-



TRANSPORTATION COMMITTEE AGENDA

- 17. Hon. Jeffrey Giba**
Moreno Valley, District 69
 - 18. Hon. Lena Gonzalez**
Long Beach, District 30
 - 19. Hon. Jack Hadjinian**
Montebello, SGVCOG
 - 20. Hon. Jan Harnik**
Palm Desert, RCTC
 - 21. Hon. Dave Harrington**
Aliso Viejo, OCCOG
 - 22. Hon. Carol Herrera**
Diamond Bar, District 37
 - 23. Hon. Steven Hofbauer**
Palmdale, District 43
 - 24. Hon. Jose Huizar**
Los Angeles, District 61
 - 25. Hon. Jim Hyatt**
Calimesa, District 3
 - 26. Hon. Mike Judge**
Simi Valley, VCTC
 - 27. Hon. Trish Kelley**
Mission Viejo, OCCOG
 - 28. Hon. Paul Krekorian**
Public Transit Rep
 - 29. Hon. Linda Krupa**
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 - 30. Hon. Randon Lane**
Murrieta, District 5
 - 31. Hon. Clint Lorimore**
Eastvale, District 4
 - 32. Hon. Steve Manos**
Lake Elsinore, District 63
 - 33. Hon. Ray Marquez**
Chino Hills, District 10
-



TRANSPORTATION COMMITTEE AGENDA

- 34. Hon. Larry McCallon**
Highland, SBCTA
 - 35. Hon. Marsha McLean**
Santa Clarita, District 67
 - 36. Hon. Dan Medina**
Gardena, District 28
 - 37. Hon. Barbara Messina**
Alhambra, District 34
 - 38. Hon. L. Michael**
Rancho Cucamonga, District 9
 - 39. Hon. Fred Minagar**
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 - 40. Hon. Carol Moore**
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 - 41. Hon. Kris Murray**
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 - 42. Hon. Ara Najarian**
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 - 45. Hon. Sam Pedroza**
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 - 46. Hon. Jim Predmore**
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 - 48. Hon. Teresa RealSebastian**
Monterey Park, SGVCOG
 - 49. Hon. Dwight Robinson**
Lake Forest, OCCOG
 - 50. Hon. Crystal Ruiz**
San Jacinto, WRCOG
-



TRANSPORTATION COMMITTEE AGENDA

- 51. Hon. Ali Saleh**
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 - 52. Hon. Damon Sandoval**
Morongo Band of Mission Indians

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

 - 54. Hon. Thomas Small**
Culver City, WSCCOG

 - 55. Hon. Barb Stanton**
Town of Apple Valley, District 65

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

 - 57. Hon. Jess Talamantes**
Burbank, District 42

 - 58. Hon. Brent Tercero**
Pico Rivera, GCCOG

 - 59. Hon. Alan Wapner**
SBCTA

 - 60. Hon. Alicia Weintraub**
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 - 61. Hon. Michael Wilson**
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-



TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, California 90017
Thursday, October 4, 2018
10:00 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Curt Hagman, Chair)*

PUBLIC COMMENT PERIOD

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

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION/DISCUSSION ITEMS

ITEM 1 (Page 8) - Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study

(Steve Fox, Senior Regional Planner, SCAG)

RECOMMENDED ACTION:

Receive the study findings and direct staff to finalize the report and transmit the Final Report to L.A. Metro and SBCTA.

CONSENT CALENDAR

Approval Items

ITEM 2 (Page 56) - Minutes of the Meeting - September 6, 2018

Receive and File

ITEM 3 (Page 63) - Future Communities Pilot Program Update

ITEM 4 (Page 72) - Environmental Justice Working Group Update

ITEM 5 (Page 92) - Notification to HCD & Caltrans of Estimated RTP Adoption Date

ITEM 6 (Page 96) High Quality Transit Area (HQTA) Pilot Program

ITEM 7 (Page 98) - APA California Recognizes Outstanding Planning in SCAG Region

ITEM 8 (Page 100) - Go Human Campaign Update



TRANSPORTATION COMMITTEE AGENDA

ITEM 9 (Page 103) - Highlights from 29th Annual Demographic Workshop -
June 11, 2018

INFORMATION ITEMS

ITEM 10 (Page 125) - Customer-Based Ridesharing and Transit Interconnectivity Study 20 Mins.

(Heather Menninger, Principal, AMMA Transit Planning)

ITEM 11 (Page 146) - Goods Movement Border Crossing - Study Phase II/Industrial Warehousing Study Revised Releases 10 Mins.

(Mike Jones, Senior Regional Planner, SCAG)

ITEM 12 - (Page 149) I-105 Corridor Sustainability Study Status Report 15 Mins.

(Naresh Amatya, Manager of Transportation, SCAG; and Gary Hamrick, Cambridge Systematics)

CHAIR'S REPORT

(The Honorable Curt Hagman, Chair)

METROLINK REPORT

(The Honorable Art Brown)

STAFF REPORT

(John Asuncion, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 4, 2018

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study

RECOMMENDED ACTION:

Receive the study findings and direct staff to finalize the report and transmit the Final Report to L.A. Metro and SBCTA.

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:

This report updates TC members on the Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study (Inter-County Study). The technical analysis has been completed, and is ready to be forwarded to Metro and SBCTA. As the implementing agencies in their respective counties, Metro and SBCTA have the discretion to advance further planning and project development.

BACKGROUND:

The Inter-County Study focuses on the transportation corridor that connects the eastern San Gabriel Valley in Los Angeles County with the western San Bernardino Valley in San Bernardino County, and includes the Metro Gold Line Foothill Extension, the Metrolink San Bernardino and Riverside Lines, and current and future HOV/Express Lanes on the I-10 San Bernardino Freeway. The Inter-County Study area includes portions of the cities of Claremont, La Verne, Montclair, Ontario, Pomona, Rancho Cucamonga and Upland.

A number of significant transportation improvements are under construction or are being considered in this corridor, including the Metro Gold Line extensions to Montclair and Ontario International Airport (ONT), improvements in speed and service to the Metrolink San Bernardino Line and new HOV/Express Lanes on the I-10 San Bernardino Freeway that will result in continuous HOV/Express Lanes from downtown Los Angeles to Redlands allowing for additional express bus services. The Inter-County Study's main objectives include:

- determining the current and future transit and rail travel markets in the corridor, including intra- and inter-county travel and travel to and from ONT;

- estimating potential ridership, and the current and future transportation and economic benefits and costs associated with different transit and rail improvement options for the corridor; and
- recommending the optimum mix and service levels of the different transportation modes for cost-effective transit and rail improvements, with a focus on coordination and connectivity that best serves the transportation needs of the residents, workers, and businesses in the Inter-County Study corridor.

There was significant community outreach for the Inter-County Study including public open houses, an on-line survey, and meetings with stakeholder groups for feedback. In addition, two formal committees were convened for the Inter-County Study: 1) a Technical Working Group (TWG) comprised of representatives from transit operators and councils of governments in the Inter-County Study corridor, and 2) a Stakeholder Review Committee (SRC) comprised of representatives from each city in the corridor, transportation agencies, as well as the TWG members. The purpose of the TWG was to review and provide input on technical assumptions and methodology, and the purpose of the SRC was to represent the various perspectives of the communities and stakeholders in the corridor, advise the project team, and serve as a sounding board throughout the Inter-County Study process.

Study Alternatives

In March and June of 2017, SCAG staff briefed the TC on findings of the Inter-County Study's travel market analysis and phase one screening results, respectively. The phase one screening resulted in six recommended build alternatives. The phase two screening of the build alternatives included ridership forecasting, a facility and capacity analysis, and a cost/benefit analysis. The six alternatives are:

1. No-Build Alternative

The No Build Alternative includes the Gold Line extension to Montclair, the West Valley Connector bus rapid transit (BRT) operating with existing infrastructure and planned 3.5-mile bus lane alignments within the city of Ontario, and all projects in the 2016 SCAG RTP/SCS Financially Constrained Plan, except major transit projects in the study area, which will be tested in the build alternatives.

2. Transportation Systems Management (TSM) Alternative

The TSM Alternative improves existing bus and rail service in the Inter-County Study area by improving the frequency on many existing bus routes and on the Metrolink Riverside and San

Bernardino Lines. It also includes extending some existing routes to better connect with transit and major activity centers.

3. Light Rail Alternative

The Light Rail Alternative includes the Gold Line, BRT service and mobility hubs. This alternative would:

- extend the Gold Line from Montclair to Ontario International Airport (ONT) (connection to ONT was evaluated along two representative alignments: via Cucamonga Creek, and via an arterial connection down to the Holt Corridor);
- implement rail service to Cal Poly Pomona as an optional alternative;
- convert the West Valley Connector from BRT to light rail along Holt Ave. between downtown Pomona and ONT; and
- implement mobility hubs that provide bike share, car share, shuttle services and on-demand services at key activity centers that include ONT, Ontario Mills, Pomona Transit Center, Rancho Cucamonga Civic Center, Rancho Cucamonga Metrolink Station, Montclair Metrolink Station, and Chaffey College.

4. Commuter Rail Alternative

The Commuter Rail Alternative includes Metrolink, hybrid rail, BRT and mobility hubs. Hybrid rail is the technology to be used for the planned Arrow service to Redlands. This alternative would:

- increase service on the Metrolink San Bernardino Line and provide a direct connection to ONT;
- reroute the Metrolink Riverside Line to connect to a new multi-modal transit center at the north side of ONT;
- provide the ability for Metrolink trains to cross between the San Bernardino and Riverside Lines;
- provide express service from Los Angeles Union Station to ONT;
- implement hybrid rail service along the Metrolink San Bernardino Line to improve and enhance rail service along this corridor, and extend hybrid rail service to ONT and west to Industry; and
- implement mobility hubs (same locations as above).

5. Hybrid Rail Alternative

The Hybrid Rail Alternative includes hybrid rail, BRT and mobility hubs. This alternative would:

- implement hybrid rail along the San Bernardino Line to improve and enhance rail service along this corridor, and connect to ONT from either Deer Creek or Cucamonga Creek;
- implement hybrid rail to Cal Poly Pomona as an optional alternative via existing Union Pacific Alhambra Subdivision tracks; and

- implement mobility hubs (same locations as above).

6. BRT/Express Bus Alternative

The BRT/Express Bus Alternative includes express bus, BRT and mobility hubs. This alternative would:

- provide access to ONT via West Valley Connector service;
- implement shuttle service between Montclair Station and ONT;
- implement a new service pattern for Omnitrans Express Line 290 to connect with ONT;
- implement a Haven Ave. BRT between Chaffey College and Edison Ave. in the city of Chino; and
- implement mobility hubs (same locations as above).

Study Findings

The Inter-County Study provides a comparative evaluation of a wide range of modes and service levels including light rail, commuter rail, hybrid rail, express bus and bus rapid transit (BRT) in the corridor. The evaluation involves a large number of performance criteria which are summarized in the attached Executive Summary and detailed in the Final Report, which is available at: <http://bit.ly/2QsVWHT>.

The phase two screening concluded that all of the alternatives as a whole meet the goals of the study to varying degrees, and therefore have merit for being considered for additional analysis by the implementing agencies. It is important to note that the build alternatives in this study are broadly defined, with multiple project components, and are financially unconstrained. Additional detail beyond the scope of this study is required concerning engineering, cost estimation, community and environmental impacts, project ridership, funding sources, and relative benefits to local communities, before any specific project within the build alternatives can be identified as a locally preferred alternative.

FISCAL IMPACT:

Staff work related to this project is included in the FY19 OWP under Work Element No. 140.SCG00121.06 - L.A.-San Bernardino Inter-County Connectivity Study.

ATTACHMENT(S):

1. Inter-County Study Executive Summary
2. PowerPoint Presentation - Inter-County Study

Executive Summary

The Southern California Association of Governments (SCAG), in cooperation with the San Bernardino County Transportation Authority (SBCTA) and the Los Angeles County Metropolitan Transportation Authority (LA Metro), has conducted the Inter-County Transit and Rail Connectivity Study to develop a multimodal corridor improvement plan in collaboration with stakeholders, agencies and the public that evaluates transit and rail service for this inter-county corridor connecting the eastern San Gabriel Valley in Los Angeles County with the western San Bernardino Valley in San Bernardino County, as well as connections to Ontario International Airport (ONT).

In the recent decades, a number of significant transportation improvements have been or are currently being planned in this corridor. While each of these projects seeks to improve accessibility and mobility within and between Los Angeles and San Bernardino Counties, concurrent planning for individual projects may also result in the potential for duplicative service and missed opportunities for efficiencies and coordination. Therefore, this study aims to:

- Assess the market for transit and rail travel in the corridor, including the geographic distribution of origins for employee and passenger trips to ONT,
- Estimate potential ridership, benefits, and capital/operating costs associated with transit and rail alternatives in the corridor,
- Recommend a path forward for cost-effective transit and rail service to best serve communities along the corridor and to/from ONT, with a focus on coordinating plans for Gold Line, Metrolink, and transit access to ONT.

The study area of this project consists of several cities in both counties (La Verne, Pomona, Claremont, Montclair, Upland, Ontario and Rancho Cucamonga). Travel market analysis conducted for this study found a strong inter-county pattern for commuting trips, as well as notable poly-centric travel patterns within the study area. The ability to move quickly and efficiently in the study area and to connect to destinations outside the study area is constrained by a mismatch between the existing east-west fixed transportation infrastructure (freeways and rail). While the fixed transportation infrastructure in the study area provides modal options for through trips and for trips from the study area to the west, infrastructure constraints and operational considerations limit the share of trips that can be well served by transit, particularly those between the study area and locations to the east.

To identify the best solutions for the mobility problem in the study area, an initial set of 38 build alternatives were developed based on recently completed studies and stakeholder input, and included the major relevant projects in this study area regardless of their funding or planning status. These first build alternatives were refined by the travel market analysis results, community comments from public open houses, and inputs received from the Technical Working Group (TWG, composed of representatives from SCAG, SBCTA, San Gabriel Valley Council of Governments (SGVCOG), Metro, Metrolink, Omnitrans, Caltrans, and Foothill Transit) and Stakeholder Review Committee (SRC, composed of all TWG members as well as representatives from the City of Pomona, City of Claremont, City of Montclair, City of Upland, City of Ontario, City of La Verne, City of Rancho Cucamonga, and Foothill Gold Line Construction Authority) created for the study. An initial screening was conducted to identify the four best service combinations for light rail, commuter rail, hybrid rail and rapid bus, respectively. The four interim build alternatives were further detailed and refined to incorporate additional information and assumption as the Facility & Capacity Analysis,

Ridership Forecasting, Cost Estimating, and Benefit-Cost and Economic Impact Analysis progressed. A Final Screening was then conducted to synthesize the results of these technical analyses into findings related to the comparative performance of the final alternative(s) for the study corridor. The finalized alternatives for this study are:

- **No Build Alternative (NB Alt.):** Includes the Gold Line extension to Montclair, the West Valley Connector (WVC) operating with existing infrastructure and planned 3.5-mile bus lane alignments within Ontario (dedicated lane segments extend from Holt/Benson to Holt/San Antonio and from Holt/Euclid to Holt/Vineyard), and everything in the 2016 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Financially Constrained Plan, except Metrolink service improvements, BRT on Haven Avenue, BRT on Euclid Avenue, rail/bus to ONT, and transit projects in the study area. (See **Figure 1**)
- **Transportation Systems Management Alternative (TSM Alt.):** Increases Commuter Rail, BRT, and Municipal Bus operations, and double tracking projects along the Metrolink San Bernardino Line to accommodate the service enhancements. Includes the same double-tracking segments as in the Commuter Rail Phase 2 Alternative. Includes WVC BRT Phase 2 and a Montclair-ONT bus shuttle service. (See **Figure 2**)
- **Local/Regional Light Rail Alternative (LRT Alt.) Arterial Option:** LRT extension of the Metro Gold Line to ONT along an arterial alignment and conversion of the West Valley Connector BRT Phase 1 to LRT along Holt Avenue and Holt Boulevard (Holt Corridor) between downtown Pomona and ONT. Indian Hill Boulevard and the Holt Corridor were chosen as representative street-running alignments for technical analyses purposes only. The actual alignment selection requires further study to evaluate connecting LRT between the Holt Corridor, Metro Gold Line, Metrolink, and ONT. This alternative includes seven Mobility Hubs (including ONT, Ontario Mills, Pomona Transit Center, Rancho Cucamonga Civic Center, Rancho Cucamonga Metrolink Station, Montclair Metrolink Station, and Chaffey College) that are integrated with bike share, car share, shuttle service, and on-demand services. This alternative also includes LRT to Cal Poly Pomona as an optional connection. (See **Figure 3**)
- **Local/Regional Light Rail Alternative (LRT Alt.) Cucamonga Creek Option:** LRT extension of the Metro Gold Line to ONT along the Metrolink San Bernardino ROW east of Montclair and running adjacent to Cucamonga Creek and conversion of the West Valley Connector BRT Phase 1 to LRT along Holt Avenue and Holt Boulevard (Holt Corridor) between Downtown Pomona and ONT. The segment adjacent to Cucamonga Creek was chosen as a representative off-street alignment for technical analyses purposes only. The actual alignment selection requires further study to evaluate connecting LRT between the Holt Corridor, Metro Gold Line, Metrolink, and ONT. This alternative includes seven Mobility Hubs as described above. This alternative also includes LRT to Cal Poly Pomona as an optional connection. (See **Figure 4**)
- **Commuter Rail Alternative (Commuter Rail Alt.) Phase 1:** Increased commuter rail service on the Metrolink San Bernardino Line, double-tracking projects along the San Bernardino Line to accommodate the service increases, a commuter rail shuttle connecting Rancho Cucamonga to ONT, a new commuter rail line connecting downtown Ontario to the University of Redlands, and a new station on the Metrolink Riverside Line in Downtown Ontario. This alternative includes seven Mobility Hubs as described above. (See **Figure 5**)
- **Commuter Rail Alternative (Commuter Rail Alt.) Phase 2:** All projects in the Commuter Rail Alternative Phase 1, additional service enhancements to the Metrolink San Bernardino Line, converting a portion of the existing Metrolink commuter rail to hybrid rail service, additional double-tracking projects to accommodate the service enhancements, a spur off the San Bernardino Line to connect to ONT, an extension of the Ontario-Redlands line west to the City of Industry, and a re-routing of the Metrolink Riverside Line via ONT. This alternative includes seven Mobility Hubs as described above. (See **Figure 6**)

- **Local/Regional Hybrid Rail Alternative (Hybrid Rail Alt.)¹:** Hybrid rail service added to the existing Metrolink San Bernardino Line, double-tracking projects to accommodate the service enhancements (the same double-tracking segments as in the Commuter Rail Alternative Phase 2), and a spur off the San Bernardino Line to connect to ONT. This alternative also includes Hybrid Rail to Cal Poly Pomona as an optional connection. This alternative includes seven Mobility Hubs as described above. (See **Figure 7**)
- **Bus Rapid Transit/Express Bus Alternative (BRT Alt.):** New express bus shuttle service between Montclair Gold Line station and ONT, rerouted OmniTrans express service between Montclair Gold Line station and Downtown San Bernardino connecting ONT, and new Haven Avenue BRT between Chaffey College and Edison Avenue. This alternative includes seven Mobility Hubs as described above. (See **Figure 8**)

¹ Following the completion of the facility and capacity analysis for this study, SBCTA and L.A. Metro completed a Metrolink San Bernardino Line Hybrid Rail Study. This Hybrid Rail Study further refines the concept of using hybrid rail on Metrolink tracks, similar to the Hybrid Rail Alternative evaluated in this study. The capacity analysis included in the Hybrid Rail study may be useful as a reference to this study, but the findings of the two reports are not comparable. The SCAG study includes the double tracking segments from Metrolink's SCORE proposal, which are necessary to accommodate the proposed 15-minute headways service plan in the Hybrid Rail Alternative. The Hybrid Rail Study makes different assumptions about service levels and double tracking needs for 30-minute headways than what is assumed in this study. The Metro/SBCTA Hybrid Rail Study results were not available in time to inform the analysis conducted for the SCAG study. More detailed information is available in Agenda Item 14 of the SBCTA Board of Directors meeting of June 6, 2018, available at: <http://www.gosbcta.com/about-sbcta/agendas/2018/06-18-board.pdf>

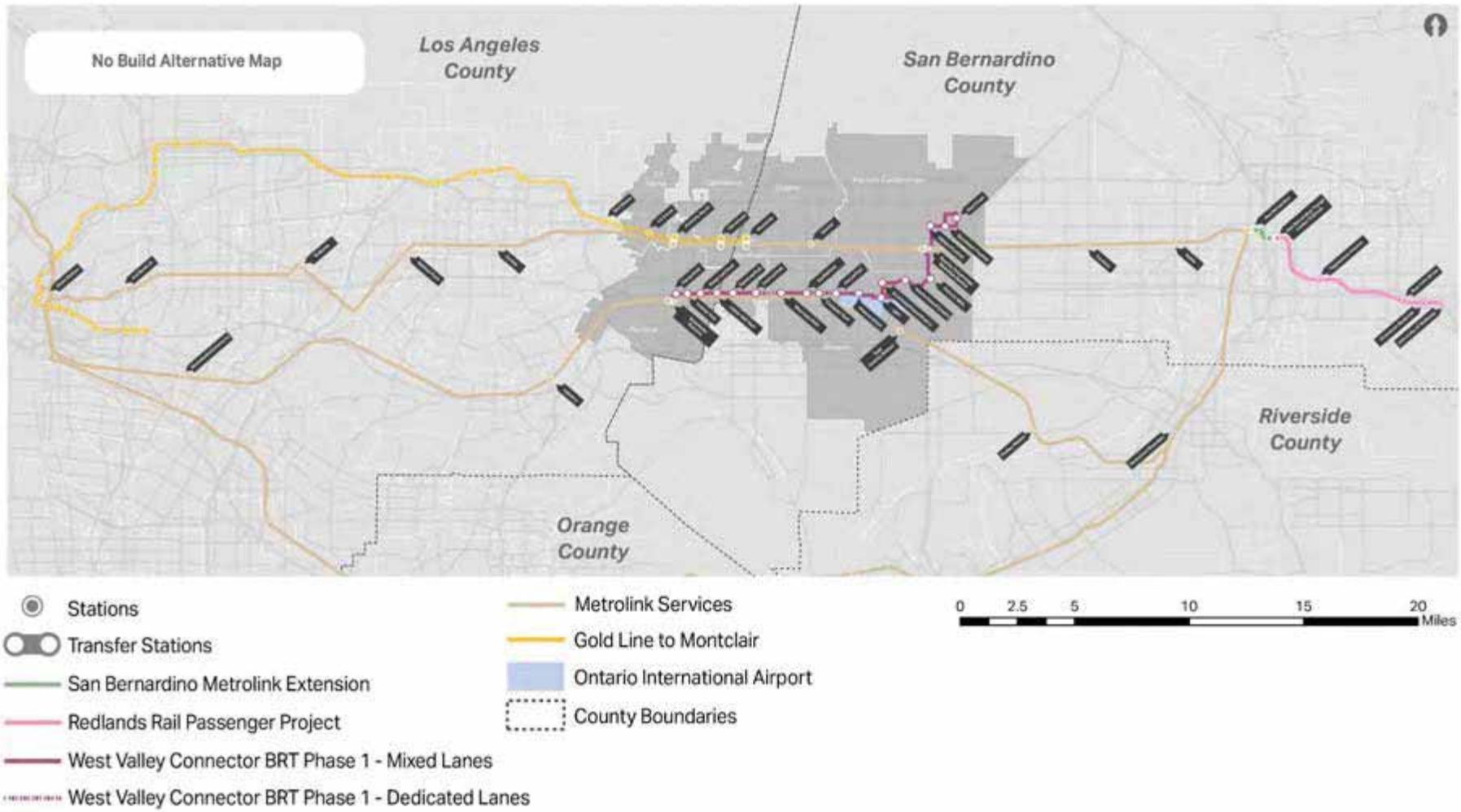


Figure 1 No Build Alternative

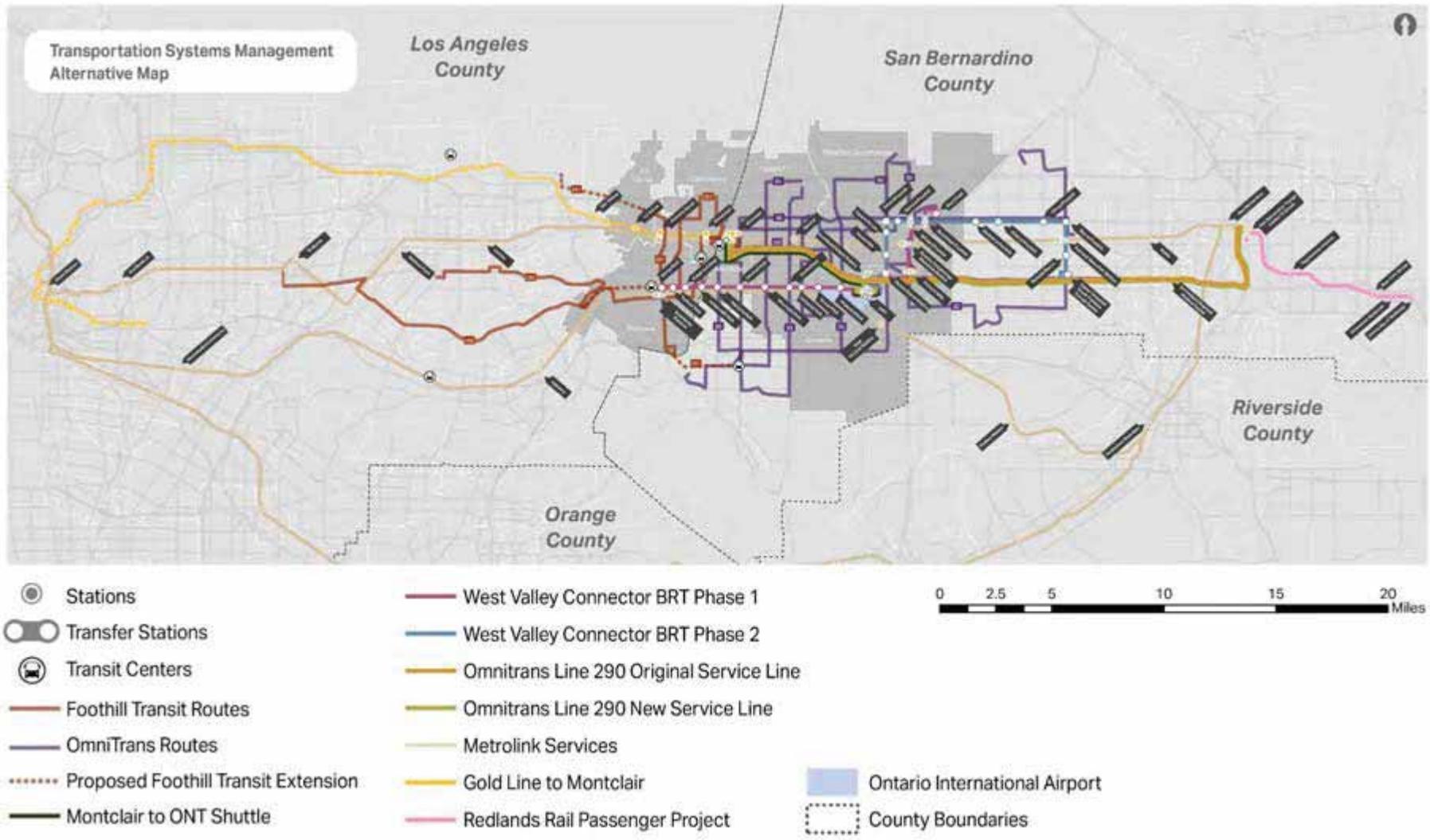


Figure 2 TSM Alternative

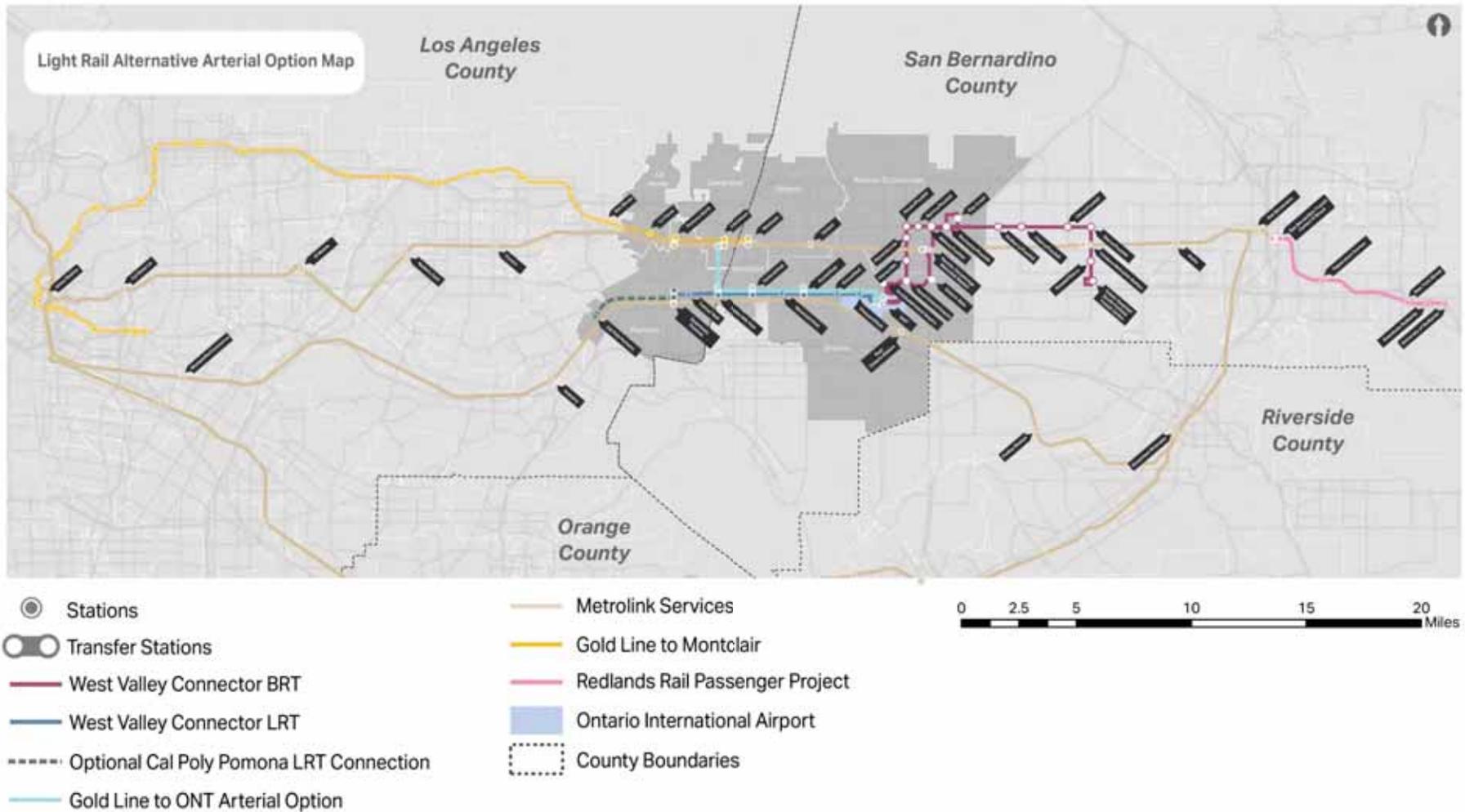


Figure 3 LRT Alternative Arterial Option²

² Indian Hill Boulevard and Holt Boulevard were assumed as example street-running alignments for technical analyses purposes only; the actual alignment selection requires further study.

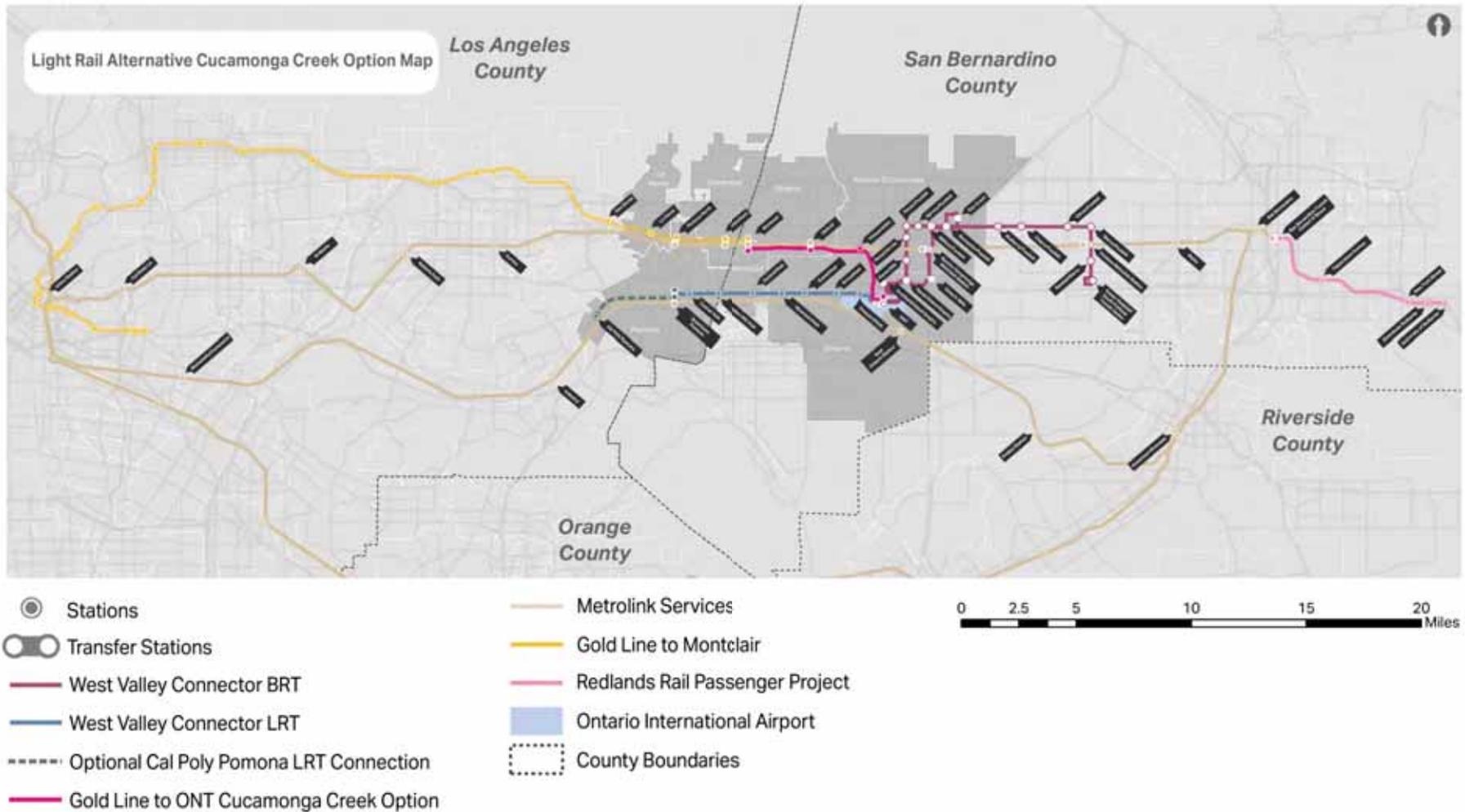


Figure 4 LRT Alternative Cucamonga Creek Option³

³ Cucamonga Creek was assumed as an example off-street alignment for technical analyses purposes only; the actual alignment selection requires further study.

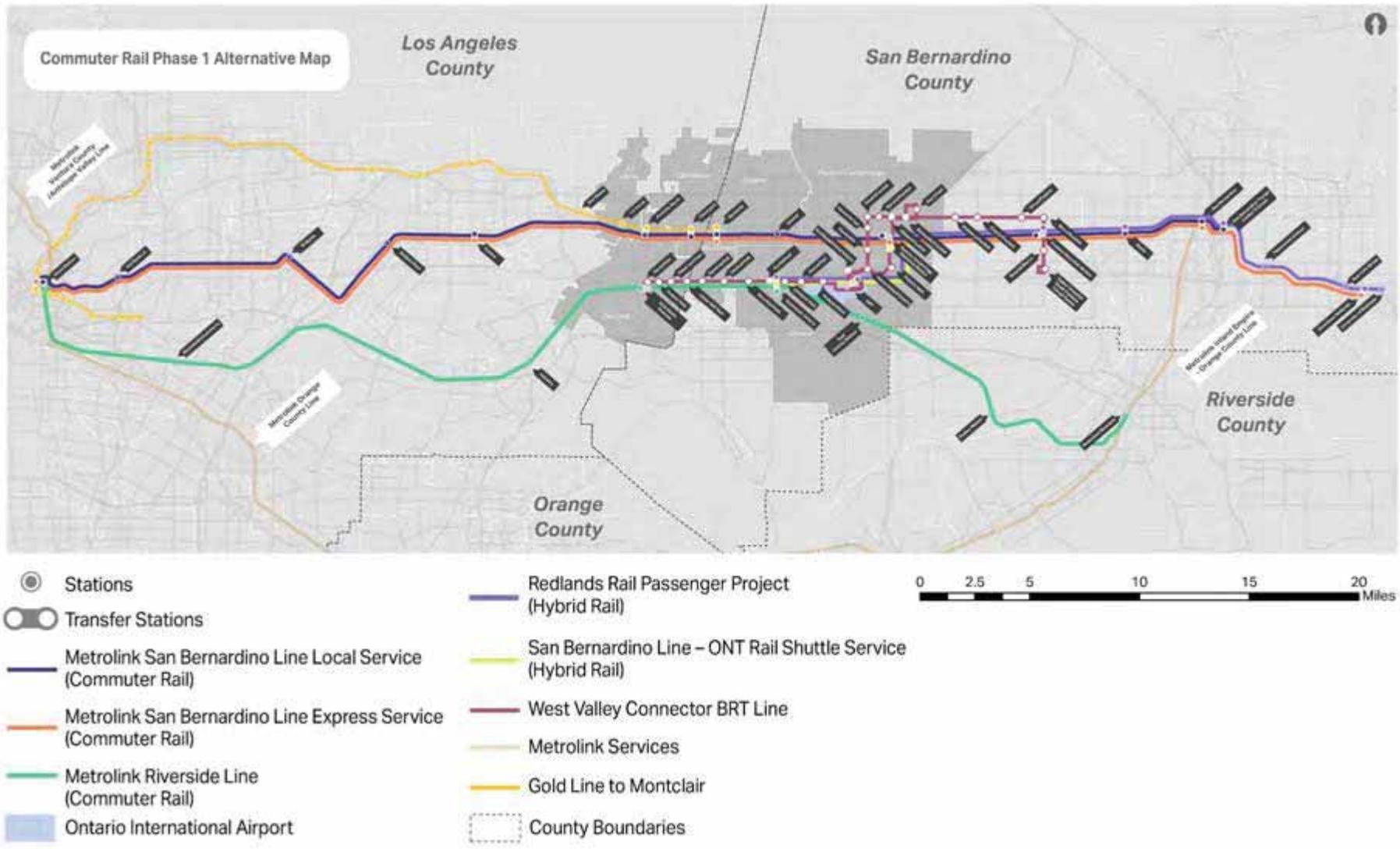


Figure 5 Commuter Rail Alternative Phase 1

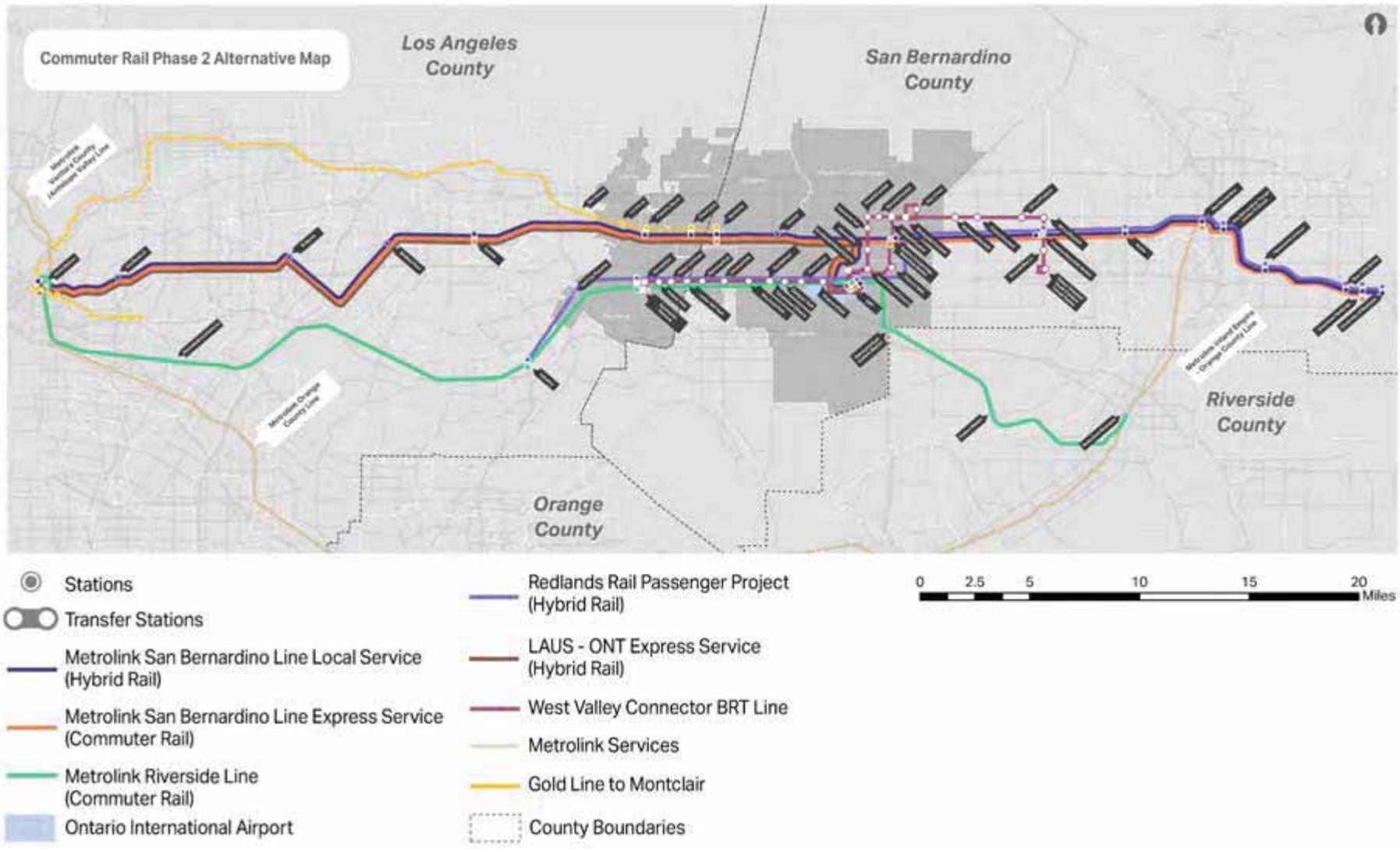


Figure 6 Commuter Rail Alternative Phase 2

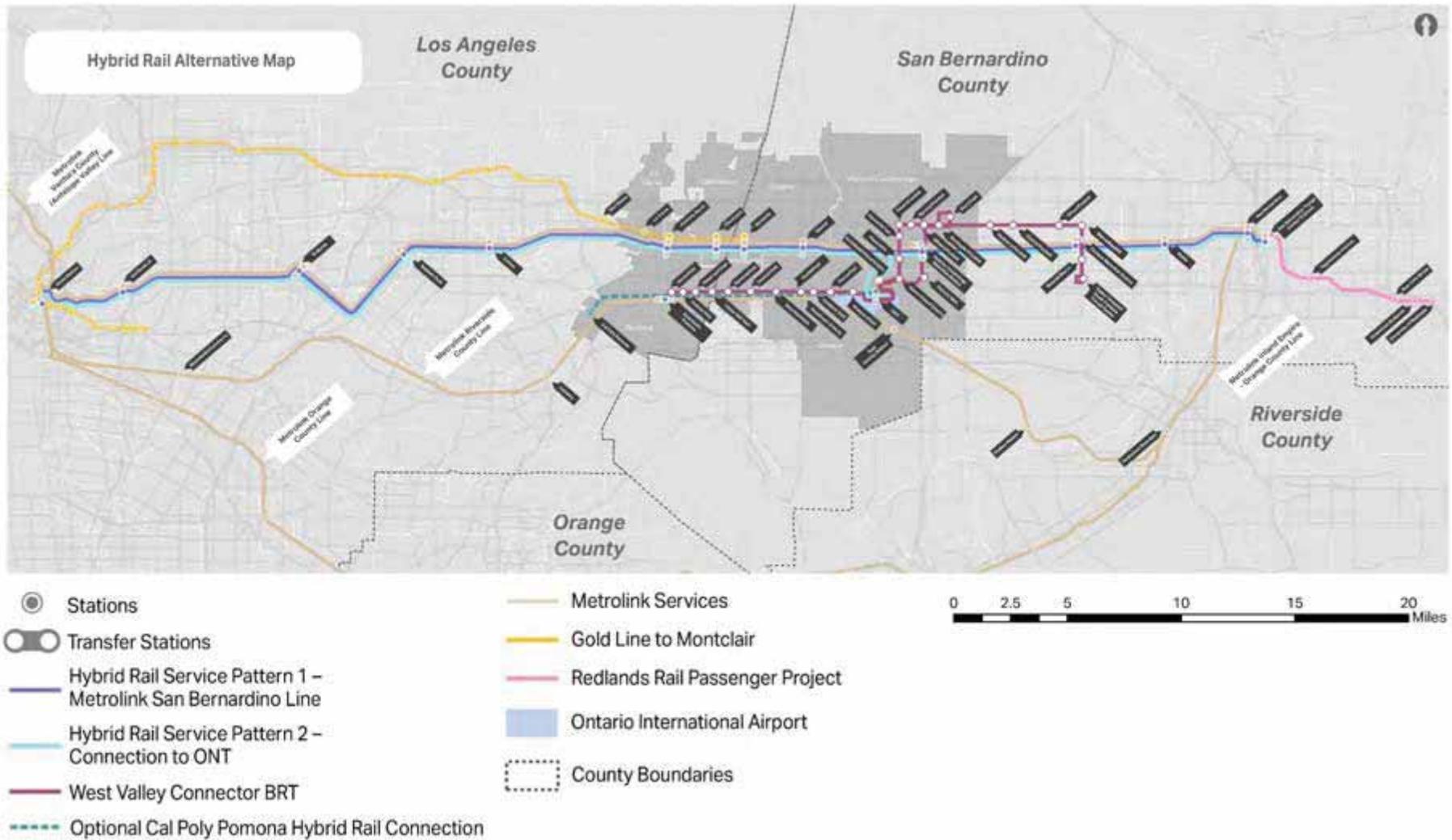


Figure 7 Hybrid Rail Alternative

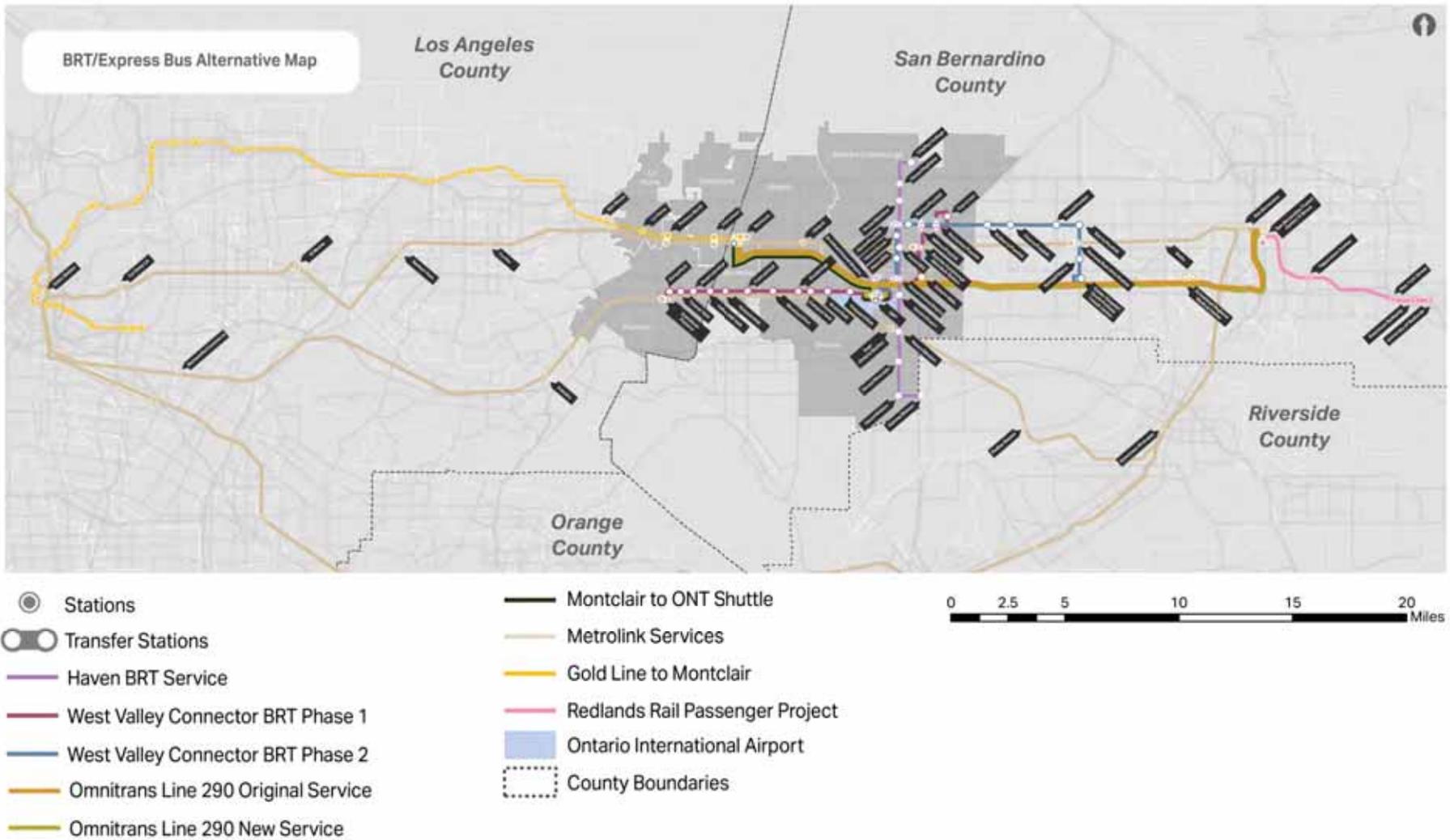


Figure 8 BRT/Express Bus Alternative

A series of technical analyses were conducted to support the screening and evaluation of the alternatives:

- **Facility and Capacity Analysis** measured the infrastructure facility impacts related to existing properties, traffic conditions, and the environment, as well as the ability for the existing and planned infrastructure to accommodate the proposed service improvements.
- **Ridership Forecasting** analyzed weekday travel demand and ridership for each alternative through metrics including daily boardings, new riders, vehicle miles of travel (VMT) reduction, trips on project, and user benefits (total travel time savings).
- **Cost Estimating** provided capital cost estimate and operations and maintenance (O&M) cost estimates.
- **Benefit-Cost Analysis** estimated travel time and cost savings, safety, and emissions over a 20-year period.
- **Economic Impacts Analysis** analyzed each alternative's impacts on economic factors, including impact to construction and O&M jobs, tax revenue, labor market accessibility, and housing affordability.

A high-level summary of the key performance metrics from the technical analyses performed are presented in **Table 1** below. The study concluded that all alternatives meet the goals of the study to varying degrees, and have merit for being carried forward into further analysis. **Table 2** provides an overview of the strengths and weaknesses of the alternatives.

The technical analysis is complex and was conducted at the planning level, meaning that much additional detail will be required on engineering, cost estimation, community and environmental impacts, ridership, funding sources, and relative benefits to local communities before any locally preferred alternatives and funding strategies can be identified. The alternatives analyzed in this study are broadly defined and financially unconstrained, and of a magnitude that neither county can currently afford. The relative benefits that may accrue from individual projects or project components and/or to the various communities in the corridor have not been quantified, nor have agency funding responsibilities been discussed.

It is not the intent of this study to recommend a preferred transit/rail alternative, nor is there sufficient information in this planning-level effort to do so. The recommended path forward is to transmit the study findings to the county transportation commissions for Los Angeles and San Bernardino Counties: Metro and SBCTA to determine next steps. It is intended that the information from this report will be useful in narrowing down the alternatives for more detailed studies in the future.

As the implementing agency in their respective county, Metro and SBCTA have the discretion to conduct further studies to determine a financially feasible alternative and to consider additional factors such as county-level funding constraints and benefits of the expanded service to county constituents, among others. Statements about funding and project delivery expectations should be directed to Metro and SBCTA.

Table 1 Summary of Key Performance Metrics by Alternative

Technical Analysis	Metric	NB	TSM	LRT Arterial	LRT Cucamonga Creek	Commuter Rail Phase 1	Commuter Rail Phase 2	Hybrid Rail	BRT/Express Bus
Ridership Forecasting	Regional Daily Ridership	765,993	785,645	833,251	849,692	792,281	798,723	785,225	780,987
	New Riders	0	6,884	33,565	42,902	15,202	17,132	11,530	7,822
	Weekday VMT Reduction (Miles)	0	-171,808	-1,061,222	-1,472,311	-629,696	-617,183	-392,549	-154,888
	Travel Time Savings (Hours)	0	8,606	32,801	37,612	13,104	14,227	10,684	7,271
	Boardings at ONT	700	2,100	12,800	20,100	1,600	8,200	1,500	1,100
	Air Passenger Boardings	100	200	800	1,700	300	1,500	400	300
Cost Estimating	Capital Cost (Avg) (2017\$ Millions)	N/A	\$ 1,719	\$ 2,033	\$ 2,904	\$ 1,469	\$ 3,812	\$ 2,465	\$ 274
	Annual O&M Cost (Avg) (2017\$ Millions)	N/A	\$ 71	\$ 89	\$ 44	\$ 122	\$ 111	\$ 91	\$ 19
	Capital Cost/New Rider (Avg) (\$2017 Millions)	N/A	\$ 249,679	\$ 60,580	\$ 67,686	\$ 96,647	\$ 222,521	\$ 213,794	\$ 35,044
	Annual Replacement Value (\$2017 Millions)	N/A	\$ 26	\$ 40	\$ 54	\$ 25	\$ 46	\$ 28	\$ 6
Benefit-Cost Analysis	Travel Cost Savings (\$2017 Millions)	N/A	\$ 61	\$ 918	\$ 1,294	\$ 345	\$ 277	\$ 180	\$ 95
	Emissions Avoided (\$2017 Millions)	N/A	\$ 14	\$ 87	\$ 121	\$ 52	\$ 51	\$ 32	\$ 13
	Residual Value (\$2017 Millions)	N/A	\$ 265	\$ 271	\$ 403	\$ 208	\$ 565	\$ 377	\$ 36
	Benefit-Cost Ratio (3%)	N/A	0.3	2.3	2.4	0.9	0.5	0.5	1.9
	Construction Job Impacts (\$2017 Millions)	N/A	\$ 808	\$ 1,284	\$ 1,935	\$ 623	\$ 1,970	\$ 1,347	\$ 175
	O&M Job Impacts (\$2017 Millions)	N/A	\$ 60	\$ 76	\$ 38	\$ 103	\$ 92	\$ 77	\$ 16
	Annual Housing & Commuting Savings per Household (\$2017)	N/A	\$ 7	\$ 61	\$ 98	\$ (2)	\$ (6)	\$ 4	\$ 1
Facility & Capacity Analysis	ROW Impacts (Acres)	N/A	121	34	50	89	240	136	3
	Intersection Impacts (Number of Crossings)	N/A	63	93	80	12	72	65	0
	Rail Adjacent to Residential Uses (Miles)	N/A	31	4	5	56	89	33	0
	Track Capacity Concerns (Y - Yes, N - No)	N/A	Y (Single Track Segments)	N	N	Y (Single Track Segments / Alhambra Subdivision)	Y (Single Track Segments/ Alhambra Subdivision)	Y (Single Track Segments)	N

Table 2 Summary of Strengths and Weaknesses

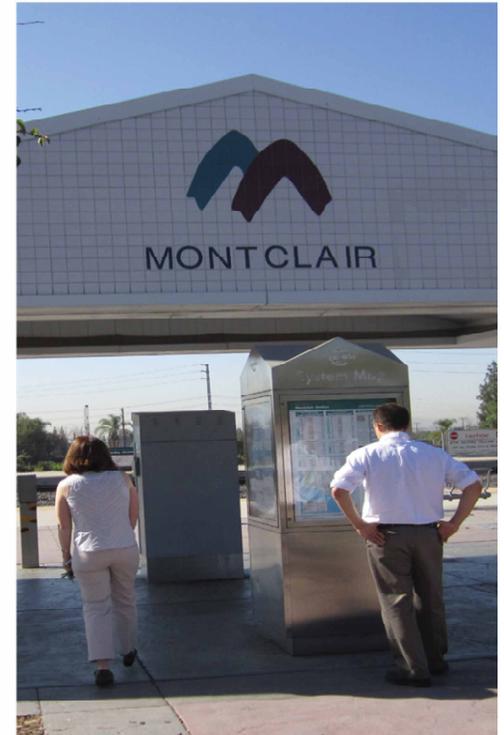
	TSM	LRT Arterial	LRT Cucamonga Creek	Commuter Rail Phase 1	Commuter Rail Phase 2	Hybrid Rail	BRT/Express Bus ⁴
Strengths	<ul style="list-style-type: none"> • Relatively Low Capital Cost (<\$2B) • Relatively lower cost per trip • High incremental job accessibility 	<ul style="list-style-type: none"> • Relatively lower cost per trip • High Benefit-Cost Ratio • High Ridership • High Travel Time Savings • Large VMT/GHG Reduction • Low ROW Impacts • Strong TOD/TOC Potential 	<ul style="list-style-type: none"> • Highest Ridership • High Benefit-Cost Ratio • High Travel Time Savings • Large VMT/GHG Reduction • Strong TOD/TOC Potential • High Accident Avoidance 	<ul style="list-style-type: none"> • Lowest Capital Cost for Rail (<\$1.5B) • Lowest cost per trip for Rail • Fast intercounty commute • Relatively large VMT/GHG Reduction • High incremental job accessibility 	<ul style="list-style-type: none"> • Fast commute time LA-ONT • Double the Ridership of Commuter Phase 1 • Relatively large VMT/GHG Reduction • High incremental job accessibility • High residual benefits 	<ul style="list-style-type: none"> • Fast commute time LA-ONT • Lower cost per trip than LRT Cucamonga and Commuter Rail Phase 2 • Lower O&M Cost than Commuter Rail • High incremental job accessibility 	<ul style="list-style-type: none"> • Lowest Capital Cost (<\$300M) • Lowest cost per trip • High Benefit-Cost Ratio • Low ROW Impacts • Enhances 1st/last mile connectivity
Weaknesses	<ul style="list-style-type: none"> • Limited Benefit-Cost Ratio • Large Capital Cost for Double Tracking • Relatively Low Ridership • Limited VMT/GHG Reduction • Large ROW Impacts • Limited Travel Time Savings 	<ul style="list-style-type: none"> • High Capital Cost (>\$2B) • Relatively limited incremental job accessibility 	<ul style="list-style-type: none"> • High Capital Cost (>\$2.5B) • Relatively higher cost per trip • Relatively limited incremental job accessibility 	<ul style="list-style-type: none"> • Relatively Limited Ridership • High O&M Cost • Capacity issue: SB Single track segments cannot accommodate service headways 	<ul style="list-style-type: none"> • Highest Capital Cost (>\$3.5B) • Highest cost per trip • Limited Benefit-Cost Ratio • Large ROW Impacts • Capacity issue: SB single track segments cannot accommodate proposed service headways 	<ul style="list-style-type: none"> • High Capital Cost (>\$2.5B) (Includes Double Tracking) • Lowest Ridership Increase (Does not include express service) among rail alternatives • Low VMT/GHG Reduction • Large ROW Impacts • Capacity issue: SB single track segments cannot accommodate proposed service headways⁵ 	<ul style="list-style-type: none"> • Limited Ridership • Limited VMT/GHG Reduction • Limited Travel Time Savings • Limited intercounty connectivity • Limited Economic generation • Limited TOD Potential

⁴ Note: The strengths and weaknesses are specific for the performance of this BRT/Express Bus Alternative, rather than for BRT services in general.

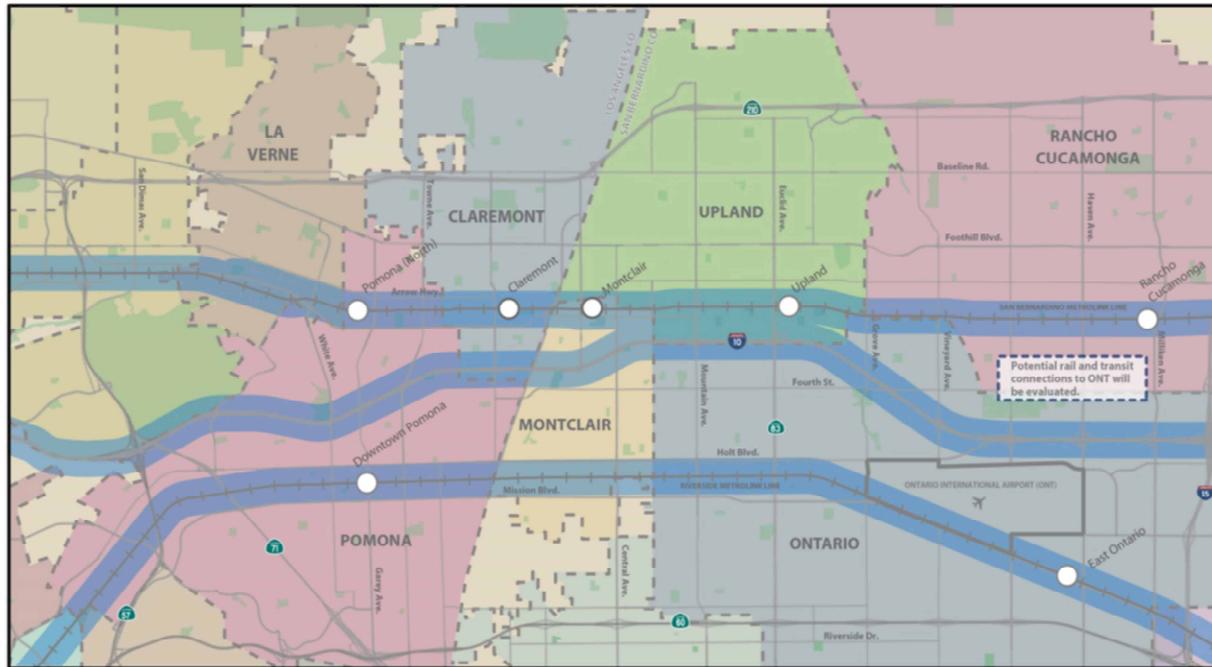
⁵ Note: Following the completion of the facility and capacity analysis for this study, SBCTA and L.A. Metro prepared a Metrolink San Bernardino Line Hybrid Rail Study. This Hybrid Rail Study further refines the concept of using hybrid rail on Metrolink tracks, similar to the Hybrid Rail Alternative evaluated in this study. The capacity analysis included in the Hybrid Rail study may be used as a reference to this study, but the findings of the two reports are not comparable. This study includes the double tracking segments from Metrolink's SCORE proposal, which are necessary to accommodate the proposed service plan in the Hybrid Rail Alternative. The Hybrid Rail Study makes different assumptions about service levels and double-tracking needs than what is assumed in this study. More detailed information is available in Agenda Item 6 of the SBCTA Transit Committee meeting of May 10, 2018, available at: <http://www.gosbcta.com/about-sbcta/agendas/2018/05-18-transit.pdf>

Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study

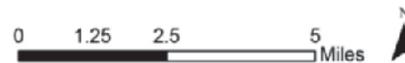
SCAG Transportation Committee Meeting October, 2018



Study Area



- City Boundary
- Existing Metrolink Line / Station
- Study Transportation Corridor



Study Area Cities:

- La Verne
- Claremont
- Pomona
- Upland
- Montclair
- Rancho Cucamonga
- Ontario

Transportation Corridors:

- Metrolink San Bernardino Line
- Metrolink Riverside Line
- I-10



Study Objectives

- Assess the market for transit and rail travel in the corridor, including the geographic distribution of origins for employee and passenger trips to ONT.
- Estimate potential ridership, travel and economic benefits, and capital/operating costs associated with transit and rail alternatives in the corridor.
- Recommend a path forward for cost-effective transit and rail service to best serve communities along the corridor and to/from ONT, with a focus on coordinating plans for Gold Line, Metrolink, and transit access to ONT.

Study Considerations

- Nature of the study:
 - Complex
 - Planning-level
 - Broadly defined
 - Financially unconstrained
 - Preliminary funding strategies
- Recommended path forward:
 - Findings transmitted to Metro and SBCTA
 - Metro and SBCTA's discretion to conduct further studies and select LPA

Study Committees

- Stakeholder Review Committee
 - Staff from Seven Study Area Cities, Caltrans Districts 7 & 8, Foothill Gold Line Construction Authority, Ontario International Airport Authority and TWG
- Technical Working Group (TWG)
 - Staff from L.A. Metro, San Bernardino County Transportation Authority (SBCTA), Foothill Transit, Metrolink, Omnitrans and San Gabriel Valley COG

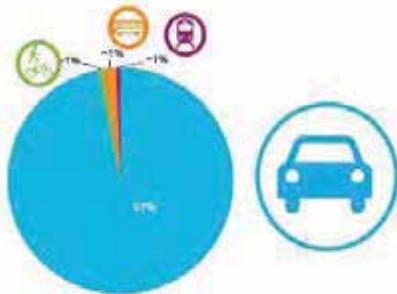
Study Goals & Screening Criteria

- Goal 1 - Enhance Connectivity and Accessibility
 - Including inter-county, first/last mile, access to ONT
- Goal 2 - Provide Cost Effective Transit and Rail Services
- Goal 3 - Promote Sustainable Transportation
 - Reduce vehicle miles traveled, greenhouse gas emissions
- Goal 4 - Support Transit-Oriented Development
- Economic Impact Analysis
 - Including incremental job accessibility, revenue impacts

Mobility Problem

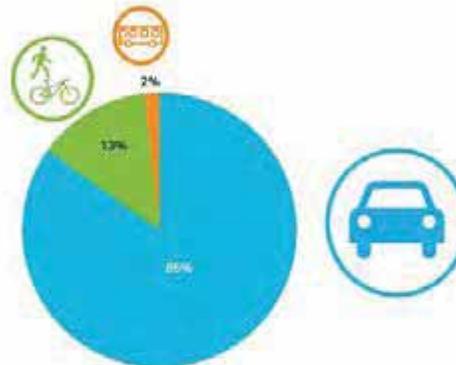
Transit System Constraints

Every day, people make **1.1 MILLION TRIPS** that *enter or leave* the study area



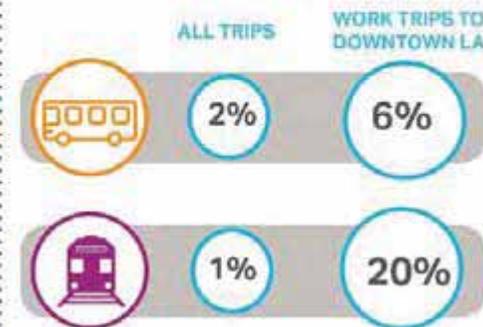
Almost all (97%) of the trips that enter or leave the study area are **MADE BY CAR**

Every day, people make **1.7 MILLION TRIPS** *within* the study area



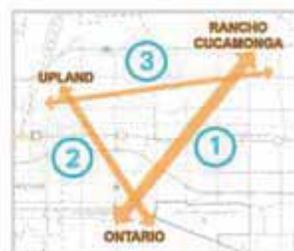
Most trips (85%) within the study area are **MADE BY CAR**, but *people walk or bike for a lot of shorter trips.*

BUS AND RAIL TRANSIT are used much more for **WORK TRIPS TO DOWNTOWN LA** than for other trips.



Mobility Problem – Cont'd

Polycentric Travel Patterns



Almost half of intercity trips are **AMONG** UPLAND, RANCHO CUCAMONGA & ONTARIO



1 in 4 intercity trips are **BETWEEN** these adjacent cities



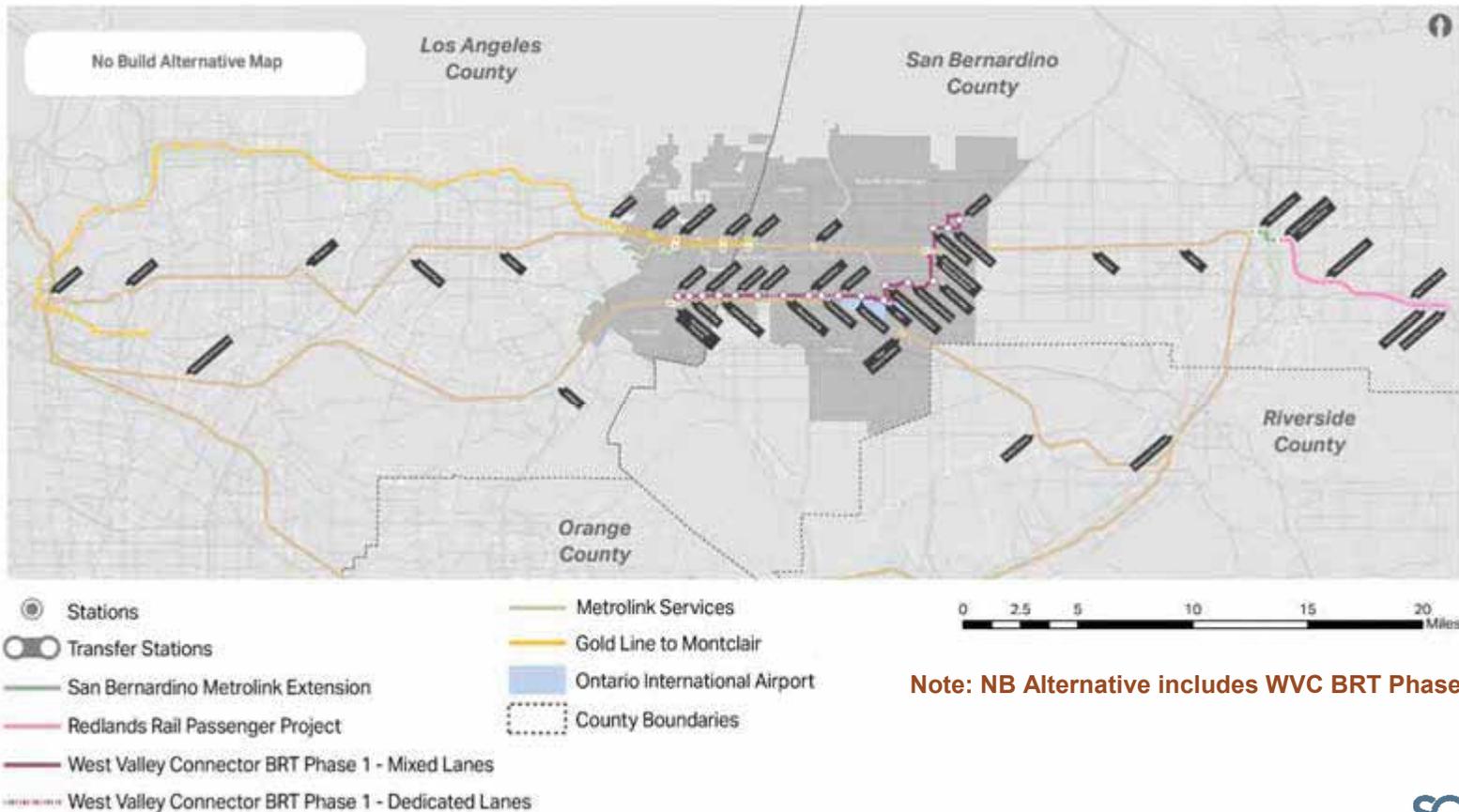
Trips **TO AND FROM** POMONA are also common



Initial Screening Summary



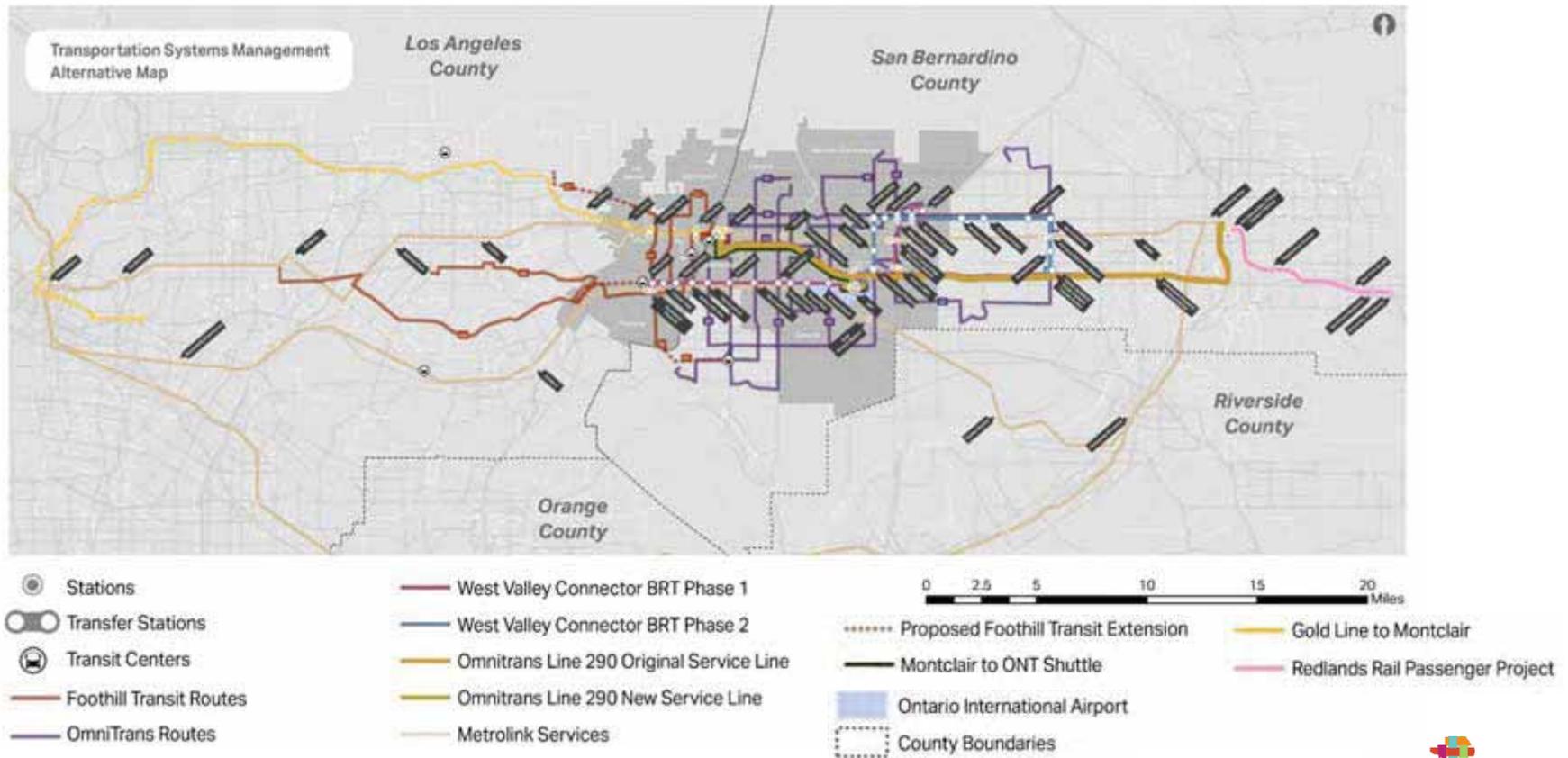
No Build Alternative



Note: NB Alternative includes WVC BRT Phase 1



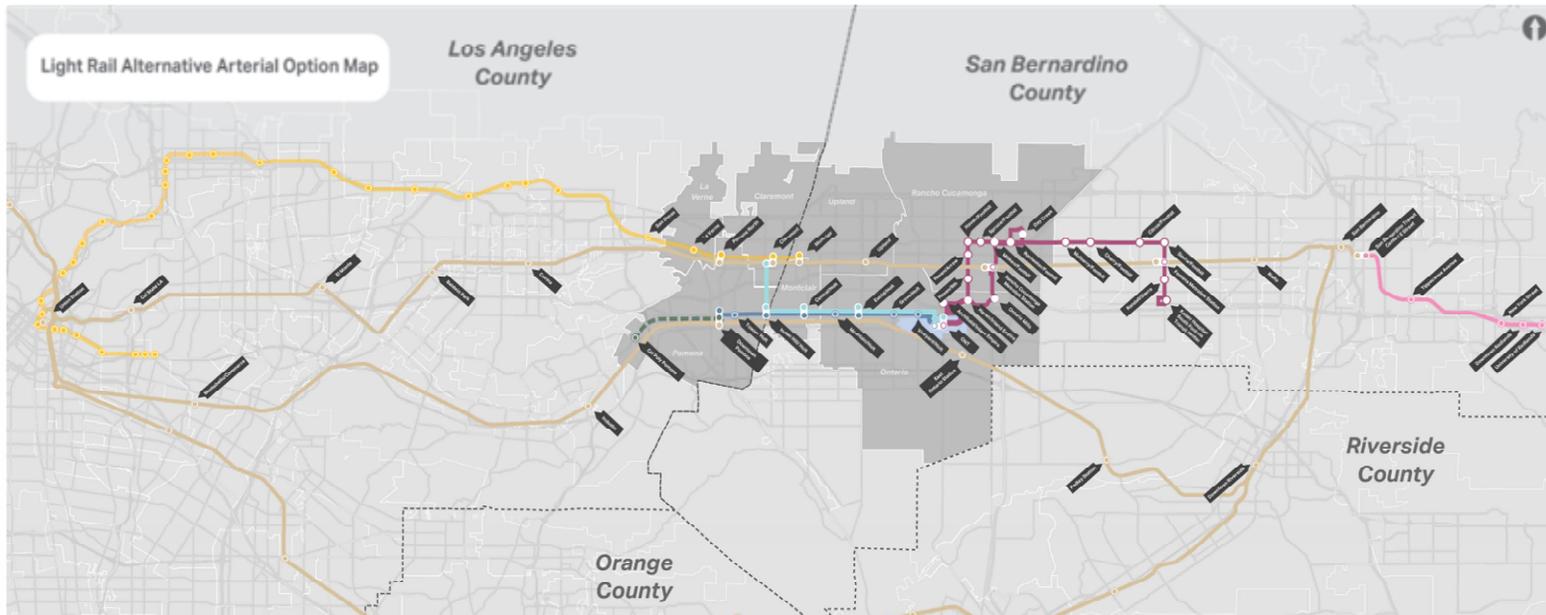
Transportation Systems Management Alternative



Note: TSM Alternative includes WVC BRT Phase 2 and ONT – Montclair Shuttle, in addition to other service improvements



Light Rail Alternative - Arterial Option



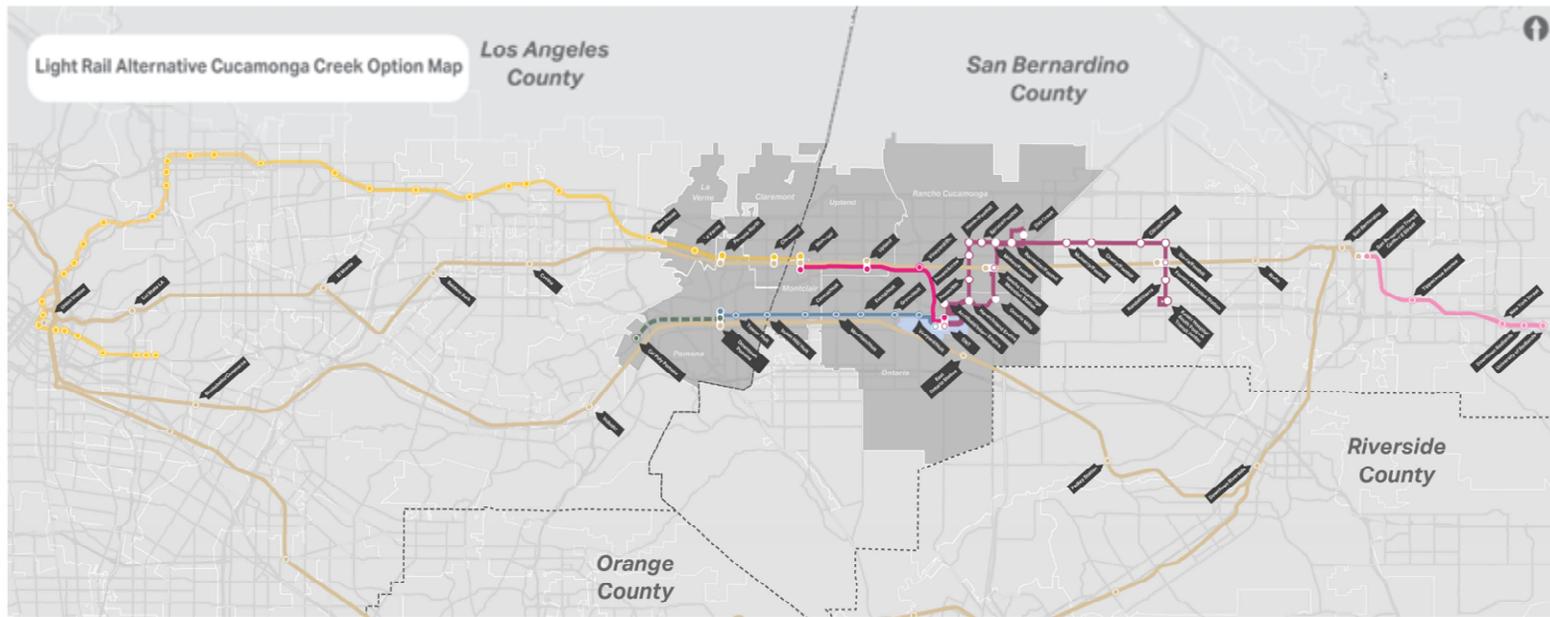
- Stations
- Transfer Stations
- West Valley Connector BRT
- West Valley Connector LRT
- Optional Cal Poly Pomona LRT Connection
- Gold Line to ONT Arterial Option
- Metrolink Services
- Gold Line to Montclair
- Redlands Rail Passenger Project
- Ontario International Airport
- County Boundaries



Note: Representative alignment used for technical analysis purposes only; actual alignment selection requires further study.



Light Rail Alternative - Cucamonga Creek Option



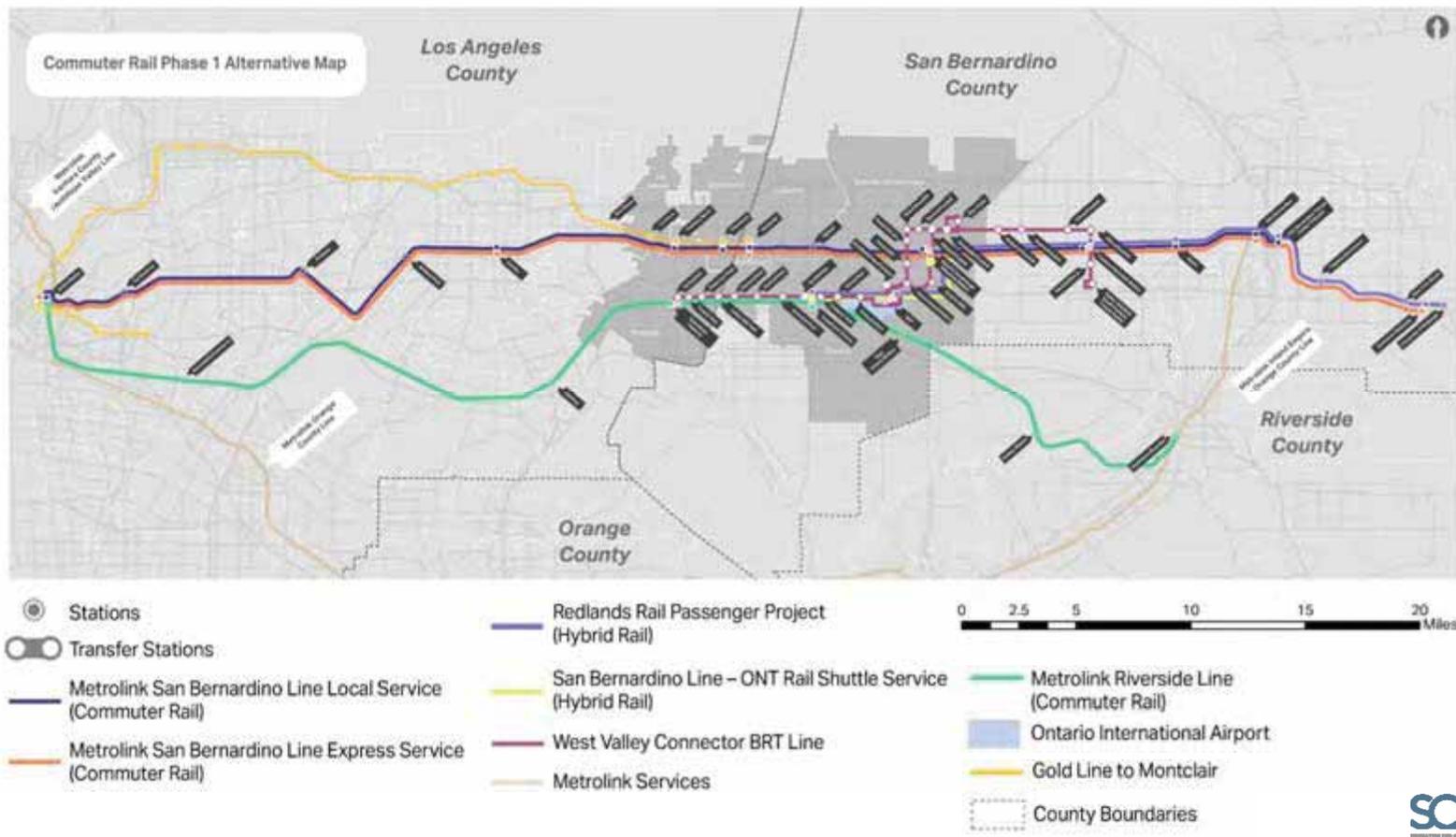
- Stations
- Transfer Stations
- West Valley Connector RRT
- West Valley Connector LRT
- - - Optional Cal Poly Pomona LRT Connection
- Gold Line to ONT Cucamonga Creek Option
- Metrolink Services
- Gold Line to Montclair
- Redlands Rail Passenger Project
- Ontario International Airport
- County Boundaries



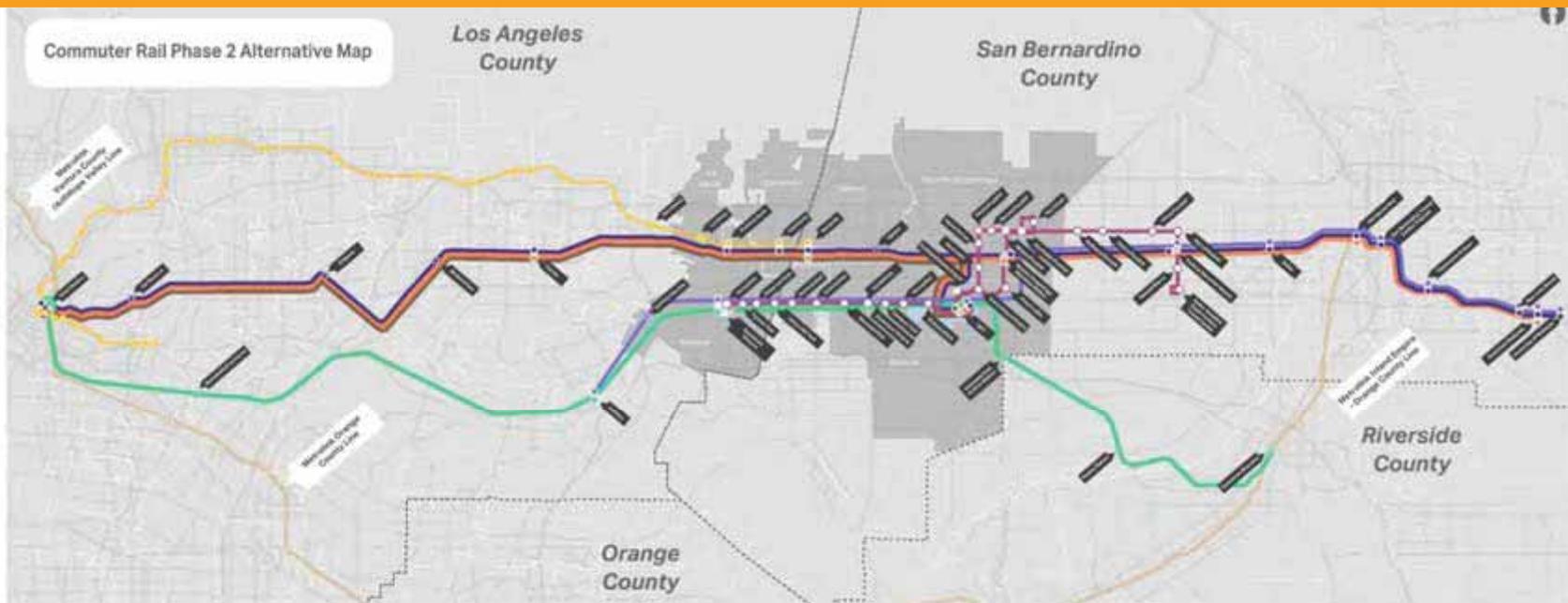
Note: Representative alignment used for technical analysis purposes only; actual alignment selection requires further study.



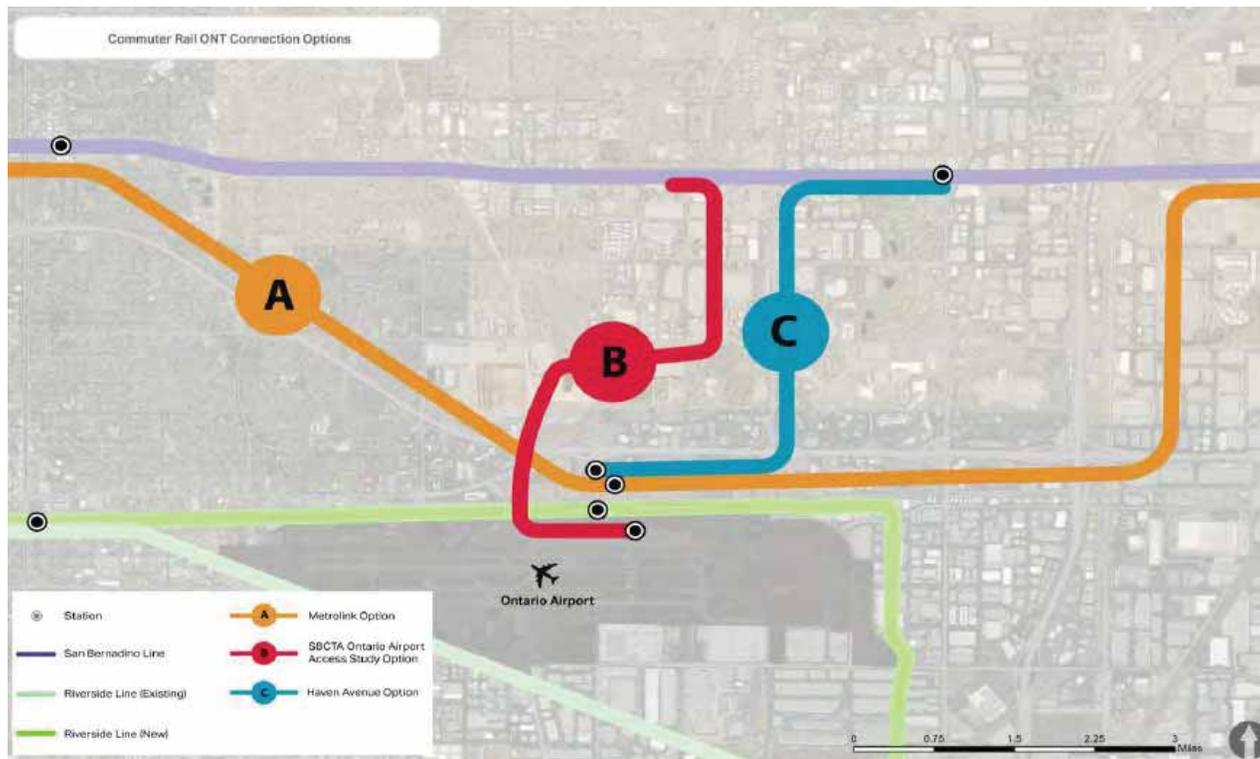
Commuter Rail Alternative Phase 1



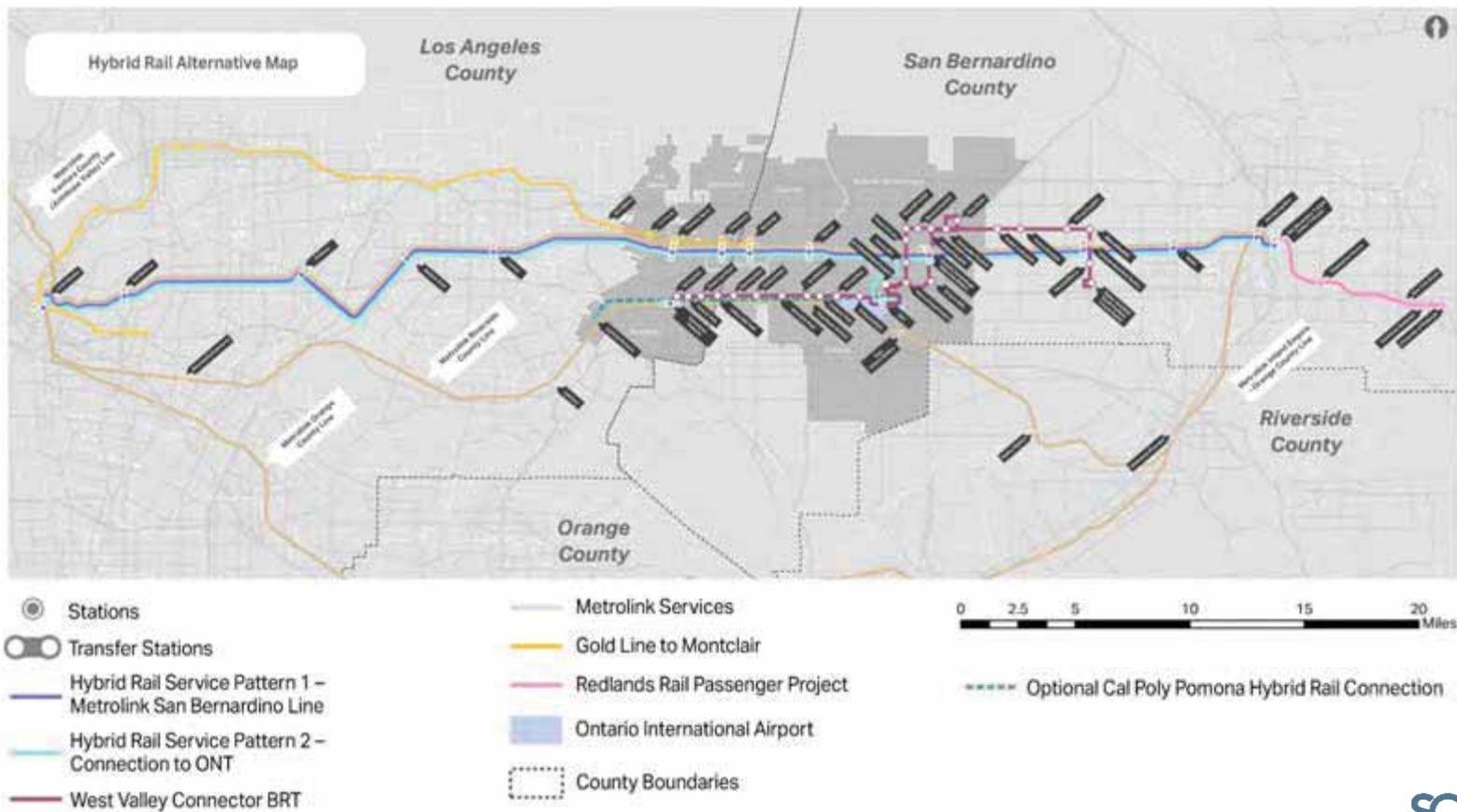
Commuter Rail Alternative Phase 2



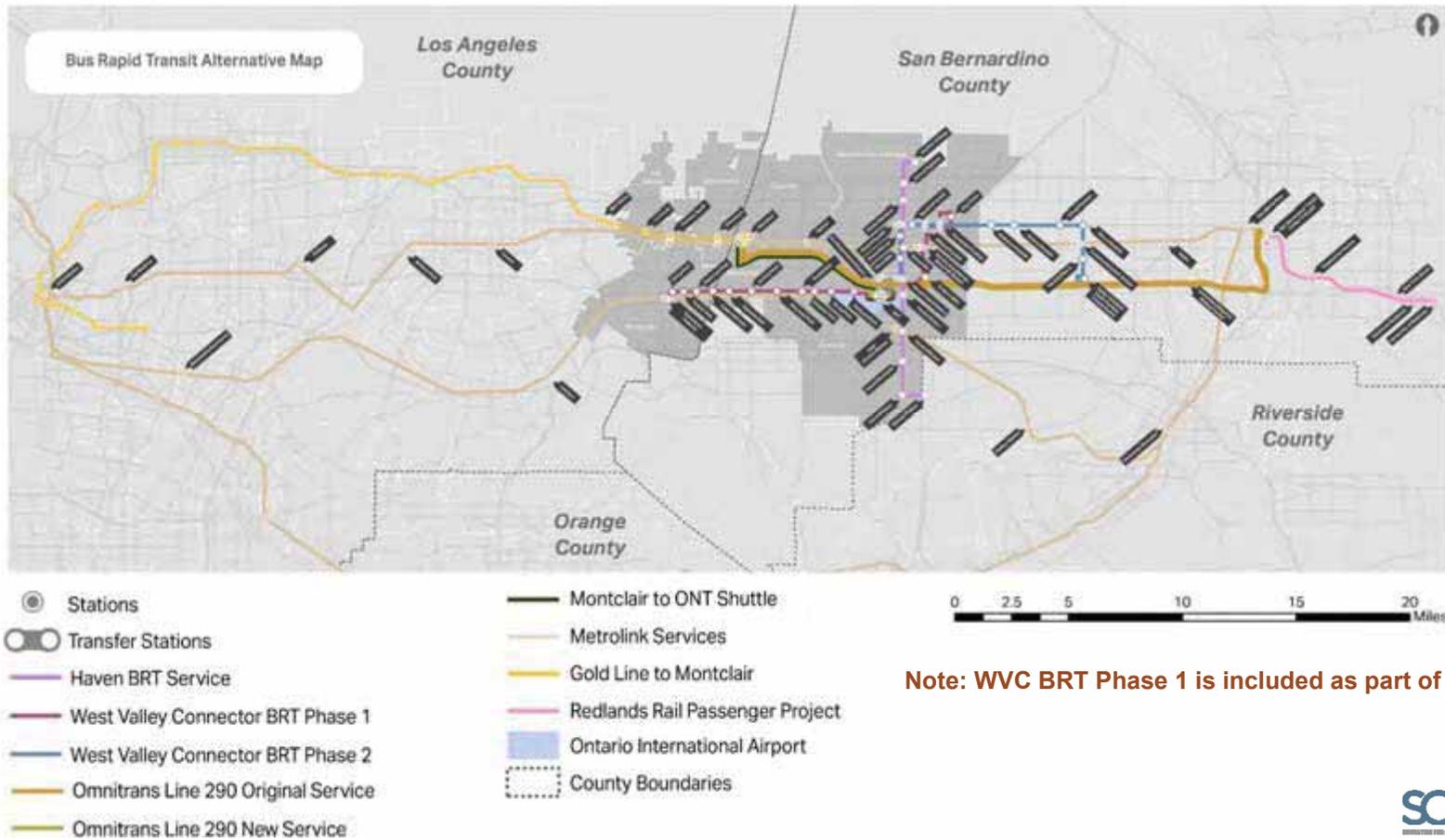
Commuter Rail – Connections to ONT



Hybrid Rail Alternative



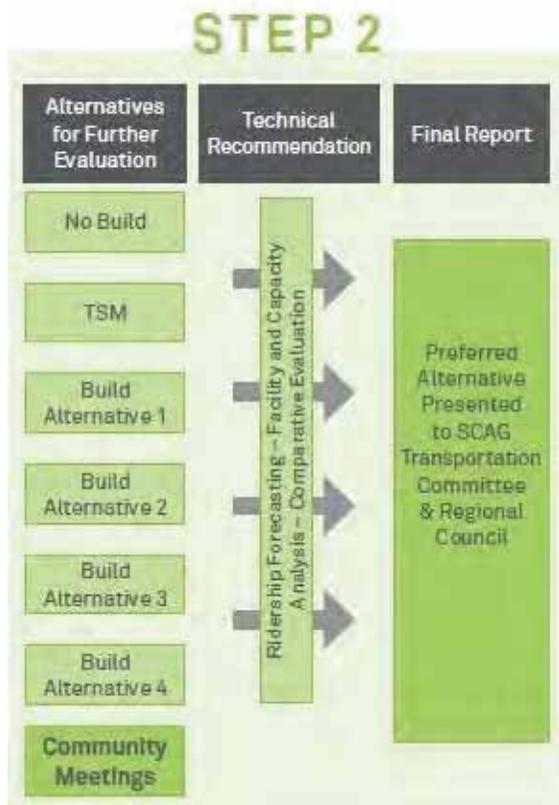
Bus Rapid Transit/Express Bus Alternative



Note: WVC BRT Phase 1 is included as part of NB Alternative



Step 2 Screening



- Final Screening
 - Ridership forecasting
 - Facility and capacity analysis
 - Cost estimating
- Screening Considerations
 - Study is not evaluating no-build projects
 - Evaluation focuses on incremental improvements
 - Alternatives serve ONT from different origins and along different alignments
 - Differences in operating parameters—not just alignments and modes

Ridership and Cost Estimates

	Regional Daily Ridership	Air Passenger Boardings at ONT	Capital Cost (Average)	O&M Cost (Annual Average)
Unit	# of Riders	# of Riders	2017\$ Billions	2017\$ Millions
TSM	786,000	200	\$ 1.7	\$ 71
LRT Arterial	833,000	800	\$ 2.0	\$ 89
LRT Cucamonga Creek	850,000	1,700	\$ 2.9	\$ 44
Commuter Rail Phase 1	792,000	300	\$ 1.5	\$ 122
Commuter Rail Phase 2	799,000	1,500	\$ 3.8	\$ 111
Hybrid Rail	785,000	400	\$ 2.5	\$ 91
BRT/Express Bus	781,000	300	\$ 0.3	\$ 19



Executive Summary of Findings



TSM

Strengths

- Relatively Low Capital Cost (<\$2B)
 - Relatively Lower Cost per Trip
- High Incremental Job Accessibility

TSM

Weaknesses

- Limited Benefit-Cost Ratio
- Large Capital Cost for Double Tracking
- Relatively Limited Ridership
- Limited VMT/GHG Reduction
- Large ROW Impacts
- Low Travel Time Savings



Executive Summary of Findings



LRT (Arterial)

Strengths

- Relatively Lower Cost per Trip
 - High Benefit-Cost Ratio
 - High Ridership
- High Travel Time Savings
 - High ONT Boardings
- Large VMT/GHG Reduction
 - High ROW Impacts
- Strong TOD/TOC Potential

LRT (Arterial)

Weaknesses

- High Capital Cost (>\$2B)
- Relatively Limited Incremental Job Accessibility



Executive Summary of Findings



LRT (Cucamonga Creek)

Strengths

- Highest Ridership
- High Benefit-Cost Ratio
- High Travel Time Savings
 - High ONT Boardings
- Large VMT/GHG Reduction
- Strong TOD/TOC Potential
- High Accident Avoidance

LRT (Cucamonga Creek)

Weaknesses

- High Capital Cost (>\$2.5B)
- Limited Cost Effectiveness (\$/Trip)
- Relatively Limited Incremental Job Accessibility



Executive Summary of Findings



Commuter Rail Phase 1

Commuter Rail Phase 1

Strengths

- Lowest Capital Cost for Rail (<\$1.5B)
- Most Cost Effective for Rail (\$/Trip)
 - Fast Intercounty Commute
- Relatively Large VMT/GHG Reduction
 - High Incremental Job Accessibility
 - Fair TOD/TOC Potential

Weaknesses

- Relatively Limited Ridership
- High O&M Cost
- Capacity Issue: San Berdardino single track segments cannot accommodate proposed service headways



Executive Summary of Findings



Commuter Rail Phase 2

Commuter Rail Phase 2

Strengths

- Fast Commute Time LA-ONT
- Double the Ridership of Commuter Phase 1
 - Relatively Large VMT/GHG Reduction
 - High Incremental Job Accessibility
 - High Residual Benefits
 - Fair TOD/TOC Potential

Weaknesses

- Highest Capital Cost (>\$3.5B)
- Least Cost Effective (\$/Rider)
- Limited Benefit-Cost Ratio
- Large ROW Impacts
- Capacity Issue: San Berdardino single track segments cannot accommodate proposed service headways



Executive Summary of Findings



Hybrid Rail

Hybrid Rail

Strengths

- Fast Commute Time LA-ONT
- More Cost Effective than LRT Cucamonga and Commuter Rail Phase 2
- Lower O&M Cost than Commuter Rail
- High Incremental Job Accessibility

Weaknesses

- Highest Capital Cost (>\$2.5B) (Include Double Tracking)
- Least Significant Ridership Increase (Exclude express service)
- Limited VMT/GHG Reduction
- Limited TOD Potential
- Large ROW Impacts
- Capacity Issue: San Berdardino single track segments cannot accommodate proposed service headways



Executive Summary of Findings



BRT/ Express Bus

BRT/ Express Bus

Strengths

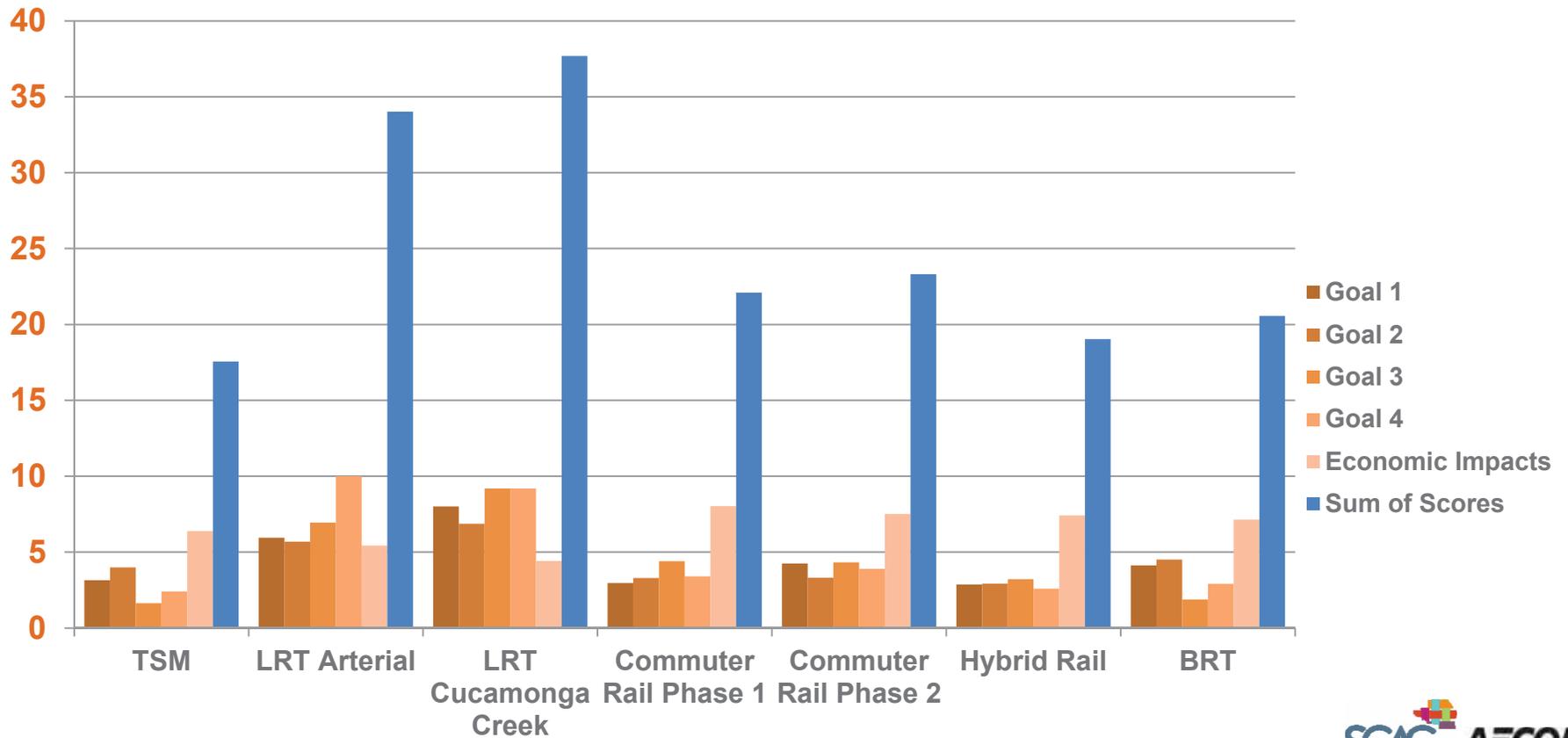
- Lowest Capital Cost (<\$300M)
 - Most Cost Effective (\$/Trip)
 - High Benefit-Cost Ratio
 - Low ROW Impacts
- Enhances first/last Mile Connectivity

Weaknesses

- Limited Ridership
- Limited VMT/GHG Reduction
- Limited Travel Time Savings
- Limited ONT Boardings
- Limited Intercounty Connectivity
- Limited Economic Impacts
- Limited TOD Potential



Step 2 Screening Results



Recommended Action

- Receive the study findings and direct staff to finalize the report and transmit the Final Report to L.A. Metro and SBCTA.

Thank You



Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

October 4, 2018

TRANSPORTATION COMMITTEE
MINUTES OF THE MEETING
THURSDAY, SEPTEMBER 6, 2018

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

The Transportation Committee (TC) met at SCAG, 900 Wilshire Blvd., 17th Floor, Los Angeles, CA 90017. The meeting was called to order by Chair Hon. Curt Hagman, San Bernardino County. A quorum was present.

Members Present:

Hon. Sean Ashton, Downey	District 25
Hon. Rusty Bailey, Riverside	District 68
Hon. Will Berg, Port Hueneme	VCOG
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Art Brown, Buena Park	District 21
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. Diane Dixon	Newport Beach
Hon. James Gazeley, Lomita	District 39
Hon. Jeffrey, Giba, Moreno Valley	District 69
Hon. Jack Hadjinian, Montebello	SGVCOG
Hon. Curt Hagman (Chair)	San Bernardino County
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Jim Hyatt, Calimesa	District 3
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Randon Lane, Murrieta	District 5
Hon. Clint Lorimore, Eastvale	District 4
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon	Highland
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra	District 34
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian	Glendale

Hon. Frank Navarro, Colton	District 6
Hon. Sam Pedroza, Claremont	District 38
Hon. Greg Pettis, Cathedral City	District 2
Hon. Charles Puckett, Tustin	District 17
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. Marty Simonoff, Brea	District 22
Hon. Thomas Small	Culver City
Hon. Jess Talamantes	SFVCOG
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez	Caltrans District 7

Members Not Present:

Hon. Glen Becerra, Simi Valley	District 46
Hon. Ben Benoit, Wildomar	South Coast AQMD
Hon. Austin Bishop, Palmdale	North L.A. County
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Emily Gabel-Luddy	AVCJPA
Hon. Gonzalez, Lena, Long Beach	District 30
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Jose Huizar, Los Angeles	District 61
Hon. Linda Krupa, Hemet	WRCOG
Hon. James C. Ledford	Palmdale
Hon. Kris Murray, Anaheim	District 19
Hon. Shawn Nelson	Orange County
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Barb Stanton, Apple Valley	SBCTA/SBCOG
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Cheryl Viegas-Walker, El Centro (Vice Chair)	District 1
Hon. Michael Wilson, Indio	District 66

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Curt Hagman, San Bernardino County, called the meeting to order at 10:00 a.m. Hon. L. Dennis Michael, Rancho Cucamonga, led the Pledge of Allegiance.

PUBLIC COMMENT

No members of the public requested to comment.

ACTION ITEMS

1. 2019 Federal Transportation Improvement Program (FTIP) and 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Amendment #3

Kome Ajise, SCAG Director of Planning, stated that SCAG is responsible for developing and maintaining the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP). Further, the FTIP is a multi-modal list of capital improvement projects to be implemented over a six (6) year period. Mr. Ajise noted that in July, the Executive Administration Committee (EAC) acting on behalf of the Regional Council, authorized the release of the Draft 2019 FTIP and the Draft 2016 RTP/SCS Amendment #3 for a 30-day public review and comment period. He stated all comments received during this time have been addressed and staff recommends that the Regional Council adopt Resolution No. 18-603-3 approving the 2016 RTP/SCS Amendment #3 and Resolution No. 18-603-4 approving the 2019 FTIP.

A MOTION was made (Navarro) and SECONDED (Brown) to recommend that the Regional Council adopt Resolution No 18-603-3 approving the 2016 RTP/SCS Amendment #3 and Resolution No. 18-603-4 approving the 2019 FTIP. The Motion passed by the following votes:

AYES: Ashton, Bailey, Berg, Brown, Buscaino, Gazeley, Giba, Hadjinian, Hagman, Hofbauer, Hyatt, Judge, Kelley, Lorimore, Marquez, McCallon, McLean, Messina, Minagar, Moore, Najarian, Navarro, Pedroza, Pettis, Puckett, Real Sebastian, Simonoff, Small, Talamantes, Weintraub (30)

NOES: None (0)

ABSTAIN: None (0)

2. Draft MAP-21 PM 2 & PM 3 Targets

Michael Gainor, SCAG staff, reported on the Draft MAP-21 Performance Measures. Mr. Gainor reported the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorization bill, enacted in 2012, established a framework for a national performance-based transportation planning process through the setting of performance measures and performance targets to advance specific national transportation goals. He further noted the development of performance measures provides a standardized metric to evaluate progress toward meeting each of the national goals.

Mr. Gainor reviewed the various federal Performance Measures noting the specific areas of focus including pavement and bridge conditions on the National Highway System, freight movement, percent of reliable person-miles travelled on the Interstate system, truck travel time, emission reductions, annual hours of peak hour excessive delay per capita and percent of non-single occupancy vehicle travel. He noted that staff recommends SCAG supporting the statewide targets as established by Caltrans.

Hon. Randon Lane, Murrieta, asked what would occur should SB1 be repealed. Mr. Tran responded that if SB1 is repealed the targets can be revisited in two (2) years and modified if needed.

A MOTION was made (Brown) and SECONDED (Ashton) to support statewide targets and adopting SCAG-specific targets based on Caltrans' target setting methodology. The Motion passed by the following votes:

AYES: Ashton, Bailey, Berg, Betts, Brown, Buscaino, Chun, Gazeley, Giba, Hadjinian, Hagman, Hyatt, Judge, Kelley, Lane, Lorimore, Marquez, McCallon, McLean, Medina, Messina, Minagar, Moore, Najarian, Navarro, Pedroza, Pettis, Puckett, Real Sebastian, Saleh, Simonoff, Small, Talamantes, Weintraub (35)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

3. Minutes of the April 5, 2018 Meeting

Receive and File

- 4. Sustainable Communities Program Guidelines
- 5. CEQA Documentation Initiated for the 2020 RTP/SCS
- 6. Potential Strategies for Facility-Based Mobile Source Measures Adopted in 2016 South Coast Air Quality Management Plan (AQMP)
- 7. Transportation Conformity Determination for 2019 FTIP and 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016) RTP/SCS) Amendment #3
- 8. Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority (OCTA)
- 9. Regional Planning Working Groups Schedule Update
- 10. Sustainable Communities Strategy Framework

A MOTION was made (Navarro) and SECONDED (Brown) to approve Consent Calendar items 4 – 10. The Motion passed by the following votes:

AYES: Ashton, Bailey, Berg, Betts, Brown, Buscaino, Chun, Gazeley, Giba, Hadjinian, Hagman, Hyatt, Judge, Kelley, Lane, Lorimore, Marquez, McLean, Medina, Messina, Michael, Minagar, Moore, Najarian, Navarro, Pedroza, Pettis, Puckett, Real Sebastian, Saleh, Simonoff, Small, Talamantes, Weintraub (34)

NOES: None (0)

ABSTAIN: McCallon (1)

INFORMATION ITEMS

11. Connect SoCal Goals and Guiding Policies

Naresh Amatya, SCAG staff, reported on Connect SoCal’s Goals and Guiding Policies. Mr. Amatya stated that in preparation for SCAG’s next Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal), staff has prepared draft Goals and Guiding Policies. He noted that the Draft Goals and Guiding Policies are based on the 2016 RTP/SCS and have been updated to reflect subsequent changes and input from SCAG’s Technical Working Group and the Regional Planning Working Groups. Further, the goals will address four (4) areas; economy, mobility, environment and healthy and complete communities.

Mr. Amatya reviewed the draft goals including improving mobility, accessibility and travel safety, encouraging regional economic prosperity and global competitiveness, leveraging new transportation technologies and data-driven solutions for more efficient travel and reducing greenhouse gas emissions and improving air quality. Guiding Policies include placing a high priority on transportation projects and programs that improve mobility, accessibility, reliability, safety and preserving the existing transportation system. Additionally, transportation investments shall be based on adopted regional performance indicators and MAP-21/FAST Act regional targets.

Attachment: Minutes of the TC Meeting (TC Minutes 9-6-18)

Hon. Trish Kelley, Mission Viejo, asked that local input is honored in the process. Mr. Amatya responded that local input at the jurisdictional level would be honored in the plan's development.

Hon. Carol Moore, asked that emphasis is given to leveraging new transportation technologies and data driven solutions to achieve more efficient travel. Mr. Amatya responded that technology will be highlighted as a component of the plan.

12. Update on the SCAG Regional Aviation Work Program

Hiroshi Ishikawa, SCAG staff, provided an update on the Regional Aviation Work Program. Mr. Ishikawa stated that in preparation for the Regional Aviation Element of the Draft 2020-2045 RTP/SCS, data collection and analysis will be conducted, and the Aviation Technical Advisory Committee (ATAC) will be reconvened to insure technical integrity and a transparent and collaborative planning process. He noted that the ATAC is a technical working group comprised of planners and environmental officers from the region's airports, county transportation commissions, and councils of government. The ATAC will provide technical input on key aviation aspects. Policy direction for the ATAC will be sought from the Transportation Committee and the Regional Council. He noted the first ATAC meeting is scheduled for October 2018. Furthermore, a policy focused aviation advisory group, separate from the ATAC, will convene later this year or early next year.

Mr. Ishikawa provided an overview of the anticipated work of the Aviation Technical Advisory Committee, and the different technical and policy sources that will be engaged for the Aviation Element of the Draft 2020-2045 RTP/SCS. He noted that a Draft Aviation Element is scheduled to be released in September 2019 and a Draft RTP/SCS in fall 2019.

Hon. Larry McCallon, Highland, asked if a list of the ATAC members could be provided to the Transportation Committee. Mr. Ishikawa responded that the list would be provided to committee members.

13. SCAG Goods Movement Grant Projects

Mike Jones, SCAG staff, reported on Goods Movement Grant Projects. Mr. Jones reported that over the past year SCAG's Goods Movement department has partnered with member organizations to apply for a number of Caltrans Sustainable Transportation Planning and State Planning Research grants to support several initiatives to address freight mobility, congestion, community impacts and environmental concerns. He reported that Caltrans selected four goods movement projects that will receive over \$676,800 in grant funding which will be leveraged to complete local freight initiatives. Further, the selected projects offer significant diversity in scope, focus, geography and affected localized populations. The specific projects were the: Calexico West Port of Entry Traffic Circulation Plan, Paths to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernardino County, Wilmington Freight Mitigation Project, and Ventura County Freight Corridor Study. Mr. Jones noted that SCAG is working with partners to ensure expenditures occur in a timely manner and within budget.

CHAIR'S REPORT

Curt Hagman, San Bernardino County, encouraged members to think about the impact of new technology, particularly the development of 5G technology and how it will affect transportation and their cities in the future. He noted ways 5G technology and smart technology can change

cities including facilitation of autonomous vehicle technology, infrastructure development and creating of a closer link between transportation and a city's infrastructure. Mr. Hagman introduced John Asuncion, SCAG staff, who will serve the Committee.

STAFF REPORT

John Asuncion, SCAG staff, introduced Frank Lizarraga who will serve as new SCAG General Counsel and counsel to the Committee.

ADJOURNMENT

Hon. Curt Hagman, San Bernardino County, adjourned the meeting at 11:15 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]



John Asuncion, Senior Regional Planner
Transportation Planning

Transportation Committee Attendance Report

2018

Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Attended			= No Meeting			NM = New Member			Mtgs Attended	
		IC	LA	OC	RC	SB	VC	Feb	Mar	April	GA May	June	July	Aug	Sept	Oct		Nov
Ashton, Sean*	Downey		X					X	X	X					X			
Bailey, Rusty*	Riverside, WRCOG				X			X	X						X			
Becerra, Glen*	Simi Valley						X	X	X	X								
Benoit, Ben*	South Coast AQMD				X			X	X	X								
Berg, Will	VCOG, Port Hueneme							X	X	X					X			
Betts, Russell	CVAG				X			X	X	X					X			
Bishop, Austin	County																	
Brown, Art*	Buena Park			X				X	X	X					X			
Buscaino, Joe*	Los Angeles		X					X	X	X					X			
Castro, Nieves	Caltrans District 7																	
Chun, Ross	Aliso Viejo, OCTA			x				X	X	X					X			
Curtis, Jonathan*	La Cañada Flintridge		X							X								
Dixon, Diane	Newport Beach														X			
Gabel-Luddy, Emily	Burbank, AVCJPA		X							X								
Gazeley, James*	Lomita		X					X	X	X					X			
Giba, Jeffrey*	Moreno Valley				X			X	X	X					X			
Gonzalez, Lena*	Long Beach		X															
Hadjinian, Jack	Montebello, SGVCOG		X					X		X					X			
Hagman, Curt* (Chair)	San Bernardino County					X		X	X	X					X			
Harnik, Jan*	Palm Desert, RCTC				X													
Harrington, Dave	Aliso Viejo, OCCOG			X														
Herrera, Carol*	Diamond Bar		X					X	X	X								
Hofbauer, Steven*	County		X					X	X	X					X			
Huizar, Jose*	Los Angeles		X															
Hyatt, Jim*	Calimesa				X			X	X	X					X			
Judge, Mike*	Simi Valley, VCTC						X	X	X	X					X			
Kelley, Trish	Mission Viejo, OCCOG			X				X	X	X					X			
Krupa, Linda	Hemet, WRCOG				X													
Lane, Randon* (Vice Chair)	Murrieta				X			X	X	X					X			
Ledford, James C.	County		X															
Lorimore, Clint*	Eastvale				X			X	X	X					X			
Manos, Steve*	Lake Elsinore				X			X	X	X					X			
Marquez, Ray*	Chino Hills					X		X	X	X					X			
McCallon, Larry	Highland					X		X	X	X					X			
McLean, Marsha*	Santa Clarita		X					X	X	X					X			
Medina, Dan*	Gardena		X					X	X	X					X			
Messina, Barbara*	Alhambra		X					X	X	X					X			
L. Dennis Michael*	Rancho Cucamonga					X		X		X					X			
Minagar, Fred*	Laguna Niguel			X				X	X						X			
Moore, Carol	Laguna Woods, OCCOG			X				X	X	X					X			
Murray, Kris*	Anaheim			X					X	X								
Najarian, Ara	Glendale														X			
Navarro, Frank*	Colton					X		X		X					X			
Nelson, Shawn*	County of Orange			X														
Pedroza, Sam*	Claremont		X					X	X	X					X			
Pettis, Greg*	Cathedral City				X			X	X	X					X			
Puckett, Charles*	Tustin							X	X	X					X			
Real Sebastian, Teresa	Monterey Park/SGVCOG		X					X	X	X					X			
Robinson, Dwight	Lake Forest, OCCOG			X														
Ruiz, Crystal	WRCOG/San Jacinto				X				X									
Saleh, Ali*	City of Bell, GCCOG		X					X	X	X					X			
Sandoval, Damon	Morongo Band of Mission Indians																	
Silva, Jesus	Fullerton			x				X		X								
Simonoff, Marty*	Brea			X				X	X	X					X			
Sinanyan, Zareh	Glendale		X															
Small, Thomas															NM			
Stanton, Barb*	Apple Valley					X												
Sternquist, Cynthia	Temple City		X					X										
Talamantes, Jess			X						X	X					X			
Tercero, Brent	Pico Rivera		X					X	X	X								
Viegas-Walker, Cheryl*	El Centro	X						X	X	X								
Wapner, Alan*	SBCTA/SBCOG					X		X	X	X					X			
Weintraub, Alicia	Calabasas/LVMCOG		X					X							X			
Wilson, Michael*	Indio, CVAG				X			X										
Totals		1	21	11	12	7	2											

Attachment: Minutes of the TC Meeting (TC Minutes 9-6-18)



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 4, 2018

To: Community
Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Rye Baerg, Senior Regional Planner, Active Transportation &
Special Programs, (213) 236-1866, baerg@scag.ca.gov
Subject: Future Communities Pilot Program Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

For Information Only

RECOMMENDED ACTION FOR 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:

SCAG has initiated the Future Communities Pilot Program (FCPP) to support city and county agencies in implementing innovative pilot projects that reduce vehicle miles traveled (VMT) from local travel and municipal operations through the use of new technologies and enhanced data analytics. This report serves to update SCAG’s Policy Committees on work to date and to inform members of the upcoming call for projects. SCAG, with support of consultants, has completed the initial promising practice research, conducted a regional survey, completed expert interviews, and convened a technical advisory committee to gauge regional readiness for the program and inform the program guidelines. The call for projects is expected to be released on November 1, 2018, contingent upon the approval of the program guidelines by the Regional Council during the November meeting.

BACKGROUND:

SCAG hosted an Open Data/Big Data – Smart and Connected SCAG Region Committee (Committee) from June to November of 2017 to assess the changing landscape of technology in regional planning and to provide guidance for local governments. The committee’s key achievement was the development and adoption by the SCAG’s Regional Council of a Future Communities Framework to help the region with smart technology implementation.

In addition to the policy framework, the Committee reviewed and endorsed the Future Communities Initiative, a short-term work program prepared by SCAG staff which included the following work elements: Regional Data Platform, a Policy Lab/Tool Builder, a Data Science

Fellowship, an annual forum and a new grant program called the Future Communities Pilot Program (FCPP). Each initiative harnesses the power of new technologies, big data, open data as well as enhanced analytics to promote innovation in regional and local planning and reduce transportation demand.

The FCPP is a project to support city and county agencies in implementing innovative pilot projects that reduce vehicle miles traveled (VMT) from local travel and municipal operations through the use of new technologies and enhanced data analytics. In July 2018, SCAG partnered with the Mobile Source Air Pollution Reduction Committee (MSRC) of the South Coast Air Quality Management District to implement the FCPP in four phases: 1) Promising Practice Research 2) Call for Projects 3) Implementation and 4) Evaluation and Final Report. Due to restrictions on the use of MSRC funding, the Call for Projects will be limited to applications from Los Angeles, Orange, Riverside and San Bernardino counties. However, the research and preparation and assessment of best practices will be promoted and serve as a resource for the entire region.

In July 2018, SCAG hired Nelson Nygard to conduct the Promising Practice Research phase of the program. Research included the completion of the following five efforts to identify new and innovative VMT reduction strategies that use data and new technologies and prepare for the development of the FCPP Call for Projects Guidelines.

- **Technical Advisory Committee** - The consultant organized a Technical Advisory Committee (TAC) comprised of representatives of the four County Transportation Commissions, MSRC Staff, technical experts, private sector representatives, and SCAG. The TAC has met twice: first, to identify initial promising practices and experts for interviews and, second, to select proposed case studies and review readiness survey results. The TAC is expected to meet two more times to review research recommendations and to finalize the call for projects materials. The TAC is also supporting the review of two other SCAG projects – the Future of the Workplace Study and the Transportation Demand Management Strategic Plan.
- **Expert Interviews** – The consultant conducted ten expert interviews with leaders in transportation and technology. Reoccurring themes from the interviews centered on the need for data to inform policy makers of efficiencies in government operations to achieve cost savings and the consideration of programs such as Mobility as a Service (MaaS) or pricing “first step” projects.
- **Promising Practice Identification** - Through the expert interviews and additional research, the consultant identified a broad menu of options for reducing VMT. The list of promising practices identified programs, projects, and policies implemented by other agencies ranging from fleet management to paratransit service optimization.
- **Case Studies** – The consultant is in the process of developing six case studies of selected Promising Practices that can serve as examples during the call for projects workshops. Potential promising practices include Route Optimization & Fleet Telematics, Remote Services, and Incentives for Non-Auto Trips. The case studies will be developed as a

PowerPoint to accompany outreach efforts for the call for projects and include an overview of possible project types to highlight challenges and opportunities related to implementation.

- **Readiness Survey** – The consultant released a readiness survey to identify cities through the SCAG region that have the necessary policies and program frameworks in place for implementing successful pilot programs and received ninety-six responses. The survey results varied across jurisdictions with 60% of responding agencies/municipalities reporting they have no VMT or GHG emissions goals and 85% having no way of estimating VMT/GHG reductions. Additionally, the survey results showed the largest share of responding agencies have already developed or implemented asset/fleet management (53%), commuter options (28%), and infill development (28%) strategies to reduce municipal or local VMT. Respondents expressed desire to have the FCPP encourage pilot programs to address commuter options (43%), asset/fleet management (43%), and first/last mile (29%).

In November 2018, the FCPP team will present the proposed FCPP Program Guidelines to the SCAG Energy and Environment Committee for review and recommendation of approval to the Regional Council. The guidelines will outline eligible projects, selection criteria, possible long-term staffing or technological requirements to sustain the project following the pilot, funding parameters including local match requirements, and implementation schedule.

SCAG has a total of \$2.7 million to award with a requirement of a 25% match from each city or county. Due to MSRC funding requirements, projects will be limited to cities and counties agencies from Los Angeles, Riverside, Orange, and San Bernardino counties. SCAG expects to make the FCPP Call for Projects award recommendations by January 2019 with board approval in February of 2019. Pilot projects will be administered by SCAG staff and are expected to launch in the spring of 2019 and wrap up by 2020.

FISCAL IMPACT:

The Future Communities Pilot Program is funded by \$2,000,000 in funding from the Mobile Source Air Pollution Reduction Committee (MSRC) and \$1,000,000 in SB1 Funding in OWP Task Number 280.4824.01. An additional \$1,000,000 will be provided by applicants in the form of local match.

ATTACHMENT(S):

1. Future Communities Pilot Program Update



Attachment: Future Communities Pilot Program Update (Future Communities Pilot Program Update)

Project Goals

Identify innovative pilot projects with real VMT / GHG reduction opportunity

Incorporate new technologies and enhanced data analytics

Develop meaningful performance metrics to quantify the value of investment in technology and data analytics

Develop projects that are scalable and widely applicable to peers

FUTURE COMMUNITIES PILOT PROGRAM
RESEARCH

Expert Interview Takeaways

Interviewed 10 Experts

Reoccurring Themes:

- Many identified quality data as a gap in VMT reduction
- Strong tie to policy framework
- How to connect these projects with what we know are the big VMT reduction moves
- Should program focus on existing VMT sources, or also get ahead of emerging sources?
- Can we include Mobility as a Service (MaaS) or pricing “first step” projects?
- Opportunities in fleet management

Academic/Researcher/ Sustainability Policy
Applied Data Management
Emerging Technology
Fleet/Freight/Delivery
Municipal Planning or Operations
Private Sector Partnerships or Products
Transportation Demand Management

FUTURE COMMUNITIES PILOT PROGRAM
RESEARCH

Attachment: Future Communities Pilot Program Update (Future Communities Pilot Program Update)

Readiness Survey

Goal to gauge SCAG member preparedness to reduce VMT through Innovations and Technology

- Experience implementing VMT reduction programs and IT/Big-data solutions
- Supportive IT infrastructure and data analysis capabilities
- Relative size and type of service vehicle fleet(s)

Sample questions asked:

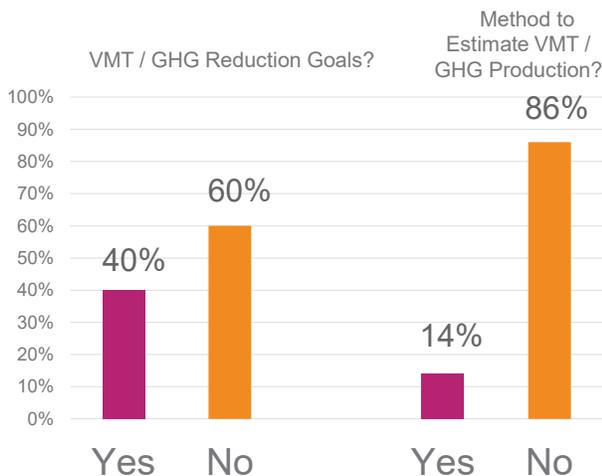
- Existing VMT reduction strategies in place and departmental responsibilities?
- Municipal fleet inventory, and VMT tracking capability?

96 Online responses, 31 Fleet inventory responses

FUTURE COMMUNITIES PILOT PROGRAM
RESEARCH

Readiness Survey Takeaways

- 60% of responding agencies/municipalities reported having no VMT or GHG emissions goals
- 85% had no way of estimating VMT/GHG reductions
- Dispersed ownership – who tends to lead these projects may not always match the full range of owners (transportation, IT, fleet)
- Internally, few trip reduction policies in place beyond scheduling/flex time

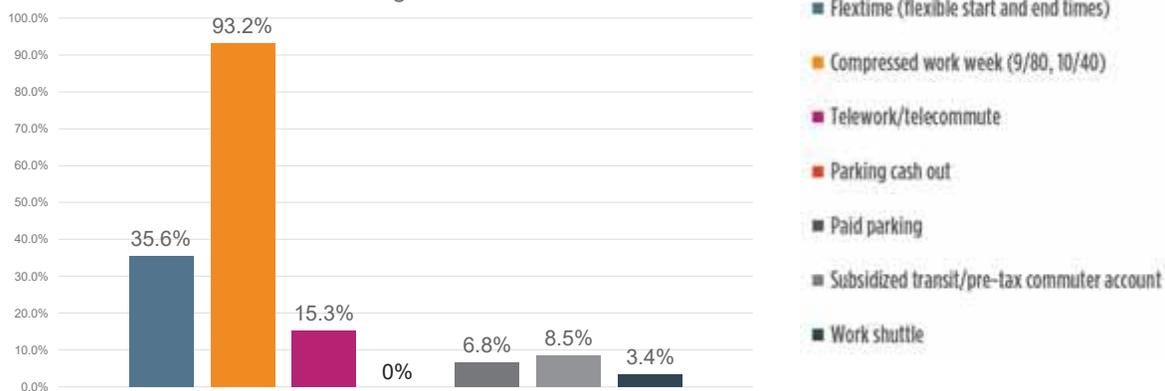


FUTURE COMMUNITIES PILOT PROGRAM RESEARCH

Attachment: Future Communities Pilot Program Update (Future Communities Pilot Program Update)

Readiness Survey Takeaways

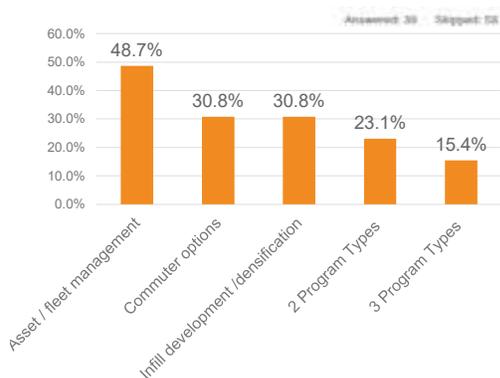
Current Municipal Employee VMT Reduction strategies



Total Responders 59

FUTURE COMMUNITIES PILOT PROGRAM RESEARCH

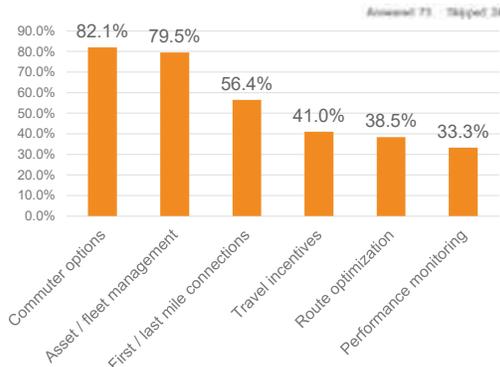
Question 11: What type of innovative technology and/or data-driven programs or projects has your municipality developed or implemented to reduce municipal or local VMT? (Select all that apply)



Takeaways

First / last mile connections, Route optimization implemented by 23%
 Parking management, Travel incentives, Org changes implemented by 15%
 5 Programs implemented by less than 15%

Question 11: What types of pilots to reduce municipal or local VMT using data or technology based approaches would you most like to see this FCPP program encourage? (Select up to three)



Takeaways

- 20% - 30% responder interest in 5 areas
 - Infill development, Customer / user interface, Integrated data systems, Parking management, Movement of goods / freight

FUTURE COMMUNITIES PILOT PROGRAM RESEARCH

Attachment: Future Communities Pilot Program Update (Future Communities Pilot Program Update)

Promising Practices Case Studies

What are they?

- Identifying programs, projects, and policies implemented by other agencies
- To shape Call for Projects as well as illustrate approaches for applicants
- For some, will need to “look ahead” and report on concepts or “next steps”
- Using technology, big-data to assess opportunities for VMT reduction
- Performance monitoring best practices and communicating benefits

FUTURE COMMUNITIES PILOT PROGRAM RESEARCH

Possible Case Studies

Identified Case Studies	Possible Case Studies	Possible Case Studies
Route Optimization & Fleet Telematics	Asset Management and Fleet Dispatch	Mobility as a Service
Remote Services	Demand Response Paratransit Service	"Foundational" Data / IT Investment
Incentives for Non-Auto Trips	Curbside / Parking Management Pilot	Anticipate / Reduce New / Emerging VMT sources

FUTURE COMMUNITIES PILOT PROGRAM RESEARCH

Call for Projects

Administration

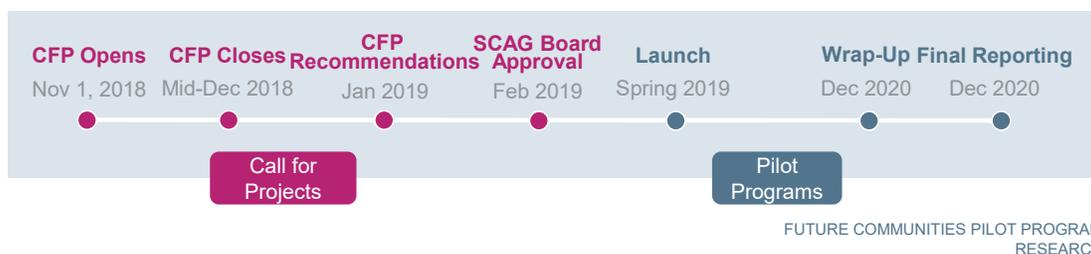
\$2.7 M in grant funding (by MSRC and SCAG)

25% local match requirement

Pilot projects with majority of funding administered by SCAG

Funding limits projects to Los Angeles, Orange, Riverside, and San Bernardino Counties

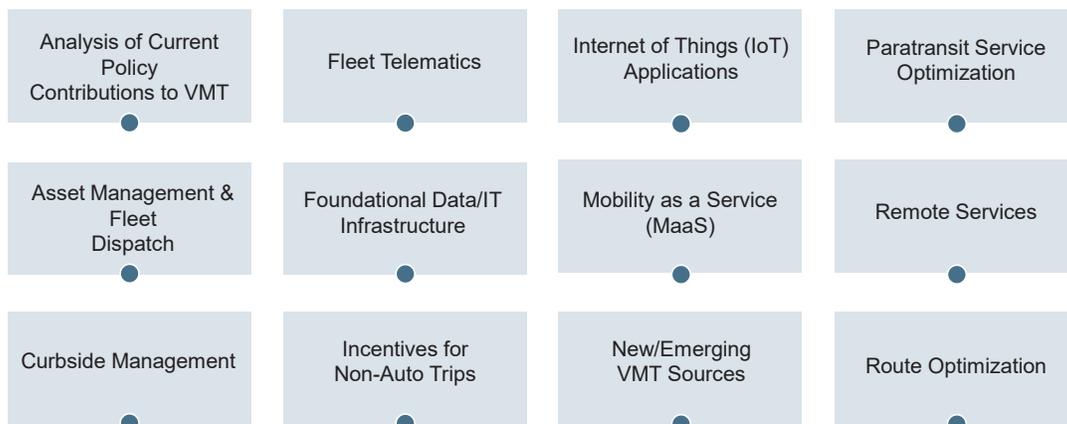
Key Dates



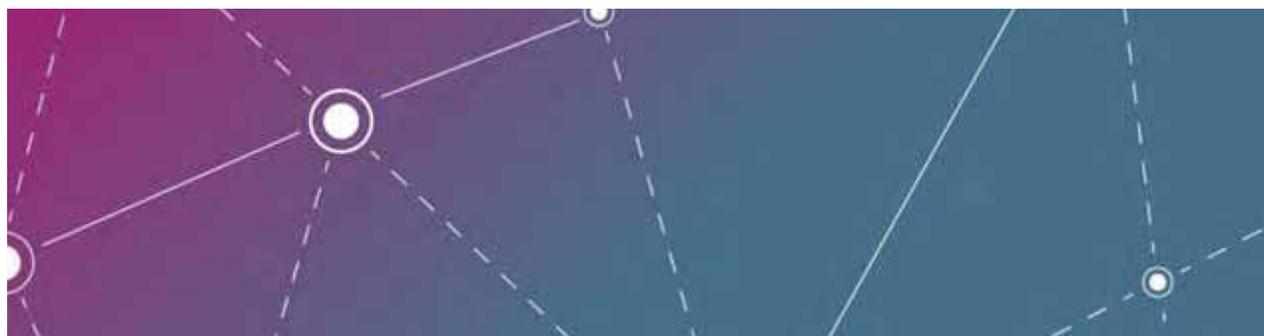
Attachment: Future Communities Pilot Program Update (Future Communities Pilot Program Update)

Call for Projects

Example Project Categories



FUTURE COMMUNITIES PILOT PROGRAM RESEARCH



Thank You

Rye Baerg
Baerg@scag.ca.gov
213-236-1866

FUTURE COMMUNITIES PILOT PROGRAM RESEARCH





Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 4, 2018

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

From: Anita Au, Associate Regional Planner, Compliance &
Performance Monitoring, 213-236-1874, Au@scag.ca.gov

Subject: Environmental Justice Working Group Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Information Only - No Action Required

RECOMMENDED ACTION FOR TC, CEHD, and RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG staff has conducted two Environmental Justice Working Group (EJWG) meetings in May and August of 2018. The first EJWG meeting, held on May 17, 2018, had over thirty (30) attendees from various organizations and included presentations from the Office of Planning and Research (OPR) on SB 1000 implementation and the USC Program for Environmental and Regional Equity (US PERE) on equitable implementation. The second EJWG meeting, held on August 9, 2018, had over 45 attendees from various organizations and included presentations from five air districts on AB 617 progress and two breakout discussions on SCAG's EJ outreach and technical analyses strategies. Both meetings have been well received and SCAG stakeholders are eager to work with SCAG to expand on future EJ efforts. SCAG staff will continue to use the EJWG to cultivate and maintain a continuous relationship with EJ stakeholders.

BACKGROUND:

As discussed previously, SCAG's Environmental Justice (EJ) Program has historically been driven by regulatory compliance for the RTP/SCS process that occurs every four years. SCAG staff proposed the Environmental Justice Working Group (EJWG) in April 2018 to help facilitate continuous conversations on EJ issues during the development of RTP/SCSs as well as after the preparation and adoption of the RTP/SCSs.

The first EJWG meeting was held on Thursday, May 17, 2018. There were over thirty (30) attendees from various community groups, local jurisdictions, regional agencies, and academia (Attachment #1). The meeting agenda for this first EJWG meeting included three (3) staff presentations: one

presentation on the 2016 RTP/SCS Environmental Justice Technical Analysis from SCAG's Research and Analysis department to familiarize the EJWG on what SCAG's research approaches, one presentation on the 2020 RTP/SCS Goals and Guiding Policies to solicit feedback for staff consideration, and one presentation on the EJWG topic outlook and schedule to solicit feedback from attendees on the direction of the working group. The meeting agenda also included two external presenters from the Office of Planning and Research (OPR) to discuss SB 1000 implementation and the USC Program for Environmental and Regional Equity (US PERE) to discuss equitable implementation of Measure A funds in the Los Angeles County.

The feedback gathered from the first EJWG meeting were very positive. SCAG stakeholders thought the content of the meeting, especially from the outside speakers, were very interesting and informative. Attendees also appreciated the formation of this working group to allow for continuous discussions on issues and an area for EJ groups within the SCAG region to meet and discuss issues and solutions. Many attendees were also expressed excitement for the next EJWG meeting.

The second EJWG meeting was held on Thursday, August 9, 2018. Because the meeting agenda included breakout discussions, meeting reminder emails sent to EJ stakeholders strongly encouraged participants to attend the meeting at the Los Angeles office or one of the regional offices. Over thirty (30) attendees attended the meeting at the Los Angeles office or one of the regional offices and twelve (12) participants joined the meeting via webinar. The meeting agenda included two SCAG staff presentations: one presentation on the details of the 2016 RTP/SCS EJ outreach process and one presentation on specific performance indicators of the 2016 RTP/SCS EJ analysis chosen by EJWG members in a prior survey (climate vulnerability, emissions impacts, and gentrification and displacement) from expert staff in the Research and Analysis department. There were also five external presenters, each representing an air district in the SCAG region that presented updates on AB 617, legislation that requires CARB and air districts to conduct air quality monitoring at a community level.

The last twenty (20) minutes of the meeting were dedicated to two breakout discussions: one breakout discussion focused on gathering input on SCAG's EJ outreach process for the 2016 RTP/SCS EJ analysis and new ideas for the 2020 RTP/SCS EJ analysis and the other breakout discussion focused on gathering input on SCAG's technical analysis approaches and methodologies for the 2016 RTP/SCS EJ analysis and new ideas for the 2020 RTP/SCS EJ analysis. Breakout discussion participants received three worksheets (Attachment #3), including guiding questions, a one-pager for the 2016 RTP/SCS EJ outreach strategy, and a table of performance indicators and levels of analyses from the 2016 RTP/SCS EJ Appendix, to give context and guide the discussion. Additionally, meeting attendees in the regional offices received the same worksheets and were encouraged to discuss with planning staff available at the regional offices or fill out the worksheet to provide input. Meeting attendees on the webinar also received the three worksheets and were encouraged to participate the breakout discussions via the chat function where SCAG staff were available to answer questions and record input. The breakout discussions at the Los Angeles office were very lively and included constructive feedback and insightful input. Some input received include reaching out to youth and faith based groups, holding pop-up events, and expanding on

housing, gentrification and displacement, and resilience analyses. A full list of the input gathered can be found in the meeting summary (Attachment #2).

The feedback received from the second EJWG meeting continued to be positive with many organizations looking forward to additional meetings and partnering with SCAG to further both theirs and our EJ efforts.

The next EJWG meeting is currently scheduled for January 17, 2019 which will be a joint meeting with SCAG's public health staff to discuss the nexus between public health and environmental justice. More information will be available as SCAG staff finalize the meeting agenda. Because of the large time gap between the August 2018 and January 2019 meetings, EJWG participants required a special EJWG meeting to discuss specific technical analysis methodologies for the 2020 RTP/SCS EJ Appendix. This meeting is tentatively scheduled for early November 2018. SCAG staff also received suggestions for smaller meetings held outside of SCAG's Los Angeles Headquarters to reach out to community groups throughout the region so SCAG staff are looking into organizing such meetings. More information will also be provided to the Policy Committee Members as meeting dates and content are finalized.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2018-2019 Overall Work Program (080.SCG00153.04: Regional Assessment).

ATTACHMENT(S):

1. 1. EJWG 2018May17 Agenda + Meeting Summary
2. 2. EJWG 2018Aug9 Agenda + Meeting Summary_rev
3. 3. EJWG 2018Aug9 Meeting Materials revJA



ENVIRONMENTAL JUSTICE WORKING GROUP

May 17, 2018

2:30 pm – 4:30 pm

Policy Committee Room B

SCAG's Main Office

900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017

AGENDA

1. WELCOME AND SELF INTRODUCTIONS

Ping Chang, Acting Manager, SCAG

2. SB 1000 IMPLEMENTATION GUIDANCE

Elizabeth Baca, Senior Health Advisor, Governor's Office of Planning and Research

3. 2016 RTP/SCS ENVIRONMENTAL JUSTICE TECHNICAL ANALYSIS OVERVIEW

Kimberly Clark, Regional Planner Specialist, SCAG

Tom Vo, Associate Regional Planner, SCAG

4. MEASURES MATTER: ENSURING EQUITABLE IMPLEMENTATION OF LA COUNTY MEASURES

Madeline Wander, Senior Data Analyst, USC Program for Environmental and Regional Equity (USC PERE)

5. 2020 RTP/SCS GOALS AND GUIDING POLICIES

Anita Au, Associate Regional Planner, SCAG

6. EJWG TOPIC OUTLOOK AND SCHEDULE DISCUSSION

Anita Au, Associate Regional Planner, SCAG

TO PARTICIPATE VIA WEB CONFERENCING

To join the meeting: <https://zoom.us/j/520229852>

Dial In: 1-646-558-8656

Meeting ID: 520 229 852

TO PARTICIPATE VIA VIDEOCONFERENCING

Video conferencing will be available at SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino, and Ventura county videoconference sites. *Space is limited, so please RSVP here:* <https://scag.wufoo.com/forms/environmental-justice-working-group-meeting/>

SCAG, in accordance with the Americans with Disabilities Act, is committed to providing special accommodations to those who are interested in participating in the workshop. SCAG is also committed to helping those with limited proficiency in the English language by providing translation services at the workshop in accordance with Title VI of the Civil Rights Act. We ask that you provide your request for special accommodations or translation services at least 72 hours prior to the meeting so that SCAG has sufficient time to make arrangements. Please contact Anita Au, Associate Regional Planner, at au@scag.ca.gov or by calling (213) 236-1874.



ENVIRONMENTAL JUSTICE WORKING GROUP

May 17, 2018

2:30 pm – 4:30 pm

Policy Committee Room B

SCAG's Main Office

900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017

MEETING SUMMARY

1. WELCOME AND SELF INTRODUCTIONS

Ping Chang, Acting Manager at SCAG, welcomed all participants.

SCAG Headquarters:

*Celia Andrade, PACE, A3PCON EJ Committee
Elizabeth Baca, OPR
Jason Douglas, LADCP
Jay Eastman, City of Riverside
Demi Espinoza, Safe Routes National Partnership
Steve Gerhardt, Walk Long Beach
Jo Kay Ghosh, SCAQMD
Lily House-Peters, CSULB
Lori Huddleston, LA Metro
Enrique Huerta, From Lot to Spot
Jazmine Johnson, PSR-LA
Bryn Lindblad, Climate Resolve
Nicolas Marautz, UC Irvine
Jesse Marquez, Coalition for a Safe Environment
Mercedes Meneses, LA Metro
Christine Montes, LA County Dept. of Public Health
Andres Ramirez, Pacoima Beautiful
Brian Robey, Inland Empire RCD
Cody Rosenfield, CCA
Janet Scully, LA County Dept. of Public Health
Amanda Staples, Investing In Place
Madeline Wander, USC PERE
Jessica Wuyek, PlaceWorks*

Webinar:

*Deborah Allen, City of Rancho Cucamonga
Yenni Diaz, Orange County Environmental Justice
Scott Rigsby, San Bernardino Department of Public Health
Bill Sadler, Public Health Alliance of Southern California*

SCAG Regional Offices:

*Clarice Burden, City of Ontario
Siri Champion, Michael Baker International
Gustavo Gonzalez, City of Anaheim
Ruth Lorentz, City of Big Bear Lake
Karen Thompson, City of Ontario*

SCAG Staff:

*Courtney Aguirre
Kome Ajise
Anita Au
Joseph Briglio
Ping Chang
Kimberly Clark
Lauren Colonna
Mike Gainor
Mike Jones
Rachel Krusenoski
Houston Laney
Philip Law
Ellen JiSu Lee
David Salgado
Arnold San Miguel
Tom Vo
Frank Wen*



2. SB 1000 IMPLEMENTATION GUIDANCE

Elizabeth Baca, Senior Health Advisor, Governor's Office of Planning and Research (OPR)

Presentation Summary:

- Effective January 1, 2018, any local jurisdiction with disadvantaged communities are required to consider environmental justice during the General Plan Update process
- Local jurisdictions will need to develop an environmental justice element OR address environmental justice related goals, policies, and objectives
- Community input and partnership will be important throughout the process
- SB 1000 is a starting point, local jurisdictions can choose which issues to include and discuss in their General Plans or Environmental Justice Elements as defined by the community such as active living and recreation, food systems, social cohesion and safety, healthy housing, environmental health, etc.
- An additional guidance draft will be coming out from OPR in summer/fall 2018

Comments and Questions:

- Question: Who will implement SB 1000 requirements? Can SCAG oversee/enforce for compliance?
Answer: SCAG staff is hoping EJWG members can be involved in implementation so jurisdictions are aware of the implementation strategy guidance contained in SB 1000, such as proper outreach strategies.

3. 2016 RTP/SCS ENVIRONMENTAL JUSTICE TECHNICAL ANALYSIS OVERVIEW

Kimberly Clark, Regional Planner Specialist, SCAG

Tom Vo, Associate Regional Planner, SCAG

Presentation Summary:

- Per federal requirement, SCAG, as the MPO for the region, is required to conduct an environmental justice analysis of the RTP/SCS, which includes defining action and study area, developing community profile, analyzing impacts, identifying solutions (and avoid, minimize, mitigate impacts or enhance EJ community conditions), and documenting findings
- The 2016 RTP/SCS EJ outreach process included five public workshops (in November 2014, April 2015, and August 2015) eight focus groups (in July 2015), and two interviews (in July 2015) with SCAG stakeholders throughout the region
- In the 2016 RTP/SCS EJ Appendix, SCAG staff analyzed Environmental Justice Areas, SB 535 Disadvantaged Areas, and Communities of Concern
- New performance indicators in the 2016 RTP/SCS EJ Appendix include geographic distribution of transportation investment, active transportation hazards, public health impacts, and climate vulnerability

Comments and Questions:

- Question: Did any displacement triggers/trends come up during the analysis process?
Answer: Yes. The 2016 EJ Appendix is the second round of analysis that looked that gentrification, specifically around transit stops. SCAG staff included analysis of half mile areas around rail transit stops and HQTAs and found that the minority household growth rate is lower compared to the region.
- Question: We know pressures that are driving gentrification and displacement are happening at the macro-level, what were some discussions that were held around that?
Answer: Based on input received from SCAG's public outreach workshops, gentrification is not necessarily a bad thing because it means that communities are benefiting from better infrastructure but displacement is because residents and businesses can no longer afford to live or work in these communities. Affordable housing close to transit areas can be a



long-term solution to displacement. It is also encouraging to see best practices like LA Metro's affordable housing set aside.

- Question: Does SCAG do any analysis similar to Seattle's Displacement Index?
Answer: No but one of the purposes of the EJWG is to gather input and suggestions such as this to look into further and potentially incorporate into SCAG's RTP/SCS and EJ Appendix.
- Comment: SCAG needs to keep up with technological advancements that can help reduce GHG emissions and will work with stakeholders to stay well informed of these advancements.

4. MEASURES MATTER: ENSURING EQUITABLE IMPLEMENTATION OF LA COUNTY MEASURES

Madeline Wander, Senior Data Analyst, USC Program for Environmental and Regional Equity (USC PERE)

Presentation Summary:

- Evidence shows that regions that work toward equity have stronger and more resilient economic growth so equity should be a vital part of urban planning; Equity is good for growth and inequality is bad for the economy
- Ways to achieve just growth include centralizing knowledge and data, having common regional destinies, being action oriented, pursuing multi-issue framing and relationship building that builds regional resilience, and acknowledging legitimacy of others' viewpoints
- The report, *Measures Matter*, explores how Measures M and A can be equitably implemented in LA County; Defining equitable implementation includes three parts: prioritize investments that close racialized and other gaps, involve authentic partnership throughout the process, and mitigate disparities likely to emerge in the future
- Some principles discussed in the report to accomplish equitable implementation include emphasizing equity, supporting grassroots groups and leadership development, sharing decision making amongst stakeholders, take collaborative approaches to outreach, linking equity to funding opportunities, linking equity to other programs and policies, integrating across siloes, and providing on-going evaluation

Comments and Questions:

- Question: How can we foster continuous community voices in advisory groups?
Answer: The composition of advisory groups is crucial so it's important to include community leaders (from advocacy group, community based organizations, etc.) in advisory groups but it may not be realistic to expect them to attend all meetings without some kind of incentive or compensation for their time. Community input collected from *Measures Matter* also included recommendations for funding this type of participation.

5. 2020 RTP/SCS GOALS AND GUIDING POLICIES

Anita Au, Associate Regional Planner, SCAG

Presentation Summary:

- SCAG is currently in the process of developing an updated long-range plan, the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) and updating the plan's overarching goals and guiding policies
- SCAG is updating the plan's overarching goals and guiding policies to ensure alignment with SCAG's recently updated Strategic Plan which calls for enhancing the region's economy, resilience, and adaptability, with state and federal planning factors and goals that also touch upon resiliency and social equity, and with other MPO goals which include similar categories like economy, mobility, environment, and health and complete communities
- The Draft 2020 RTP/SCS goals and guiding policies includes discussion on equitable and adaptable communities, which is related to environmental justice
- Any comments, questions, or suggestions can be forward to Ms. Courtney Aguirre (aguirre@scag.ca.gov or (213) 236-1804) by Wednesday, June 13, 2018



Comments and Questions:

- No questions

6. EJWG TOPIC OUTLOOK AND SCHEDULE DISCUSSION

Anita Au, Associate Regional Planner, SCAG

Presentation Summary:

- The proposed goals and objectives of the Environmental Justice Working Group (EJWG) include providing a platform for stakeholders to facilitate continuous opportunities for discussion, discussing and gathering input from SCAG stakeholders and informing participants and supporting local implementation
- The next EJWG meeting is scheduled for August 16, 2018 and the tentative agenda includes further discussion on last cycle's EJ technical analysis approach (with a breakout discussion to follow) and discussion on the relationship between public health and environmental justice
- The tentative schedule for the 2020 RTP/SCS EJ Outreach Process includes the EJ Outreach Kickoff Workshop in Fall 2018, at least two EJ Outreach Workshops in Winter 2018 or Spring 2019, EJ Outreach Focus Groups and Interviews in Spring/Summer 2019, and at least two more EJ Outreach Workshops in Summer 2019

Comments and Questions:

- Question: As presented, there will be discussion between public health and environmental justice but will there be opportunities to discuss linkages between environmental justice and goods movement?
Answer: It has been discussed amongst SCAG staff and we intend on bringing in other departments and topic areas into the EJWG meetings. The purpose of having these discussion topics or themes is to also involve other departments within SCAG to present and work together with this working group to address overlap between EJ and the respective topic areas.
- Comment: The first EJWG meeting seemed a bit rushed with so many presentations so one suggestion is to allocate more time for discussion and to get more feedback from the regional offices.



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENT ENVIRONMENTAL JUSTICE WORKING GROUP

August 9, 2018

9:30 am – 12:00 pm

Regional Council Board Room

SCAG's Main Office

900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

AGENDA

1. WELCOME AND SELF INTRODUCTIONS

Ping Chang, Acting Manager, SCAG

2. 2016 RTP/SCS ENVIRONMENTAL JUSTICE OUTREACH PROCESS: DETAILED OVERVIEW

Anita Au, Associate Regional Planner, SCAG

3. 2016 RTP/SCS ENVIRONMENTAL JUSTICE TECHNICAL ANALYSIS: DETAILED OVERVIEW

Research and Analysis Department Staff

4. INTRODUCTION AND UPDATES ON AB 617

Air District Representatives

5. BREAKOUT DISCUSSION

Enhancements and New Strategies for SCAG's EJ Outreach Process

Enhancements and New Strategies for SCAG's EJ Technical Analysis

TO PARTICIPATE VIA WEB CONFERENCING

To join the meeting: <https://zoom.us/j/666440157>

Dial-In: 1 (669) 900-6833

Meeting ID: 666 440 157

TO PARTICIPATE VIA VIDEOCONFERENCING

Video conferencing will be available at SCAG's regional offices in Imperial, Orange, Riverside, San Bernardino, Ventura counties and in the Palmdale videoconference site. *Space is limited, so RSVP is required. Please RSVP here: <https://bit.ly/2tXQYZu>*

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ENVIRONMENTAL JUSTICE WORKING GROUP

August 9, 2018

9:30 am – 12:00 pm

Regional Council Board Room

SCAG's Main Office

900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017

MEETING SUMMARY

1. WELCOME AND SELF INTRODUCTIONS

Ping Chang, Acting Manager at SCAG, welcomed all participants.

SCAG Headquarters:

*Deborah Allen, City of Rancho Cucamonga
Leeor Alpern, SCAQMD
Stephanie Cadena, Gateway Cities COG
Jason Douglas, LADCP
Marissa Ferrell, City of Inglewood
Jo Kay Ghosh, SCAQMD
Charles Guiam, City of Anaheim
Martial Haprov, MDAQMD
Natalie Hernandez, Climate Resolve
Lily House-Peters, CSULB
Jazmine Johnson, PSR-LA
Zully Juarez, USC Environmental Health Center
Josh Lee, SBCTA
Laurene Lopez, Metrolink
Jesse Marquez, Coalition for a Safe Environment
Tim Mok, The City Project
Nelly Nieblas, Breathe LA
Sylvia Novoa, Metrolink
Ryan Orr, MDAQMD
Brian Robey, Inland Empire RCD
Cody Rosenfield, Coalition for Clean Air
Janet Scully, LA County Dept. of Public Health
Gail Shiimoto-Lohr, City of Mission Viejo
Amanda Staples, Investing in Place
Dylan Thomason, The City Project
Karen Thompson, City of Ontario
Karo Torossical, Office of Councilmember Paul Krekorian
Miguel Vazquez, RUHS-PH
Jean Ward, Civic Solutions*

SCAG Regional Offices:

*Clay Downing, County of Ventura Planning Dept.
Miguel Hernandez, Comite Civico del Valle
Marven Norman, Inland Empire Biking Alliance
Mike Villegas, VCAPCD*

Webinar:

*Clarice Burden, City of Ontario
Isidro Figueroa, City of Oxnard
Steve Gerhardt, Walk Long Beach
Cutis Gibbs, Community Action Partnership OC
Susan Kim, City of Anaheim
Scott Kutner, City of Santa Ana
Rebecca Marsile, OCHCA
Trudy Raymundo, San Bernardino Dept. of Public Health
Scott Rigsby, San Bernardino Department of Public Health
Bill Sadler, Public Health Alliance of Southern California
Carlene Saxton, City of Palmdale
Samantha Welch, City of Moreno Valley*

SCAG Staff:

*Kome Ajise
Grieg Asher
Anita Au
Joseph Briglio
Ping Chang
John Cho
Kimberly Clark
Lauren Colonna
Mike Gainor
Ma'Ayn Johnson
Amina Karwa
Rachel Krusenoski
Eric Martinez
Roland Ok
David Salgado
Arnold San Miguel
Jung Seo
Tom Vo
Ping Wang*



2. 2016 RTP/SCS ENVIRONMENTAL JUSTICE OUTREACH PROCESS: DETAILED OVERVIEW

Anita Au, Associate Regional Planner, SCAG

Presentation Summary:

- During the 2016 RTP/SCS EJ outreach process, SCAG conducted five (5) EJ public workshops: four were held in the evening to accommodate work schedules and two were held outside of SCAG's LA office to accommodate more stakeholders
- SCAG also conducted eight (8) focus groups with a total of 28 participants, representing 21 different organizations to obtain more feedback from EJ stakeholders.
- Some of the suggestions from the focus groups are currently being implemented like partnering with trusted local organizations and forming an EJ Working Group. Other suggestions include providing clear agendas well in advance of outreach process, maintain and update outreach database, and tailor meeting content to local communities to improve local interest and participation.

Comments and Questions:

- Question: Does SCAG staff feel that there was a good representation of the organizations that participated for the focus groups? Are there any particular gaps you'd want to address in this 2020 process?
Answer: The consultant that was hired to help lead the focus groups also spent a lot of time developing the contact and participation list so the focus group participants present a good representation of the region and issues, as shown in the list of organizations in the summary report.
- Question: Regarding partnering with community based organizations (CBOs), what should CBOs do if they want to partner with SCAG to further their EJ efforts?
Answer: SCAG staff welcome any community leaders and community groups that want to partner to hold any meeting or workshops and highly encourage that. But SCAG staff is also looking from the working group to help identify other community leaders and groups that haven't been involved with the EJWG to partner with them and bring them into the conversation.

3. 2016 RTP/SCS ENVIRONMENTAL JUSTICE TECHNICAL ANALYSIS: DETAILED OVERVIEW

Kimberly Clark, Regional Planner Specialist, SCAG; Ping Wang, Regional Planner Specialist, SCAG; John Cho, Senior Regional Planner, SCAG

Presentation Summary:

- In the climate vulnerability analysis, SCAG staff identified areas that will likely incur negative impacts resulting from climate change in four key areas: areas vulnerable to sea level rise, high fire threat areas, flood hazard zones, and areas with substandard housing.
- The climate vulnerability analysis also included best practices on potential climate adaptation policies and their associated impact on EJ populations in the areas of spatial, financial, and health.
- The emissions impacts analysis included examining air quality impacts for particulate matter and carbon monoxide of the RTP/SCS at the regional and community levels and examining air quality impacts of the RTP/SCS for areas in close proximity to highways (500 ft buffer of freeways).
- Overall findings in the emissions impacts analysis show that there are improvements in reductions of PM2.5 and CO.



- In the gentrification and displacement analysis, SCAG staff looked at high quality transit areas (HQTA), transit oriented communities (TOC; ½ mile zones that surround rail transit stations), and overlapping areas with SCAG’s environmental justice areas, communities of concern, disadvantaged communities, urban and rural areas and analyzed their growth (population and household), economies, and equity and sustainability of the areas.
- Although further investigation is needed, growth trends identified in the analysis may serve as the initial evidence of gentrification and displacement.

Comments and Questions:

- Question: Is there a monitoring program in place for any of the performance indicators (i.e. emissions, gentrification or displacement) or do you just update the data with each RTP?
Answer: SCAG currently only updates the data every four years for the RTP/SCS process but SCAG staff thinks that is a very good idea to have continuous monitoring. In regards to emissions monitoring, SCAQMD and other air districts provides a network of regional monitors that tackles air quality issues regionally. In regards to community level emissions monitoring, we will talk more about that with the AB 617 discussion.
- Comment/Question: According to your presentation on gentrification, SCAG staff doesn’t indicate if the findings support the notion that gentrification is happening. SCAG staff has done EJ analysis around transit areas, TODs and corridors but there are other factors that impact gentrification so what are some techniques your staff can utilize to conduct further analysis? And lastly it would be interesting to correlate SCAG’s EJ analysis with foreclosures and evictions.
Answer: SCAG staff agrees that we need to understand factors of displacement that could be causing the population trends shown in the EJ analysis. SCAG’s EJ analysis indicates that populations in the transit oriented communities (TOCs) are not experiencing the same growth as compared to the region (i.e. median income, seniors, etc.). It is too soon to tell but indicators show, with statistical significance, that there are areas of concern in regards to gentrification and displacement.
- Comment: There have not been any public health studies done showing a parallel improvement in public health because of data gaps. SCAG needs to look at particulate matter that is less than 2.5 microns (i.e. 1.0 micron ultrafine) and conduct a health impact assessment and public health baseline to monitor for improvements.
- Question: City of Los Angeles is considering expanding the radii around freeways from 500 feet to 1000 feet. How will SCAG address that?
Answer: SCAG staff conducted our EJ analysis in the 2016 RTP/SCS for a 500 foot buffer but we have completed analysis on 1000 foot buffers in the 2008 RTP so that will not be an issue for future analysis.

4. INTRODUCTION AND UPDATES ON AB 617

Jo Kay Ghosh, Health Effects Officer, SCAQMD; Mike Villegas, Air Pollution Control Officer/Executive Officer, VCAPCD; Ryan Orr, Community Relations and Education Supervisor, MDAQMD; Martial Haprov, Community Relations and Education Specialist, MDAQMD; Anita Au, SCAG presenting on behalf of Belen Leon, AB 617 Contact, ICAPCD

Presentation Summary:

- AB 617 requires the California Air Resources Board (CARB) to develop a monitoring planning for the state that is community centered. Key elements of AB 617 include community air monitoring, community emission reduction plans, easier access to emissions data, clean technology investments, and best emission controls.



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENT ENVIRONMENTAL JUSTICE WORKING GROUP

- South Coast Air Quality Management District (SCAQMD) held ten (10) community meetings, one (1) technical workshop, two (2) EJCP meetings, nine (9) community meetings hosted by other organizations and elected officials, 25 government agency meetings, workshops, advisory groups, and staff briefings, one (1) media interview, and three (3) academic presentations.
- Key input from SCAQMD outreach include identifying air pollution sources (diesel sources, oil production and processing, landfills, scrap yards, and hazardous waste sites), areas of concern (schools near air pollution sources/industrial areas: concentration of industries, and green spaces), and population factors (density, low income, communities of color, access to health care, asthma and cancer rates, education levels, and children and elderly).
- Ventura County Air Pollution Control District (VCAPCD) held various meetings and workshops to gather input necessary for AB 617 implementation but have encountered issues with an aggressive timeline which results in a lack of public input from some disadvantaged communities.
- Next steps from VCAPCD include forming Community Steering Committee(s), additional efforts to contact the public in disadvantaged communities, coordinating with NGOs on Community Monitoring and Outreach, and developing a BARC implementation schedule by January 1, 2019.
- Mojave Desert Air Quality Management District (MDAQMD) held one (1) community open house and received positive community feedback and one community survey on project priorities but it is anticipated that no communities in the MDAQMD jurisdiction will be selected in the first few rounds of the AB 617 community identification process.
- MDAQMD will continue to hold additional workshops and have purchased 40 Purple Air Sensors (twelve have been deployed for community air monitoring).
- Antelope Valley Air Quality Management District's (AVAQMD) outreach process included utilizing a field-visit/outreach method for presentations instead of district-hosted workshops, council/group presentations to allow for larger audience (tallied nearly 300 attendees from all presentations) and received highly positive feedback from individual presentations.
- Next steps for AVAQMD include a joint partnership with ARTC to study PM 10 and PM2.5 as a source of severe respiratory problems and purchasing and placing 10 Purple Air Sensors from CARB.
- Imperial County Air Pollution Control District (ICAPCD) conducted two workshops that were well attended and gathered feedback including concerns regarding paving projects at school parking lots, community linkage, lack of educational programs, enhancing agricultural burning rules, lack of education and awareness programs, indoor/outdoor filtration, and green barriers.
- Next steps for ICAPCD include awaiting AB 617 CAP funding for a variety of activities to build community readiness, forming a Community Steering Committee (CSC), and additional community workshops.

Comments and Questions:

- Comment: Participant recommends CARB increase representation from community based organizations to 15-20 so there will be at least a 5% representation. Participant also recommends Riverside County to be a part of the discussion at SCAQMD due to the large warehouse that reside in the county.
- Question: Are there any plans to measure chromium 6 at the community level?
Answer: SCAQMD is currently doing a technical evaluation of data that is available but the specifics on air monitoring will be discussed through the steering committee and the prioritization process.
- Question: Why did you choose to get the purple air monitoring sensors?
Answer: The Purple Air Sensors were being distributed by the California Air Resources Board so that was one of the reasons these type of sensors were chosen but the size and relative reliability also contributed to why these sensors were chosen for use in the Antelope Valley and Mojave Desert district areas.



5. BREAKOUT DISCUSSION

Enhancements and New Strategies for SCAG's EJ Outreach Process:

- Who are some key stakeholders SCAG should reach out to during the 2020 TRP/SCS EJ outreach process?
 - Non-governmental organizations
 - Grassroots groups
 - Air Pollution Control Districts
 - Department of Toxic Substances Control
 - Public health departments
 - Los Angeles County Measure A stakeholders
 - City of Los Angeles Neighborhood Councils
 - Faith-based organizations
 - Specific Groups:
 - Southeast Asian Community Alliance
 - Chinatown Community for Equitable Development
 - Sustainable Little Tokyo
 - Anahugh Youth Sports Association
 - Comite Civico Del Valle
 - Focus Group at LACI (on climate vulnerability)
 - Consider analyzing existing stakeholder list and fill in gaps of communities not represented
 - Consider looking into communities and cities going through climate action plans
- How can we expand on SCAG's EJ outreach approach from the 2016 RTP/SCS for the 2020 RTP/SCS?
 - Consider holding meetings in the evening, not during work hours and in accessible locations
 - Consider releasing budget on EJ outreach process (to show how much resources SCAG can have)
 - Understand that there are food, childcare, and transit costs for participants and consider compensation for participants
 - Consider hosting pop-up events and meeting people where they are at
 - Consider including anecdotal information from community based organizations
 - Provide ample time for outreach
 - Consider exploring contingency plans for meetings with low attendance
 - Consider expanding online presence and surveys
- What are some new strategies/ideas SCAG staff can use to engage more with EJ stakeholders?
 - Consider reframing from heavy technical language
 - Consider inclusion of background and process during outreach process (Why is the outreach occurring? What's the purpose)
- What are some best practices on EJ outreach from other agencies or regions you think SCAG staff should look into for the 2020 RTP/SCS development process?
 - Consider having bilingual meetings
 - Consider having follow-up meetings to show community voice is heard and included in the process
 - Consider including short survey and more online presence
 - Consider or look into best practice examples of EJ policy from Kings County, Seattle, WA; Portland, OR; Minneapolis, MN
 - Consider providing stipend for community participants



- Consider using anti-displacement as a common goal to achieving improved air quality, parks and open space, and transit access

Enhancements and New Strategies for SCAG's EJ Technical Analysis:

- SCAG conducted EJ analyses for the 2016 RTP/SCS at the regional, community-based, and localized levels, depending on specific performance indicators. How can these three levels of analyses be further refined or improved?
 - Consider communities under AB1550
 - Consider identifying ways to combine multiple EJ areas to create new EJ area by combining their indices
 - Consider community proposed projects
 - Consider analyzing benefits and burdens on all people
 - Consider adding numerical disparities in park access, health vulnerabilities, and exposure to toxics
- How can we improve or enhance on the existing 18 performance indicators of the 2016 RTP/SCS EJ Appendix?
 - Consider Healthy Places Index, MATES IV study from AQMD, LA County Health Profile, Riverside County Climate Adaptation Plan; develop an inventory of Health Impact Study in the region to identify the gap
 - Consider expanding more on "Gentrification and Displacement" analysis to non-transit areas
 - Consider expanding on traffic safety to include collisions involving trucks
 - Consider examining industries impacted by sea level rise
 - Consider providing more detail of substandard housing
 - Consider race, educational attainment, rent vs. homeowners as indicators to determine communities vulnerable to gentrification and displacement
- What are some new performance indicators that we should consider in addition to the existing 18 performance indicators for the 2020 RTP/SCS EJ Appendix?
 - Consider providing an Emerging Categories that involves certain ports, truck routes, storage yards, etc.
 - Consider including Heat island effects (consider Urban Heat Islands (UHI) Index maps on CalEPA's website)
 - Consider including Seismic risk, liquefaction, and disaster resilience
- How can we make the EJ Appendix more user-friendly for local jurisdictions and stakeholders (i.e. organization of performance indicators, format of appendix, etc.)?
 - Consider providing funding information/sources as it relates to specific EJ topics
 - Consider reorganizing indicators into categories
 - Consider creating interactive application
 - Consider utilizing matrices to better show results of EJ analyses



AUGUST 9 EJWG BREAKOUT DISCUSSION

EJ TECHNICAL ANALYSIS:

1. SCAG conducted EJ analyses for the 2016 RTP/SCS at the regional, community-based, and localized levels, depending on specific performance indicators. How can these three levels of analyses be further refined or improved?
2. How can we improve or enhance on the existing 18 performance indicators of the 2016 RTP/SCS EJ Appendix?
3. What are some new performance indicators that we should consider in addition to the existing 18 performance indicators for the 2020 RTP/SCS EJ Appendix?
4. How can we make the EJ Appendix more user-friendly for local jurisdictions and stakeholders (i.e. organization of performance indicators, format of appendix, etc.)?



AUGUST 9 EJWG BREAKOUT DISCUSSION

EJ OUTREACH PROCESS:

1. Who are some key stakeholders SCAG should reach out to during the 2020 RTP/SCS EJ outreach process?

- 2a. How can we expand on SCAG's EJ outreach approach from the 2016 RTP/SCS for the 2020 RTP/SCS?

- 2b. What are some new strategies/ideas SCAG staff can use to engage more with EJ stakeholders?

3. What are some EJ outreach best practices from other agencies or regions you think SCAG staff should look into for the 2020 RTP/SCS development process?



2016 RTP/SCS ENVIRONMENTAL JUSTICE OUTREACH PROCESS – WORKSHOPS

EJ Kickoff Workshop – November 20, 2014

SCAG Los Angeles Office @ 2:00 p.m. – 4:00 p.m.

EJ Outreach Workshop – April 15, 2015

Fairmount Park, Riverside @ 5:30 p.m. – 7:30 p.m.

EJ Outreach Workshop – April 23, 2015

SCAG Los Angeles Office @ 5:30 p.m. – 7:30 p.m.

EJ Outreach Workshop – August 18, 2015

SCAG Los Angeles Office @ 5:30 p.m. – 7:30 p.m.

EJ Outreach Workshop – August 31, 2015

Ovitt Family Community Library, Ontario @ 5:30 p.m. – 7:30 p.m.

WORKSHOP HIGHLIGHTS

- Videoconferencing provided at all regional offices when meetings were held in SCAG's Los Angeles office
- Meetings included four breakout discussions focused on: (1) air quality, (2) parks and open space, (3) transit, access, and land use, and (4) gentrification
- Four out of five meetings were held in the evening time to accommodate work schedules



2016 RTP/SCS ENVIRONMENTAL JUSTICE OUTREACH PROCESS – FOCUS GROUPS

EIGHT (8) FOCUS GROUPS

1. Environment
2. Public Health
3. Minority and Low Income
4. Housing
5. Transportation
6. Senior and Kid
7. Minority
8. Low Income

TWENTY-EIGHT (28) PARTICIPANTS

- More than seventy-five (75) stakeholders contacted
- Twenty-one (21) different organizations represented
- Twenty-three (23) participated in-person
- Two (2) participated via individual phone interviews
- Three (3) participated via email surveys

FOCUS GROUP HIGHLIGHTS

- Conducted from July 21-23, 2015
- Six (6) sessions held at SCAG's Los Angeles Office and two (2) sessions held at SCAG's Riverside County Regional Office
- One (1) session held in the evening

STAKEHOLDER SUGGESTIONS FOR SCAG'S FUTURE OUTREACH EFFORTS:

1. Partner with trusted local organizations
 - a. **Have community-based organizations host or co-host meetings, workshops, and other events**
2. Form an EJ working group to support SCAG's outreach process
 - a. **Meet regularly to help ensure proposed strategies and actions are incorporated into a more global EJ plan**
3. Provide clear agendas well in advance of overall outreach process
4. Maintain and update outreach database
5. Tailor meeting content to local communities to improve local interest and participation
 - a. **Ensure questions/meeting topics include context and relevance to the community**

OTHER FEEDBACK:

1. Evaluate root causes of disadvantage communities
2. Funding is needed to implement proposed measures and solutions
3. Take a more active role in filtering/prioritizing projects
4. Take proactive role on mitigating future risks
5. Determine the likelihood of transit options by income group



AUGUST 9 EJWG BREAKOUT DISCUSSION

PERFORMANCE INDICATORS	REGIONAL	COMMUNITY-BASED	LOCALIZED
2016 RTP/SCS REVENUE SOURCES IN TERMS OF TAX BURDENS	X		
SHARE OF TRANSPORTATION SYSTEM USAGE	X		
2016 RTP/SCS INVESTMENTS	X		
DISTRIBUTION OF TRAVEL TIME SAVINGS AND TRAVEL DISTANCE REDUCTIONS	X	X	
GEOGRAPHIC DISTRIBUTION OF TRANSPORTATION INVESTMENTS	X	X	
JOBS-HOUSING IMBALANCE OR JOBS-HOUSING MISMATCH	X		
IMPACTS FROM FUNDING THROUGH MILEAGE-BASED USER FEES	X		
ACCESSIBILITY TO EMPLOYMENT AND SERVICES	X	X	
ACCESSIBILITY TO PARKS AND NATURAL LANDS	X	X	X
GENTRIFICATION AND DISPLACEMENT		X	X
REGIONAL EMISSIONS IMPACTS ANALYSIS	X	X	X
IMPACTS ALONG FREEWAYS AND HIGHLY TRAVELED CORRIDORS (i.e. HIGH-VOLUME ROADWAYS)	X		X
AVIATION NOISE IMPACTS		X	X
ROADWAY NOISE IMPACTS		X	X
ACTIVE TRANSPORTATION HAZARDS			X
PUBLIC HEALTH ANALYSIS	X	X	X
RAIL-RELATED IMPACTS			X
CLIMATE VULNERABILITY			X



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 4, 2018

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: MaAyn Johnson, Senior Regional Planner, Compliance &
Performance Monitoring, (213) 236-1975,
johnson@scag.ca.gov
Subject: Notification to HCD and Caltrans of Estimated RTP Adoption
Date

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

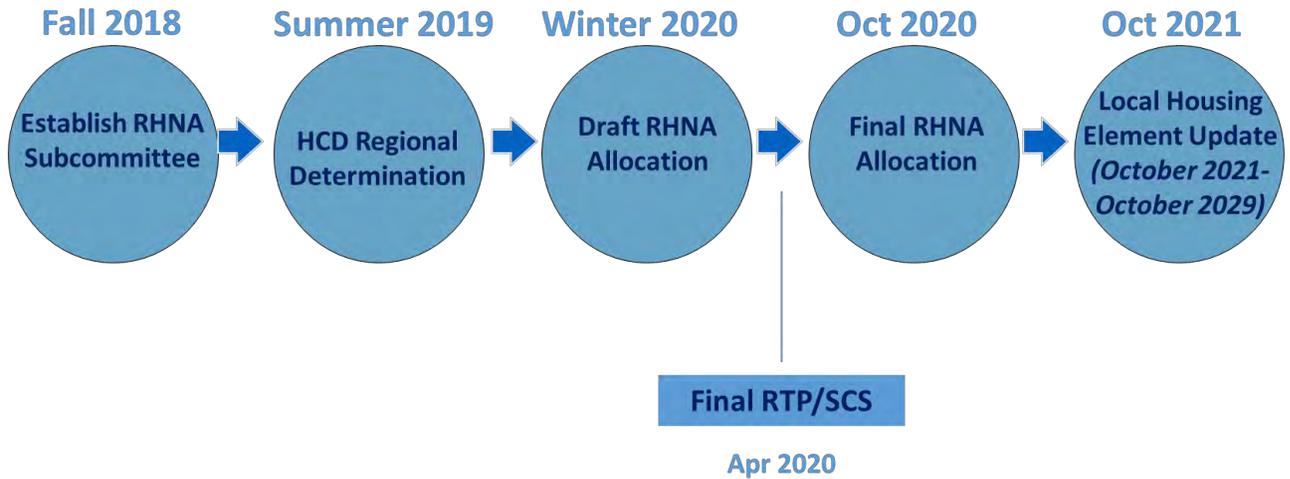
Government Code Section 65588(e)(5) requires that SCAG notify both the California Department of Housing and Community Development (HCD) and the California Department of Transportation (Caltrans) of the estimated adoption date for the next regional transportation plan (RTP) update at least twelve months (12) prior to the estimated adoption date. State housing law sets the next housing element adoption date as eighteen (18) months after the adoption of the RTP. Based on the anticipated April 2020 RTP adoption date, the 6th scheduled revision of the housing element will be due to HCD in October 2021. SCAG sent a notification letter to both HCD and Caltrans mid-September 2018.

BACKGROUND:

Government Code Section 65588(e)(5) requires that SCAG notify both the California Department of Housing and Community Development (HCD) and the California Department of Transportation (Caltrans) of the estimated adoption date for the next regional transportation plan (RTP) update at least twelve months (12) prior to the estimated adoption date. State housing law sets the next housing element adoption date as eighteen (18) months after the adoption of the RTP. Based on the anticipated April 2020 RTP adoption date, the 6th scheduled revision of the housing element will be due to HCD in October 2021. SCAG sent a notification letter to both HCD and Caltrans mid-September 2018 (attached).

Key milestones of the Regional Housing Needs Assessment (RHNA) process are based on the housing element adoption date. The exact dates for the 6th cycle RHNA milestones, such as the

regional determination process with HCD and the adoption of the methodology, are still being determined. However the final RHNA allocation plan will be adopted in October 2020. Below is a general timeline of key milestones. SCAG staff will continue to update the CEHD Policy Committee on the RHNA process.



FISCAL IMPACT:

Work associated with this item is included in the current FY 18-19 General Fund Budget (800.0160.03:RHNA).

ATTACHMENT(S):

1. SCAG Letter - Caltrans - RTP Adoption Date - 09132018
2. SCAG Letter - HCD - RTP Adoption Date - 09132018



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

September 13, 2018

Ms. Laurie Berman
Director
California Department of Transportation
1120 N Street
MS 49
Sacramento, CA 95814

REGIONAL COUNCIL OFFICERS

President
Alan D. Wapner, San Bernardino
County Transportation Authority

First Vice President
Bill Jahn, Big Bear Lake

Second Vice President
Randon Lane, Murrieta

Immediate Past President
Margaret E. Finlay, Duarte

COMMITTEE CHAIRS

Executive/Administration
Alan D. Wapner, San Bernardino
County Transportation Authority

Community, Economic &
Human Development
Peggy Huang, Transportation
Corridor Agencies

Energy & Environment
Linda Parks, Ventura County

Transportation
Curt Hagman, San Bernardino
County

**RE: Notification of Adoption Date
2020 Regional Transportation Plan/ Sustainable Communities Strategy**

Dear Ms. Berman:

The purpose of this letter is to notify your agency of the adoption date of the 2020 Regional Transportation Plan developed by the Southern California Association of Governments (SCAG). Government Code Section 65588 (e)(5) requires that SCAG notify the California Department of Housing and Community Development (HCD) and the California Department of Transportation (Caltrans) of the estimated adoption date for the next regional transportation plan update at least twelve (12) months prior to the estimated adoption date. SCAG anticipates the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to be adopted in April 2020. Based on this date, SCAG estimates the 6th scheduled revision of the housing element to be due to HCD as October 2021, which is eighteen (18) months from the adoption of the RTP/SCS, as required by the aforementioned Government Code.

We look forward to working with you and your staff on ensuring that the RTP/SCS and Regional Housing Needs Assessment update processes are a success. If you have any questions, please contact Mr. Kome Ajise, Director of Planning, at (213) 236-1835 or ajise@scag.ca.gov.

Sincerely,

Hasan Ikhata
Executive Director

Attachment: SCAG Letter - Caltrans - RTP Adoption Date - 09132018 (Notification to HCD & Caltrans of Estimated RTP Adoption Date)



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

September 13, 2018

Mr. Ben Metcalf
Director
California Department of Housing and Community Development
2020 West El Camino Avenue
Sacramento, CA 95833

REGIONAL COUNCIL OFFICERS

President
Alan D. Wapner, San Bernardino
County Transportation Authority

First Vice President
Bill Jahn, Big Bear Lake

Second Vice President
Randon Lane, Murrieta

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Corridor Agencies

Energy & Environment
Linda Parks, Ventura County

Transportation
Curt Hagman, San Bernardino
County

**RE: Notification of Adoption Date
2020 Regional Transportation Plan/ Sustainable Communities Strategy**

Dear Mr. Metcalf:

The purpose of this letter is to notify your agency of the adoption date of the 2020 Regional Transportation Plan developed by the Southern California Association of Governments (SCAG). Government Code Section 65588 (e)(5) requires that SCAG notify the California Department of Housing and Community Development (HCD) and the California Department of Transportation (Caltrans) of the estimated adoption date for the next regional transportation plan update at least twelve (12) months prior to the estimated adoption date. SCAG anticipates the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to be adopted in April 2020. Based on this date, SCAG estimates the 6th scheduled revision of the housing element to be due to HCD as October 2021, which is eighteen (18) months from the adoption of the RTP/SCS, as required by the aforementioned Government Code.

We look forward to working with you and your staff on ensuring that the RTP/SCS and Regional Housing Needs Assessment update processes are a success. If you have any questions, please contact Mr. Kome Ajise, Director of Planning, at (213) 236-1835 or ajise@scag.ca.gov.

Sincerely,

Hasan Ikhtrata
Executive Director

Attachment: SCAG Letter - HCD - RTP Adoption Date - 09132018 (Notification to HCD & Caltrans of Estimated RTP Adoption Date)



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 4, 2018

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Community, Economic and Human Development Committee (CEHD)
From: Grieg Asher, Program Manager I, Sustainability, (213) 236-1869, asher@scag.ca.gov
Subject: High Quality Transit Area (HQTA) Pilot Program

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD:

For Information Only – No Action Required

RECOMMENDED ACTION FOR EEC AND TC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Adam Maleitzke, Senior Planner, Gruen Associates, will brief the Committee on the High Quality Transit Area (HQTA) Analysis Pilot Project. This innovative SCAG pilot project has been underway for the past year. SCAG selected five cities and funded five pilot project sites to develop HQTA Vision Plans: Oxnard, El Monte, Riverside, San Bernardino and Santa Clarita. The first five HQTA Vision Plans have been completed and Mr. Maleitzke will summarize the findings and results.

BACKGROUND:

The 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) anticipated a significant amount of new housing, population and employment growth to occur in High Quality Transit Areas (HQTAs). HQTAs are areas which feature frequent transit service or major transit stations and are located in communities throughout the SCAG region.

To help implement the vision for a sustainable, more transit-oriented future, SCAG invited eligible communities to apply for the HQTA Analysis Pilot Project. Working with a consultant team led by Gruen Associates, SCAG selected five cities and funded five pilot project sites to develop HQTA Vision Plans: Oxnard, El Monte, Riverside, San Bernardino and Santa Clarita. The Vision Plans integrate land use and transportation strategies, identify active transportation improvements, suggest redevelopment approaches, and specify implementation plans that will enable those five communities to take full advantage of their transit stations and tap into regional and state funding opportunities and technical support. An overarching goal has been to develop plans that support

reduction of greenhouse gas emissions and vehicle miles traveled. Other goals include promoting higher-density development and implementation of more active transportation projects within the area surrounding the transit stations.

Each final Vision Plan will include a detailed station area profile describing the socioeconomic and transportation context of the pilot area, outreach efforts with key city staff and property owners, an opportunities and constraints analysis to identify potential land use and active transportation strategies, and an “HQTA Toolkit” to help advance development in the station area.

Adam Maleitzke from Gruen Associates will summarize for the Committee the findings and results from SCAG’s HQTA Analysis Pilot Project, which will also be useful in the development of the 2020 RTP/SCS.

FISCAL IMPACT:

Staff’s work budget and funding for the selected consulting team are included in the FY 2018-2019 Overall Work Program (OWP) 150.4093.02 – HQTA/Sustainable Communities Initiative.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 4, 2018

To: Executive/Administration Committee (EAC)
Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
From: Lindsey Hansen, Community Engagement Specialist, Active
Transportation & Special Programs, (213) 236-1921,
hansen@scag.ca.gov
Subject: APA California Recognizes Outstanding Planning in SCAG
Region

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and file

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

EXECUTIVE SUMMARY:

The California Chapter of the American Planning Association (APA) will recognize several programs and projects with Awards of Excellence and Merit next week at its 2018 Annual Conference. Seven awards will be presented to SCAG member agencies, including two projects that were supported by SCAG's Sustainability Planning Grant program. In addition, SCAG is proud to announce that our Go Human program is being recognized with the Public Outreach Award of Excellence.

BACKGROUND:

The APA California Awards Program recognizes and celebrates the great planning work occurring throughout California to encourage quality in planning and increase the public's awareness of the planning profession. In addition, selected projects serve as case-studies and may inspire new solutions and approaches for addressing common challenges faced by communities across California. SCAG congratulates all of the recipients listed below and aims to highlight their great work as a resource for member agencies pursuing similar planning efforts.

2018 Awards of Excellence:

- *Comprehensive Plan Award, Large Jurisdiction:*
 - South Los Angeles & Southeast Los Angeles Community Plans (City of Los Angeles, Department of City Planning)
- *Implementation Award, Large Jurisdiction:*

- Willow Springs Wetlands (City of Long Beach, Department of Parks, Recreation & Marine)
- *Best Practices Award:*
 - Metro Transfers Design Guide (LA Metro)
- *Public Outreach Award:*
 - Go Human Tactical Urbanism Demonstration Projects (SCAG)
- *Planning Agency Award*
 - Los Angeles Department of City Planning

2018 Awards of Merit:

- *Comprehensive Plan Award, Small Jurisdiction:*
 - Temple City Mid-Century General Plan and Crossroads Specific Plan (City of Temple City)
- *Innovation in Green Community Planning Award:*
 - Rancho Cucamonga Sustainable Community Action Plan (City of Rancho Cucamonga)
- *Public Outreach Award:*
 - Uptown Open Space Vision Plan, City of Long Beach (City of Long Beach, Department of Parks, Recreation & Marine)

SCAG is proud to have played a role in three of these projects. In the previous round of Sustainability Planning Grants, SCAG provided funding resources to complete the Rancho Cucamonga Sustainable Community Action Plan and to complete a Habitat Creation Plan to support the implementation of the Long Beach Willow Springs Wetland project. SCAG is also honored for the recognition of its Go Human Tactical Urbanism Demonstration Projects in Orange County that showcased a variety of potential infrastructure improvements, including separated bike lanes, crosswalk improvements, placemaking and shared-use paths. In total, approximately 135,000 people attended these five events. The successful outreach effort in these Orange County communities will help better position them for grant funding, including through the California Active Transportation Program.

FISCAL IMPACT:

None



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 4, 2018

To: Community
Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Lindsey Hansen, Community Engagement Specialist, Active
Transportation & Special Programs, (213) 236-1921,
hansen@scag.ca.gov
Subject: Go Human Campaign Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC AND CEHD:
For Information Only - No Action Required

RECOMMENDED ACTION FOR TC:
Receive and File

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

EXECUTIVE SUMMARY:
On October 1, 2018, the California Office of Traffic Safety (OTS) awarded SCAG \$550,000 in funding for SCAG's Go Human campaign to improve safety and reduce collisions involving people walking and biking. This OTS funding will support the launch of a Kit-of-Parts program to loan materials to local governments for temporary demonstrations of active transportation infrastructure improvements; a Safety Summit and Subregional Safety Forums designed to raise awareness of safety issues and provide practitioners and elected officials with tools to help improve safety in their communities; and continued co-branding and distribution of Go Human advertising and outreach materials.

Additionally, the 2018 Go Human advertising campaign concluded in August 2018, achieving 375 million impressions. The campaign featured safety messaging in outdoor, radio and digital ads in all six counties in the SCAG region.

BACKGROUND:
Between 2001 and 2016, there were more than 22,000 fatal collisions in the SCAG region, the majority of which (71% as of 2014) occurred on local roads. More than 24,000 people were killed, and an additional 73,000 collisions resulting in serious injuries. Pedestrian fatalities, after a brief period of annual declines, have increased each year since 2012 and are now 56 percent higher in 2016 (456 people killed) than they were in 2011 (303 killed), the most recent low point.

To address the number of collisions, the SCAG 2014 General Assembly passed a resolution to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. To implement the resolution, SCAG secured grant funding from the statewide 2014 Active Transportation Program, the California Office of Traffic Safety (OTS) and the Mobile Source Air Pollution Reduction Review Committee (MSRC). Using these grant resources, SCAG has achieved nearly 1 billion total impressions to date (each time an ad is seen) through local Go Human events and a region-wide advertising campaign.

Advertising Campaign

To date, three rounds of Go Human advertising have been implemented, with the most recent campaign ending in August 2018. The 2018 campaign was split into two phases. Phase 1 ran during May 2018, to coincide with National Bike Month, and was focused on bicycle safety. Phase 2 ran in July and August 2018 and focused on safety for people walking in advance of back to school and an annual rise in collisions involving pedestrians.

Outdoor, radio and digital advertising was featured in each of the six counties in the SCAG region, primarily targeting drivers to remind them to slow down and watch out for people walking and biking. The target audience and messaging for each outdoor ad was selected based on the primary collision factor for the area in which the ad would be displayed, and models and languages were selected to reflect the demographics of the area as much as possible. Messaging encouraging people to bike in the direction of traffic or to cross the street at intersections or crosswalks was also included in select locations where pedestrian or cyclist violations were the primary collision factors. In addition to SCAG's advertising investment, added value media was secured through op-eds and press outlets, and donated media was secured from local and county partners providing at least an additional 289,000 impressions at no cost.

According to recent surveys, about 1 in 5 residents in the SCAG region recognize *Go Human* advertising, and the average survey response indicated that the ads were at least somewhat or very motivating.

Go Human Events

SCAG's Go Human campaign encourages people to walk and bike by hosting open streets events and safety demonstration projects. These events and projects showcase re-designed streets with safety in mind, showcasing improvements like protected bike lanes and enhanced crosswalks. Community members experience for themselves what potential, or planned infrastructure changes can look and feel like, and have the opportunity to share feedback with city staff.

To date, SCAG has hosted 27 Go Human events region-wide, with 2 more events planned later this year. The events have been popular among local agencies, with many cities and counties interested in hosting events to demonstrate planned improvements.

Upcoming Efforts

In a recent survey of its cities, SCAG found that only 20% of cities had plans that comprehensively address the needs of people walking and biking. While SCAG has resources to address both planning

and infrastructure gaps in the region, gaining the attention of local agencies and encouraging change to address safety issues can be challenging. Changes to roadways can be politically controversial, leaving safety issues unaddressed until a tragedy occurs.

In response to this problem area, SCAG applied for and was awarded an additional \$550,000 in grant funding from OTS on October 1, 2018. The work performed under this grant will include new efforts focused on education on unsafe speeds and targeted outreach to local elected officials and leaders to ensure they understand the role and opportunities to create safer streets through local policy-making. With the passage of AB 2363 to establish and convene the Zero Traffic Fatalities Task Force, it's important for local agencies to understand the issue of unsafe traffic speeds.

SCAG plans to implement two strategies to achieve this goal:

- A regional Safety Summit to bring awareness to traffic safety issues and encourage collaboration among local elected officials and high-level practitioners regarding collision-reducing policies, strategies, and projects.
- Subregional Safety Forums to educate practitioners on how to develop data-driven local transportation safety plans, identify potential targeted programs and projects, and learn how to use effective outreach and communications strategies to promote traffic safety.

To continue to build upon the success of the Go Human event series, SCAG will also be developing a Kit-of-Parts program as part of this grant funded work. SCAG will partner with a nonprofit organization to facilitate the design and implementation of the Go Human Kit-of-Parts, which will be used at temporary demonstration events to showcase innovative street design treatments that enhance safety and maximize walking and biking trips. SCAG has a goal of executing at least six events through this strategy before September 30, 2019.

Separate of OTS grant funding, SCAG is continually seeking partnerships and new opportunities to extend the reach of the Go Human campaign. One example of this is recent integration of Go Human elements with the Affordable Housing and Sustainable Communities program. In the recent third round of funding, three of the seven projects funded in Southern California contained Go Human components to encourage walking and biking and improving safety in the areas surrounding the new projects. SCAG staff will work with awarded agencies to implement this component of their projects as their plans develop.

SCAG staff will continue to work with the *Go Human* Steering Committee, which consists of non-profit partners, County Public Health Departments and Transportation Commissions, to develop plans for these future efforts. Staff will also give regular updates on progress to the Active Transportation Working Group and other committees, as needed.

FISCAL IMPACT:

All costs associated with this item are included in the Overall Work Program for FY2019 under project number 225-3564.13.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 4, 2018

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Community, Economic and Human Development Committee (CEHD)
From: John Cho, Senior Regional Planner, Research & Analysis, (213) 236-1847, choj@scag.ca.gov
Subject: Highlights from 29th Annual Demographic Workshop - June 11, 2018

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD:

For Information Only – No Action Required

RECOMMENDED ACTION FOR EEC AND TC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

SCAG staff will provide highlights from the 29th Annual Demographic Workshop, which was jointly held with the University of Southern California (USC) Sol Price School of Public Policy, on June 11, 2018 at the USC Trojan Grand Ballroom.

BACKGROUND:

SCAG and USC Sol Price School of Public Policy jointly hosted the 29th Annual Demographic workshop at the USC Trojan Grand Ballroom on June 11, 2018. This year’s workshop program was developed under the main theme, “Lasting Demographic Impacts After the Recovery.” The workshop provided new insights and research on demographic changes during the recovery and what that means for the region’s future, including housing, economy and transportation. Over 200 demographers, policy makers, business leaders, and professionals from California attended the workshop. The PowerPoint and videotaped presentations are posted on the SCAG website (<http://www.scag.ca.gov/demographics>). The following is a summary of six key sessions.

Panel 1: DEMOGRAPHIC CHECK-UP: A DECADE OF RECOVERY

The panel was moderated by Janna Goldberg, Vice President at Age Wave, and focused on major components in population growth. Johanna Thunell, a postdoctoral scholar at USC Schaeffer Center for Health Policy and Economics, presented data on total fertility rates, which declined for all races and age groups during the economic downturn and have not recovered. Los Angeles County has the lowest fertility rate in SCAG region. She suggested that even though there is no one-size-fits-all solution, some public and private policies such as child care subsidies and parental leave may help.

Walter Schwarm, Research Manager at Demographic Research Unit in California Department of Finance, shared that migration, which is the most volatile component of population growth, has historically been the most significant component of population growth in California. However, since the 1990s, natural increase (birth-death) has been the most significant contributor to population growth. By 2030, the number of births is projected to be the same as the number of deaths. So, without migration/immigration, population will be static. High housing costs serve as one of the primary reasons residents move out of California.

Panel 2: IS THE REGION EXPERIENCING AN OVERHEATED RECOVERY?

The panel was moderated by Lisa Schweitzer, Professor at USC Sol Price School of Public Policy. Steve Levy, Director at the Center for Continuing Study of the California Economy, presented that middle wage jobs have not recovered even with strong economic recovery. Rents have increased faster than wages during the recovery with home prices rising even faster. There is a large shortfall of housing built compared to demographic demand. Most new housing is priced for more affluent residents.

Mark Schniepp, Director at the California Economic Forecast, shared that housing prices appear to be overheated because of lack of inventory and a fully employed economy. Overheated economy can bring both advantage and disadvantage to the region. Advantaged population can be working people who are middle to upper income, tech workers, construction workers, skilled workers, and homeowners who are selling. However fixed income households, home buyers, and residential real estate industry may be disadvantaged.

Panel 3: DEMOGRAPHIC CHANGE & HOUSING SHORTAGE

The panel was moderated by Deirdre Pfeiffer, Professor of the School of Geographical Sciences & Urban Planning at Arizona State University. Jordan Levine, Senior Economist at California Association of Realtors, presented that with the growing economy, low unemployment rate, and rising income, housing is becoming a central issue. Housing prices in California are increasing at a fast pace. In summer 2018, median home price will exceed the pre-recession level. Housing supply has a long way to go as inventories are low and new construction is not sufficient to meet the demand.

Dowell Myers, Professor, and Jungho Park, Ph.D. Candidate, at USC Sol Price School of Public Policy jointly shared that counties in the SCAG region are the most underbuilt counties in California.

Homeownership rates in Los Angeles County and the SCAG region are lower than in California and the U.S. Low income and young people entering the rental market have the greatest challenge finding affordable housing, due to the shortage of rental homes.

If there is insufficient housing for high income households, such households may consume or occupy housing units generally targeted for other income categories. This indicates a strong need to build all types of housing including subsidized houses.

Panel 4: DEMOGRAPHIC CHANGE & TRANSPORTATION CHOICE

The panel was moderated by Marlon Boarnet, Professor at USC Sol Price School of Public Policy. Seva Rodnyansky, Postdoctoral Fellow at the Berkeley Institute for the Future of Young Americans, presented that there is little evidence of displacement for low-income residents from rail expansion and Transit Oriented Development. Therefore, he suggested that research should focus on overcrowding, transience, and doubling-up.

Joshua Schank, Chief Innovation Officer in the Office of Extraordinary Innovation at Los Angeles County Metropolitan Transportation Authority (Metro), provided insights on how Metro is responding to increased travel demand and congestion resulting from population and economic growth. He shared that improving mobility is the focus of the transit agency rather than increasing ridership.

LUNCHEON KEYNOTE SPEECH

Paul Taylor, a former Executive Vice President of PEW Research Center gave a presentation entitled “When Will an Aging America Stop Mugging the Future?” He shared that demographic transformations are dramas in slow motion. He stated that “No one announces them with a drum roll, bugle call or press conference. But they remake societies in fundamental ways. America is in the midst of two such dramas right now. Our population is becoming majority non-white at the same time a record share is going gray.” He noted that the America of the near future will look nothing like the America of the recent past, and these shifts are creating big generation gaps that will put stress on families, politics, finances and perhaps the nation’s social cohesion.

Mr. Taylor noted that nation is on an unsustainable path in terms of population structure. By 2060, more Americans will be over age 85 than under age 5. Ratio of workers to Social Security beneficiaries in 1960 was 5.1 and in 2010 was 2.9, and in 2030 will be 2.0. Furthermore, income and wealth inequality has been increasing. Millennials are already outnumbering Baby Boomers. The positive news is that despite the economic hardship, millennials are viewed as the most optimistic generation.

He concluded that America can be great again when we remember the following quote and live that way. “A society grows great when old men plant trees in whose shade they know they shall never sit.”

Roundtable discussion

After the keynote presentation, there were four roundtable sessions as follows: Census 2020, Regional Housing Needs Assessment, population estimates and housing, homelessness.

FISCAL IMPACT:

Work associated with this item is included in the FY 2017-18 Budget under 800-0160.04.

ATTACHMENT(S):

1. 2018DemoWorkshop Highlight

Highlights
 29TH ANNUAL DEMOGRAPHIC WORKSHOP
LASTING DEMOGRAPHIC IMPACTS
AFTER THE RECOVERY



PANEL 1 DEMOGRAPHIC CHECK-UP: A DECADE OF RECOVERY

JANNA GOLDBERG (MODERATOR)

*Vice President
 Age Wave*

JOHANNA THUNELL

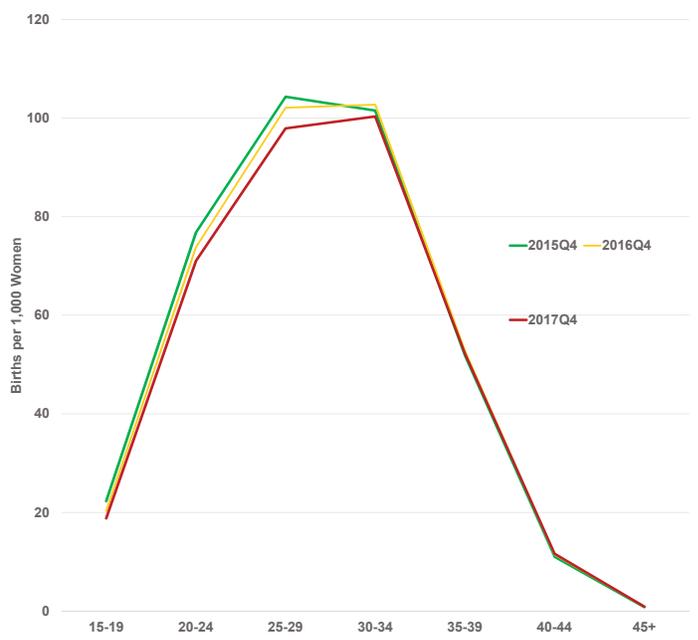
*Postdoctoral Scholar
 USC Schaeffer Center for Health Policy and Economics*

WALTER SCHWARM

*Research Manager, Demographic Research Unit
 California Department of Finance*

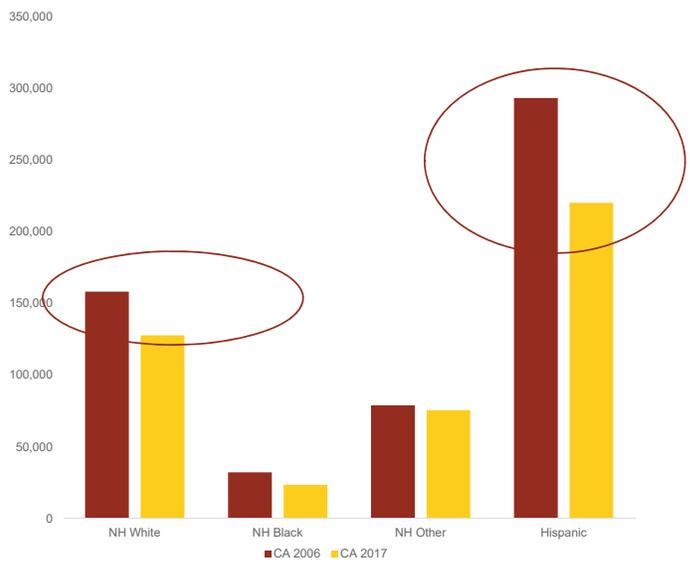


Age-Specific Birth Rates - US



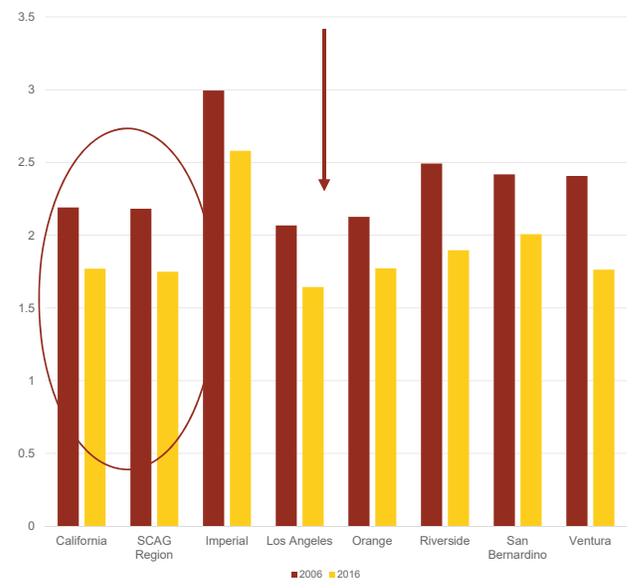
Source: Center for Diseases Control, National Vital Statistics

Births by Race/Ethnicity – 2006 and 2017 California Only



Source: Center for Diseases Control, National Vital Statistics

Total Fertility Rate – SCAG Counties



Source: California Department of Finance

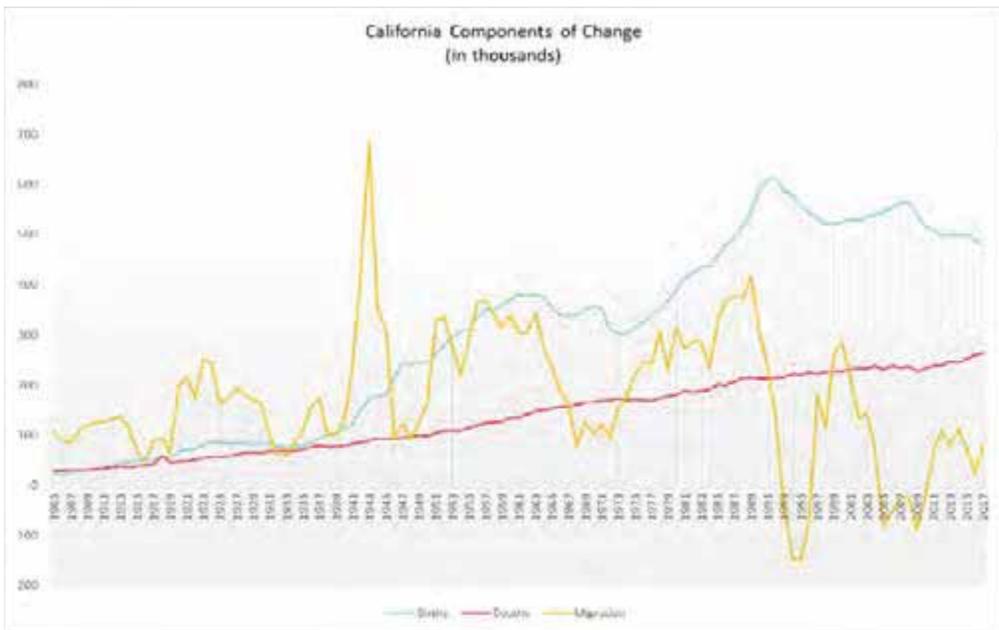
Public Policy Options

- Child care subsidies +
- Baby bonus +
- Parental leave +
- Maternity leave only ?
- Part-time work +
- School schedules ?
- But...differences across socioeconomic background

Public Policy Options



- Child care subsidies +
- Baby bonus +
- Parental leave +
- Maternity leave only ?
- Part-time work +
- School schedules ?
- But...differences across socioeconomic background



PANEL 2 IS THE REGION EXPERIENCING AN OVERHEATED RECOVERY?

LISA SCHW EITZER (MODERATOR)

*Professor
USC SoI.Price School of Public Policy*

STEVE LEVY

*Director
Center for Continuing Study of the California Economy*

MARK SCHN IEPP

*Director
California Economic Forecast*



Not Much Growth in the Middle (Growth in Jobs)



Is the Economy Overheating?

- Housing prices appear to have overheated, but for fundamental reasons
 - Lack of inventory and a fully employed economy
- At the current rate of unemployment, the overall labor market should be overheating but is not . . .
 - A fully employed economy --> higher labor costs
 - Wage inflation has been relatively moderate
 - Some industry sector wages are rising more sharply than others

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Who Benefits ?

- Working people, working families who are middle to upper income and need housing
- Tech workers
- Construction workers in all regions
- Skilled workers
- Homeowners who are selling
 - Because inventory is so scarce

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Who Loses ?

- Fixed income households
 - Face higher prices but incomes are constant
- Families wanting to go to Disneyland
- Home buyers
 - home prices are at record levels in many cities and counties
 - longer term mortgage rates are rising
- Residential Real Estate industry
 - Higher interest rates and higher housing prices are likely to reduce transactions

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Attachment: 2018 Demo Workshop Highlight (Highlights from 29th Annual Demographic Workshop - June 11, 2018)

PANEL 3 HOUSING NEEDS FOR CHANGING DEMOGRAPHICS

DEIRDRE PFEIFFER (MODERATOR)

*Professor, School of Geographical Sciences & Urban Planning
Arizona State University*

JORDAN LEVINE

*Senior Economist
Economics & Politics, Inc.*

DOW ELLMYERS

*Professor
USC SoI Price School of Public Policy*

JUNGHO PARK

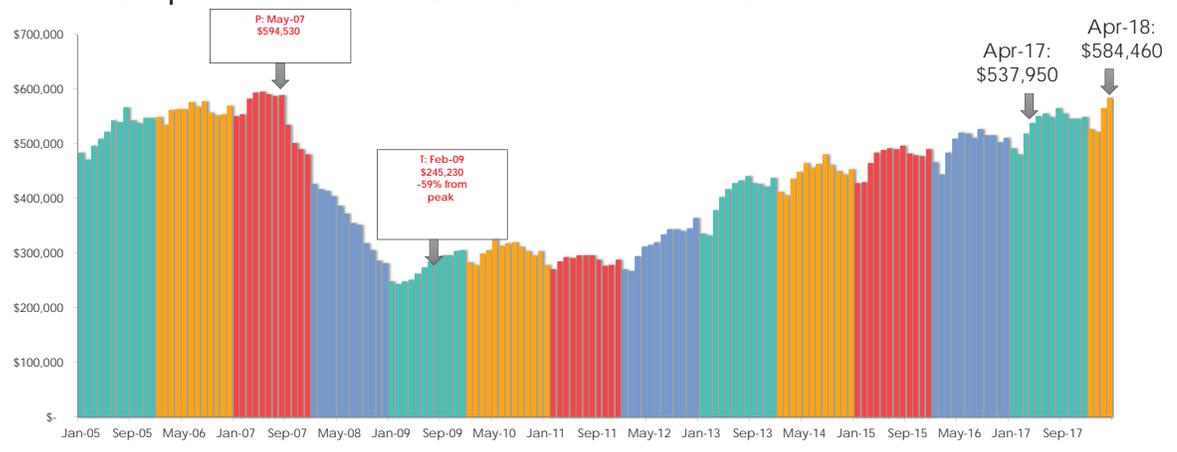
*PhD Candidate
USC SoI Price School of Public Policy*





Median price continued fast-pace growth

California, April 2018: \$584,460, +3.5% MTM, +8.6% YTY

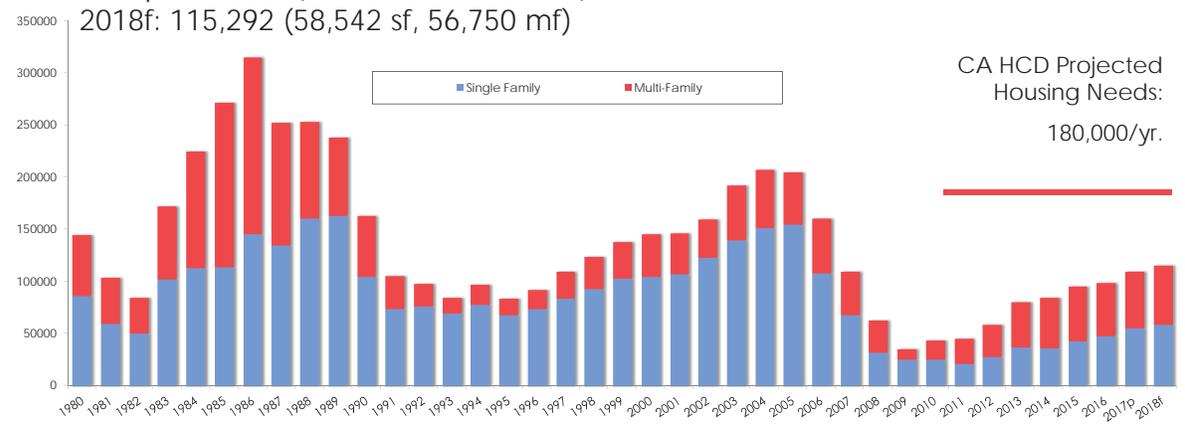


SERIES: Median Price of Existing Single Family Homes
SOURCE: CALIFORNIA ASSOCIATION OF REALTORS®



"Missing" 72,000 New Units Annually

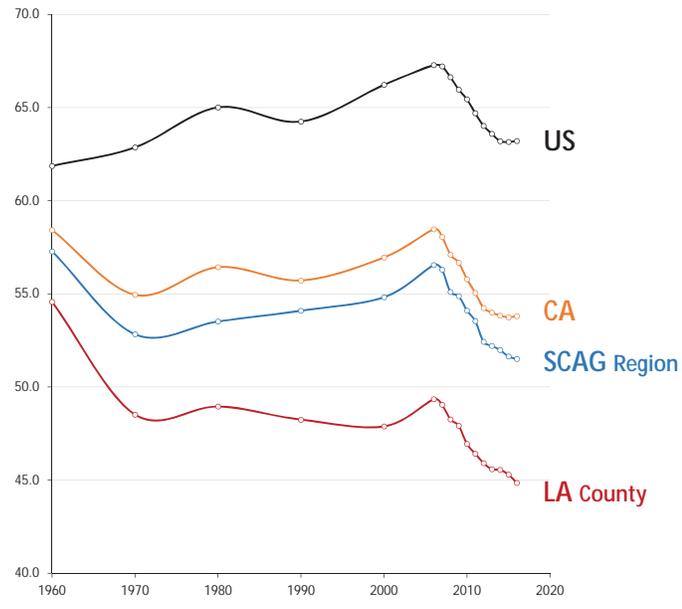
2016: 98,881 (47,889 sf, 50,992 mf)
 2017p: 107,756 (53,708 sf, 54,048 mf)
 2018f: 115,292 (58,542 sf, 56,750 mf)



SERIES: California New Housing Permits
SOURCE: Construction Industry Research Board

Attachment: 2018DemoWorkshop Highlight (Highlights from 29th Annual Demographic Workshop - June 11, 2018)

Long-term Homeownership Rates, US, CA, and LA, 1960 to 2016

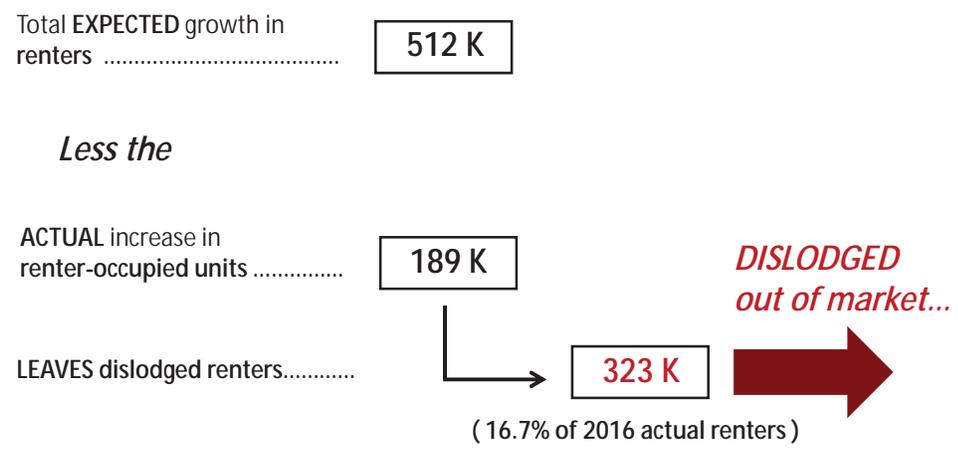


Source: Decennial Census and American Community Survey IPUMS files, 1960 to 2016.

Myers & Park, USC Price

When Growing Rental Demand Meets Limited Housing Supply

LA County, Changes 2000 to 2016

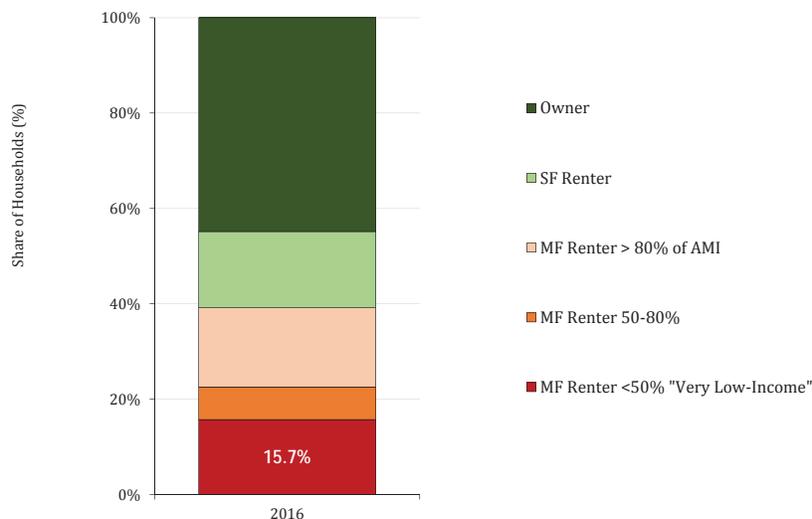


Source: 2000 Decennial Census IPUMS and 2016 ACS 1-year Estimates IPUMS files.

Myers & Park, USC Price

Attachment: 2018 Demo Workshop Highlight (Highlights from 29th Annual Demographic Workshop - June 11, 2018)

Most Vulnerable are **Very Low-Income** (<50% of AMI) Multifamily Renters, LA County, 2016



Source: 2016 ACS 1-year Public Use Microdata (IPUMS) File.

Myers & Park,¹⁹ USC Price

PANEL 4 DEMOGRAPHIC CHANGE AND TRANSPORTATION CHOICE

MARION BOARNET (MODERATOR)

*Professor
USC Sol Price School of Public Policy*

SEVA RODNYANSKY

*Postdoctoral fellow
The Berkeley Institute for the Future of Young Americans*

JOSHUA SCHANK

*Chief Innovation Officer, Office of Extraordinary Innovation
Los Angeles County Metro*



Attachment: 2018 Demo Workshop Highlight (Highlights from 29th Annual Demographic Workshop - June 11, 2018)



Project innovations

Data

- CA state tax return data for Los Angeles County
- >100 million records from 1993-2013
- ~85-90% of CA households file taxes; and at least >75% of low-income households
- Location down to 9-digit or 5-digit zip code

Method

- What is a move?
 - Change in filing location from one year to the next
 - In the data, at least 2 consecutive years
 - Move a distance of at least 0.5 miles
- Compare patterns in rail neighborhoods to similar non-rail neighborhoods

21

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Summary & Planning Implications

- Summary:
 - Little evidence of displacement for low-income residents; more for middle/higher income
 - Move patterns changed in Boyle Heights / East L.A.
- Research should focus on overcrowding, transience, doubling-up
- Better equity planning to make sure households are living, and not just 'hanging on'
 - Resource allocation
 - Participatory planning
 - Local political participation

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Overview of Draft Metro Strategic Plan
June 11, 2018

M

23

OUR STORY

- Population and economic growth are increasing travel demand on a congested system.
- GHG and environmental impacts of transportation grow with travel demand.
- Transportation inefficiencies limit the region's and individuals' prosperity.
- Lack of quality mobility perpetuates inequities across County.
- *We must focus on high-quality alternatives to solo driving.*

M

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Attachment: 2018 Demo Workshop Highlight (Highlights from 29th Annual Demographic Workshop - June 11, 2018)

CONCLUSION

- Transform mobility to give people more time to focus on the things that matter most.
- Put the customer at the heart of the journey to build a better transportation future for Los Angeles County.

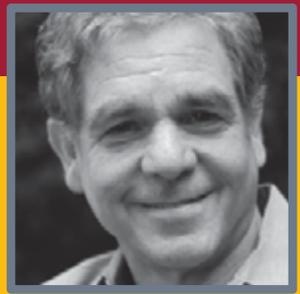


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Attachment: 2018DemoWorkshop Highlight (Highlights from 29th Annual Demographic Workshop - June 11, 2018)

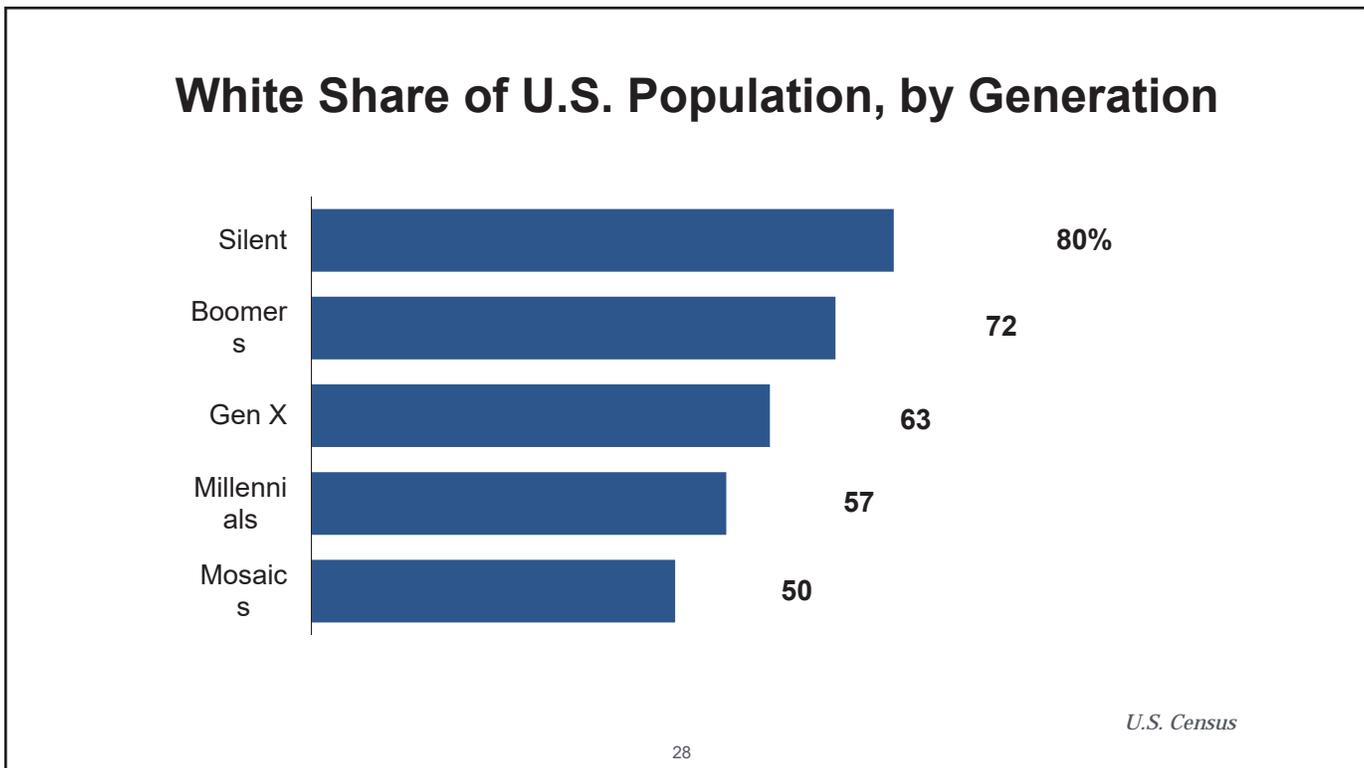
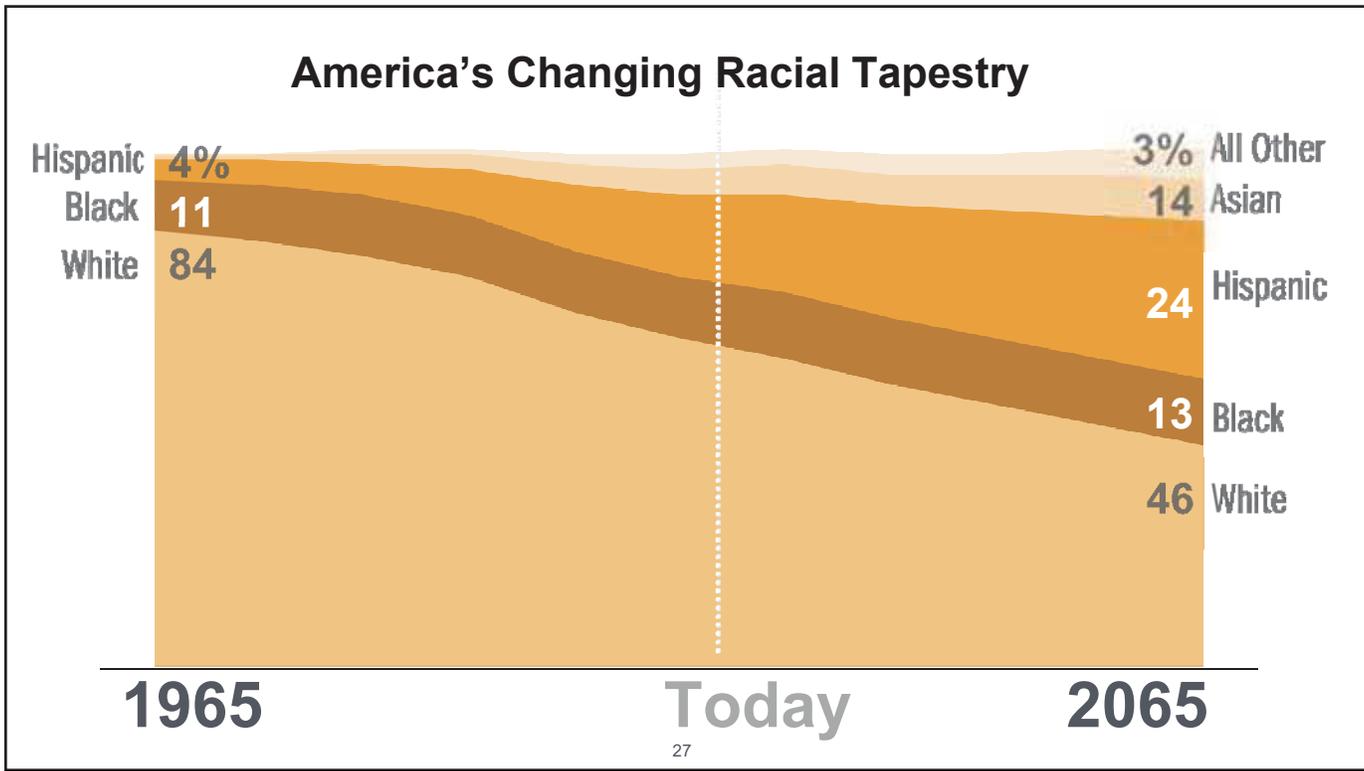
KEYNOTE SPEAKER

WHEN WILL AN AGING AMERICA STOP MUGGING THE FUTURE?

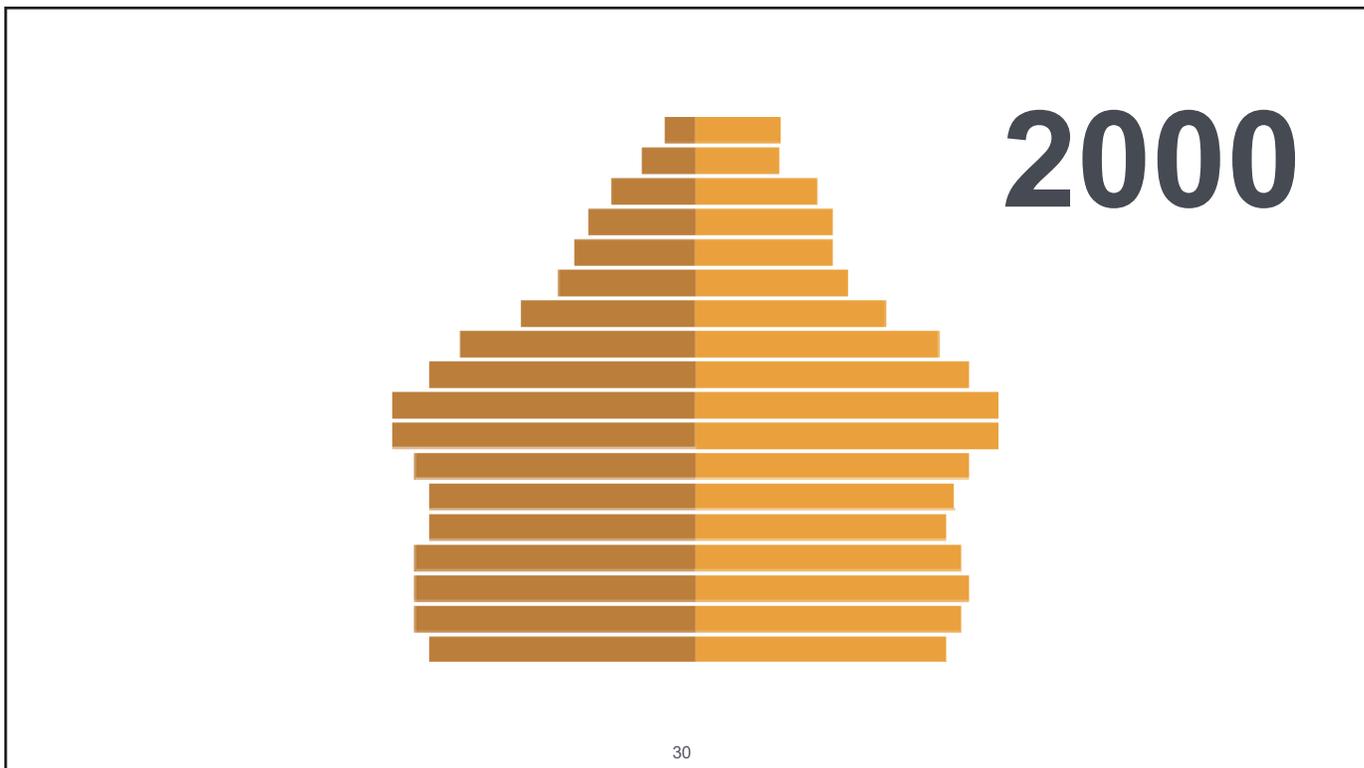
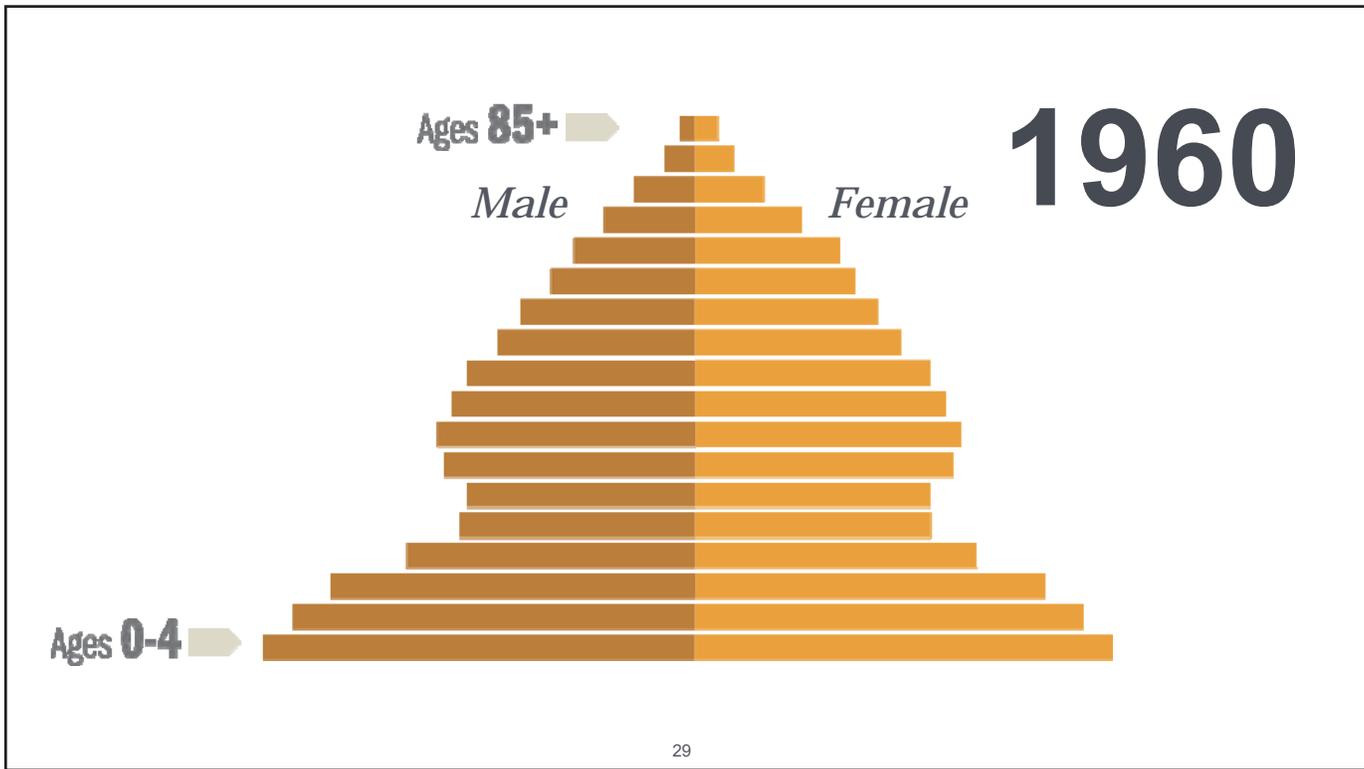


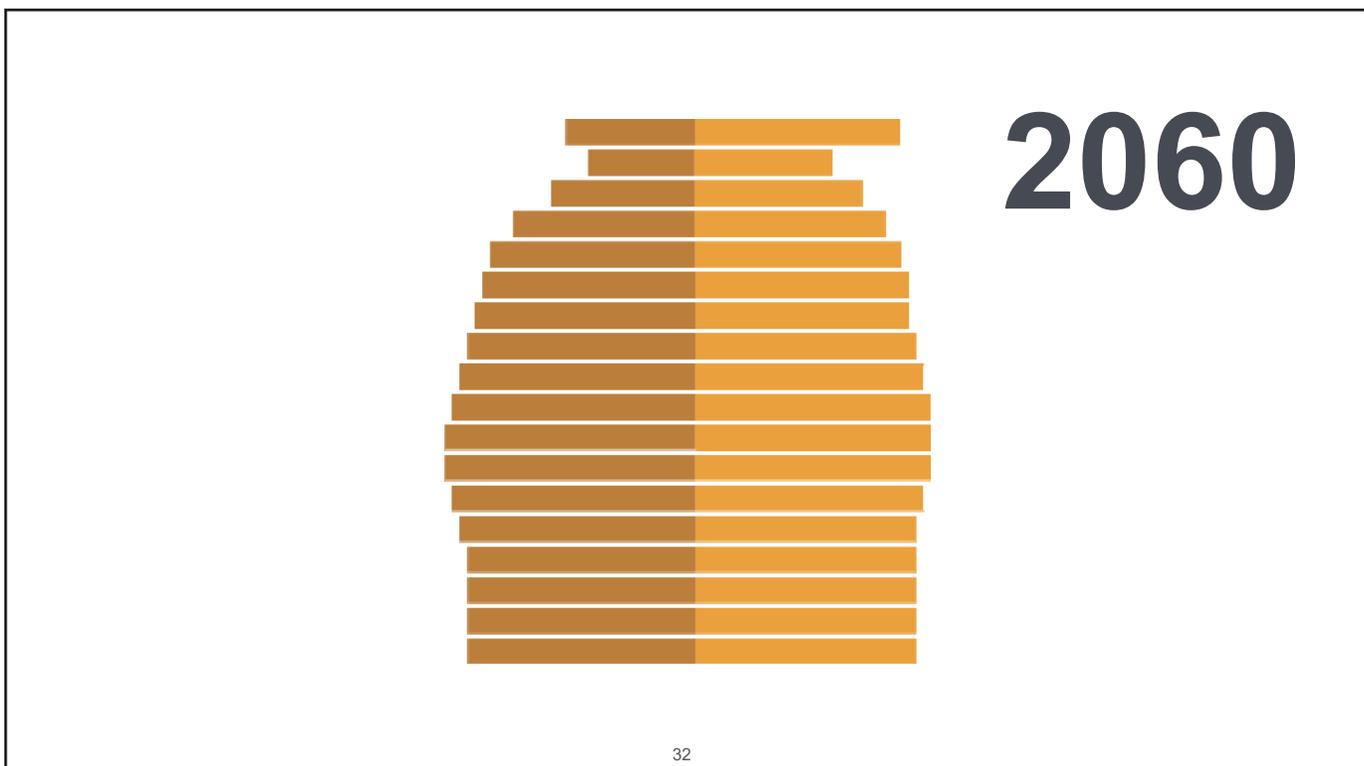
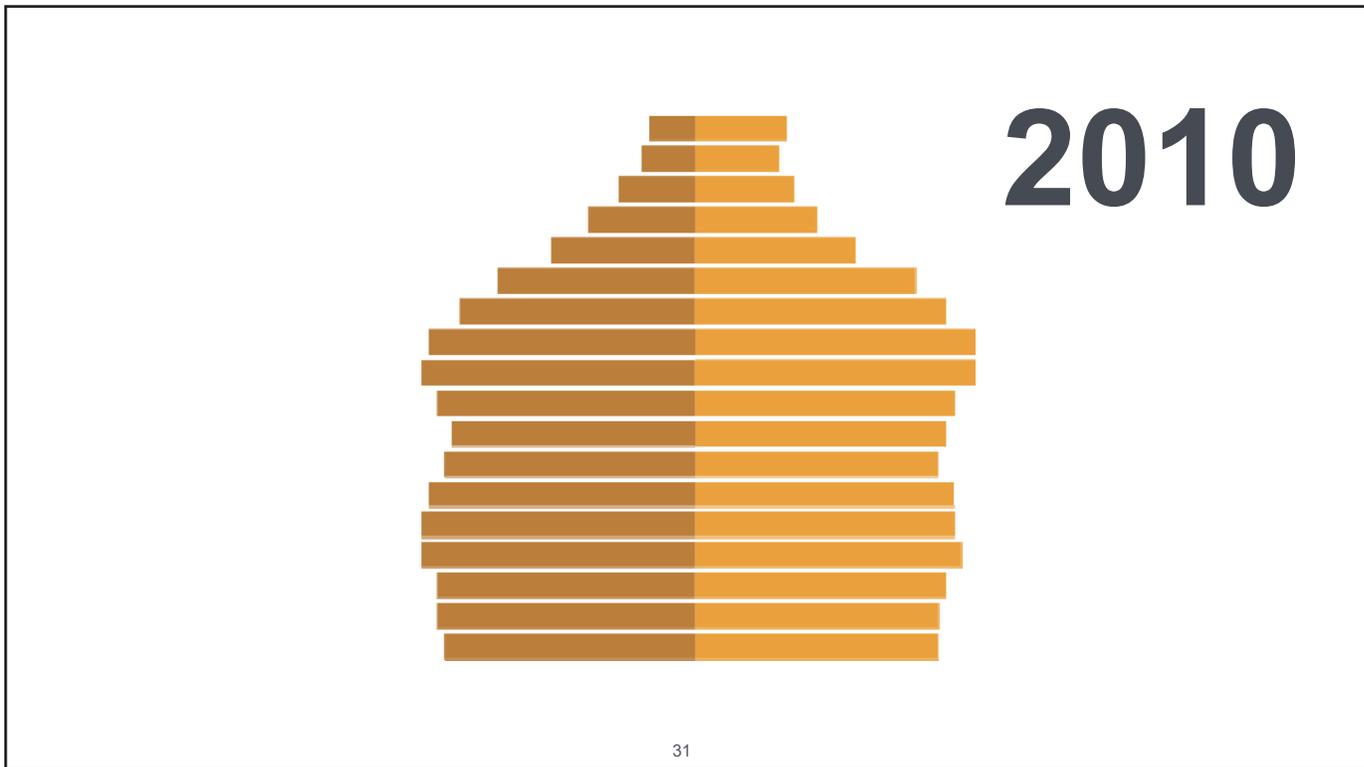
PAUL TAYLOR
Senior Fellow
Encore.org



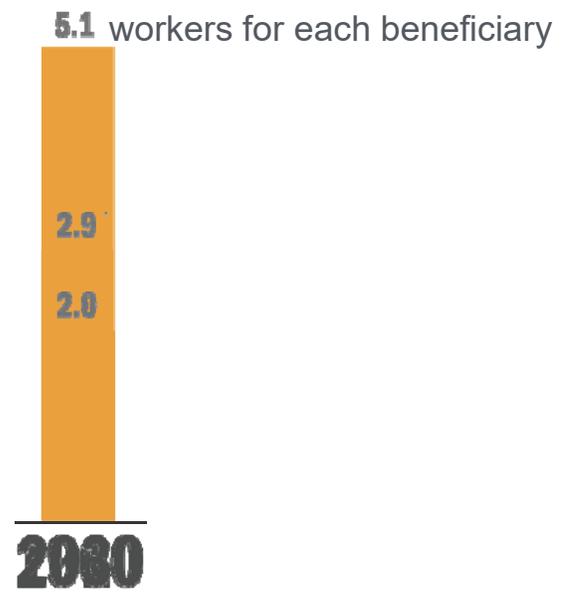


Attachment: 2018DemoWorkshop Highlight (Highlights from 29th Annual Demographic Workshop - June 11, 2018)





Ratio of workers to Social Security beneficiaries



33

The Rise, Decline and Return of Income Inequality, 1910-Present



Thomas Piketty, Capital in the 21st Century

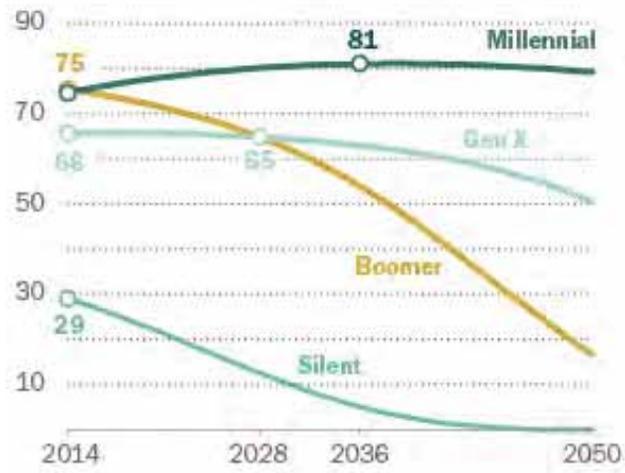
34

Attachment: 2018DemoWorkshop Highlight (Highlights from 29th Annual Demographic Workshop - June 11, 2018)

Millennials Will Soon Be Running the Show

Projected Population by Generation through 2050

In millions

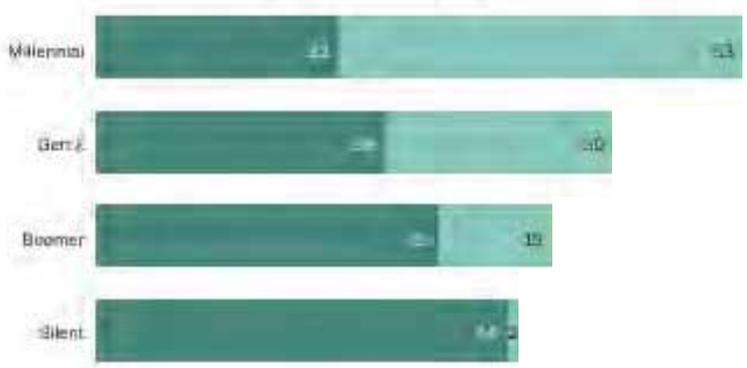


Source: Pew Research Center

Millennials upbeat about their financial future

% saying they ... to lead the kind of life they want

- Earn/have enough now
- Don't earn/have enough now, will in future



Attachment: 2018DemoWorkshop Highlight (Highlights from 29th Annual Demographic Workshop - June 11, 2018)

ROUNDTABLE DISCUSSIONS

Table 1 2020 Census

Luz Castillo

Table 2 Regional Housing Needs Assessments

Megan Kirkeby & MaAyn Johnson

Table 3 Population Estimates & Housing

John Boyne & Phuong Nguyen

Table 4 Homelessness

Chris Ko



The 30TH ANNUAL DEMOGRAPHIC WORKSHOP will be on June 11th, 2018 at USC Trojan Grand Ballroom

THANK YOU





Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 4, 2018

To: Transportation Committee (TC)
Transportation Committee (TC)
From: Stephen Fox, Senior Regional Planner, Transit/Rail, (213) 236-1855, fox@scag.ca.gov
Subject: Customer-Based Ridesharing and Transit Interconnectivity Study

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

For Information Only

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:

This report updates TC members on the San Bernardino County Transportation Authority's (SBCTA) Customer-Based Ridesharing and Transit Interconnectivity Study. Ms. Heather Menninger, Principal of AMMA Transit Planning, will be present to update the TC.

BACKGROUND:

In 2016, SBCTA received a Caltrans Sustainability grant through SCAG to conduct a Customer-Based Ridesharing and Transit Interconnectivity Study. The purpose of this study is to: 1) increase multi-modalism in the San Bernardino Valley (Valley), 2) attract new users, and more continuing users, to the expanding network of rail, bus, carpool, vanpool and active transportation facilities in the Valley, and 3) determine how SBCTA and its transportation partner agencies such as Omnitrans and Metrolink take advantage of the revolutions occurring in transportation technology, communications, and big data.

The primary product of this study is an "Action Plan" that provides a road map of strategies to operationalize "Mobility-as-a-Service." These are strategies that communicate choice, invite people to consider alternatives to driving alone, and help them develop confidence to try new transportation modes. The Action Plan is available at:

<http://www.gosbcta.com/plans-projects/studies/CBTET-study/ActionPlan-0618.pdf>

FISCAL IMPACT:

This project is completed and was funded in the FY 18 OWP under Work Element No. 145.SCG3830.01 – SBCTA Customer-Based Ridesharing and Transit Interconnectivity Study.

ATTACHMENT(S):

- 1. SBCTA Transit Committee Report 8-9-2018



2. PowerPoint Presentation - Customer-Based Ridesharing and Transit Study

**San Bernardino County Transportation Authority
San Bernardino Council of Governments**

AGENDA

Transit Committee Meeting

**August 9, 2018
9:00 AM**

**Location
SBCTA Office**

**First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410**

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional “*Meeting Procedures*” and agenda explanations are attached to the end of this agenda.

CALL TO ORDER

(Meeting Chaired by Bill Jahn)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications – Betty Pineda

Possible Conflict of Interest Issues

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

1. Information Relative to Possible Conflict of Interest

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

This item is prepared monthly for review by Board of Directors and Committee members.

Pg. 9

Minute Action

AGENDA ITEM: 3

Date: August 9, 2018

Subject:

Customer-Based Ridesharing and Transit Interconnectivity Study

Recommendation:

Receive information on the Customer-Based Ridesharing and Transit Interconnectivity Study.

Background:

The Customer-Based Ridesharing and Transit Interconnectivity Study was initiated by the San Bernardino County Transportation Authority (SBCTA) along with its partners, the Southern California Association of Governments (SCAG) and Omnitrans, for several reasons:

- To ensure that residents, businesses, workers, and visitors can make optimum use of the on-going substantial public investment in the San Bernardino Valley’s multi-modal transportation network.
- To attract new users, and more continuing users, to the multi-modal network of rail, bus, demand response services, carpool, vanpool and active transportation facilities serving fifteen cities and unincorporated areas of the San Bernardino Valley.
- To determine how SBCTA and its transportation partner agencies should respond to and take advantage of the revolutions occurring in transportation technology, communications, and big data. Are there additional efficiencies to be gained? What adjustments to current services should be made? How do we reach transportation “customers” who were heretofore unavailable?

This study comes at a time of great change and opportunity, but also at a time of uncertainty, with recent years’ decline in public transportation ridership both nationally and in this region. This brings increased attention to **how we can invite new riders to use, and retain existing riders on**, this multi-modal transportation network.

The primary product of this study is the *Action Plan*, the full title of which is the “*Customer-Focused, Technology-Enabled Multi-Modalism Action Plan*,” dated June 2018. The Action Plan provides a road map of strategies by which to operationalize “Mobility-as-a-Service.” These are strategies that communicate choice, invite people to consider alternatives to driving alone, and help them develop sufficient confidence to try new modes. This involves unpacking factors related to service design, the accessibility of information, ease of use and perceptions of safety.

The study included documentation of existing conditions on the network, review of best practices and conducting extensive market research. This entailed a primary data collection e-survey of almost 7,000 commuters, 15 large employer interviews and nine in-depth focus groups.

The Action Plan presents 16 specific mobility strategies that are customer-focused, responsive to market findings and seek to:

Entity: San Bernardino County Transportation Authority

1. *Grow use of alternate transportation modes;*
2. *Find new users and keep existing users of modes that are alternatives to driving alone; and*
3. *Help users navigate a complex transportation network in which the region has heavily invested.*

The strategies are tailored to the specific needs and opportunities in San Bernardino County. Some are already in progress. Others will occur over time, as grant funding and implementation opportunities arise. A lead agency/department is identified for each of the 16 strategies, and additional initiatives may be identified over time, focused on improving customer service.

The effort was funded by a Caltrans Sustainable Transportation Planning Grant. AMMA Transit Planning served as the project consultant, and SCAG served as the contracting agency. AMMA will be making a presentation on the study results and Action Plan at the Transit Committee meeting, and the PowerPoint presentation is attached. The full Action Plan may be viewed at the following link:

<http://www.gosbcta.com/plans-projects/studies/CBTET-study/ActionPlan-0618.pdf>

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2018/2019 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Steve Smith, Director of Planning

Approved
 Transit Committee
 Date: August 9, 2018

Witnessed By:

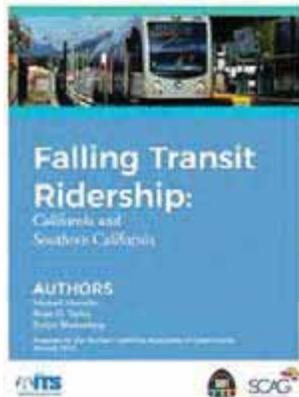


Purposes

- This Study - Identify *customer-based* strategies for the San Bernardino Valley:
 - To grow use of alternate mode transportation
 - To help navigate a complex network
- Today –
 - Understanding the “customer”
 - “Wheel of Opportunities”
 - Strategies that work in SB Valley
 - ACTION PLAN for multiple partners

The Context – Regionally & Internationally

- UCLA Report on Falling Ridership
 - One-in-four non-riders could begin using transit
- Mobility As A Service (MAAS)
 - From the viewpoint of the “customer”
 - “Servicing” the customer at every stage of the trip



3

The Context – San Bernardino Valley



A Study Over Two Years

- Phased Work Effort
 - Volume 1: Existing Conditions – The Network
 - Volume 2: Understanding the Customer
 - Interviewed: 14 of the Valley's largest employers
 - E-survey: 5,769 employees and 1,446 CSUSB students
 - Focus groups: Nine settings and 77 commuters
 - 7 Strategy Workshops
 - Volume 3: Multimodal Strategies
- ACTION PLAN

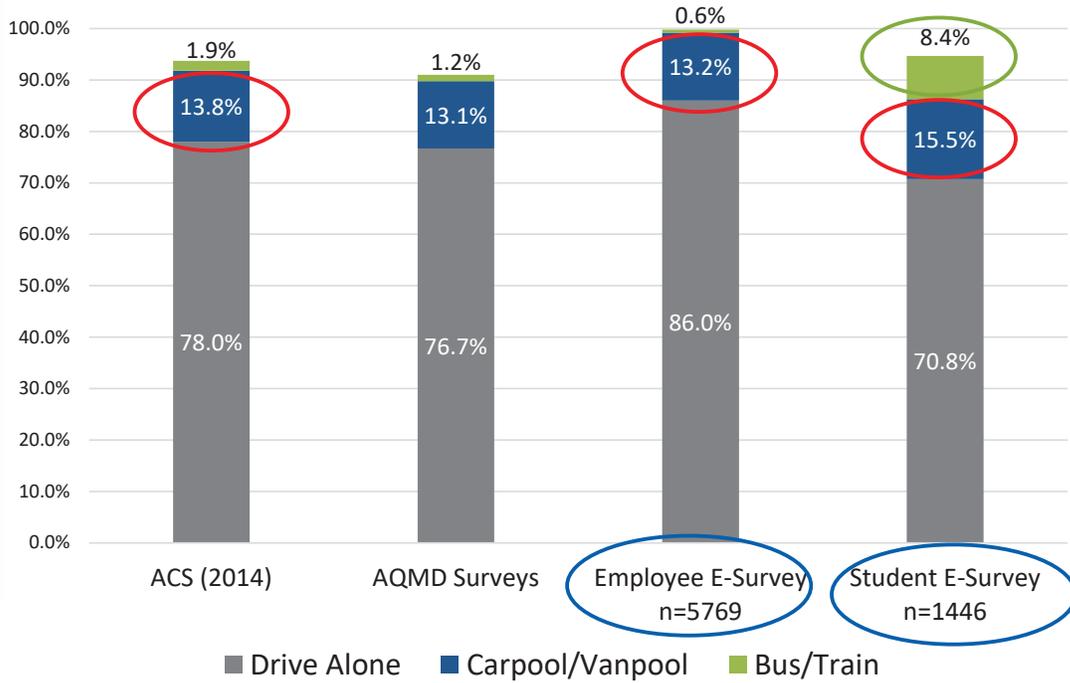
Customer-Focused,
Technology-Enabled,
Multi-Modalism



UNDERSTANDING THE CUSTOMER

Current Commute Modes – San Bernardino Valley

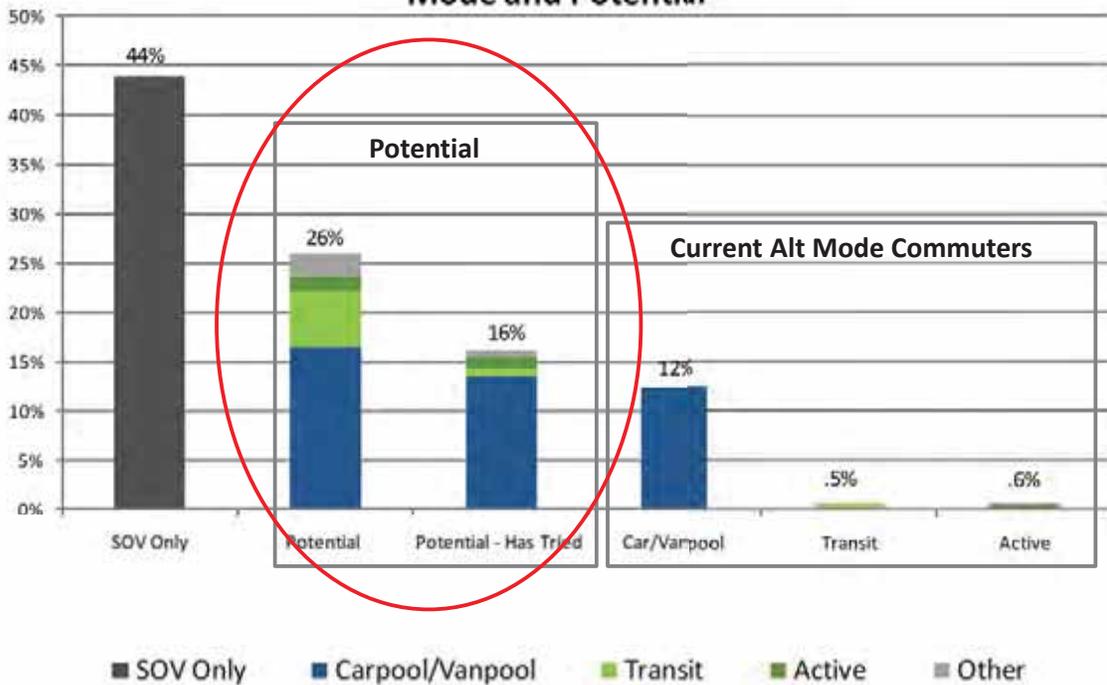
Commute Mode



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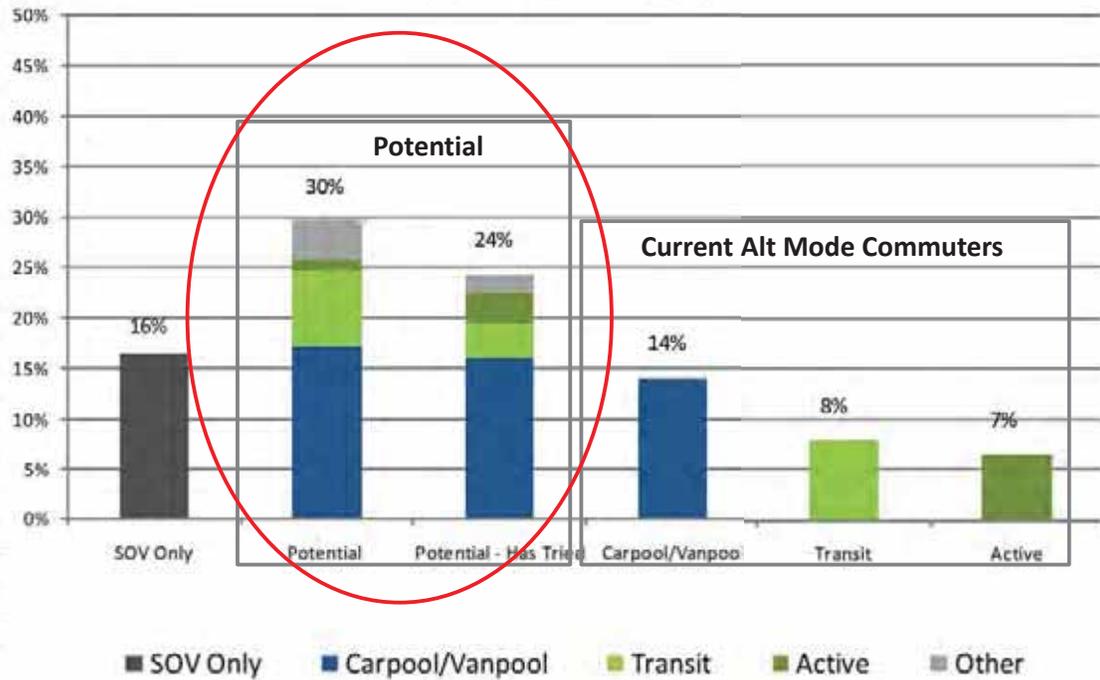
E-Survey Mode Use Segments

Employees Mode and Potential



E-Survey Mode Use Segments

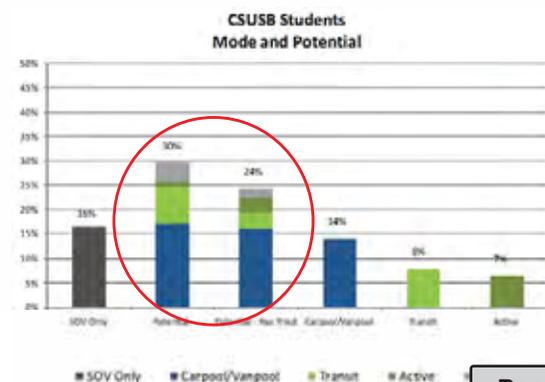
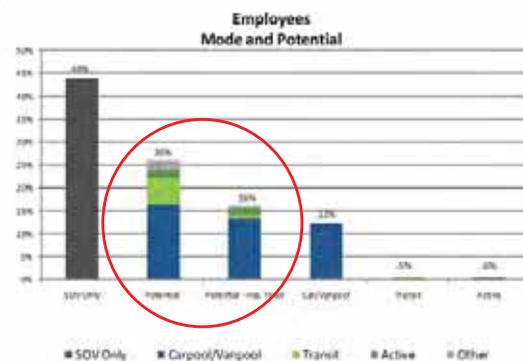
**CSUSB Students
Mode and Potential**



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What we learned – Opportunity!

- Commute mindsets - Focus on the “potential user”
 - Make life easier for potential alternate mode “customers”
 - Identify benefits to the customer
 - Make the commute fun, faster, easier!
- Infrastructure - Help on-going transit and ridesharing investments succeed with:
 - Technology tools
 - New service strategies



Customer-Focused, Technology-Enabled Multi-Modalism for the San Bernardino Valley



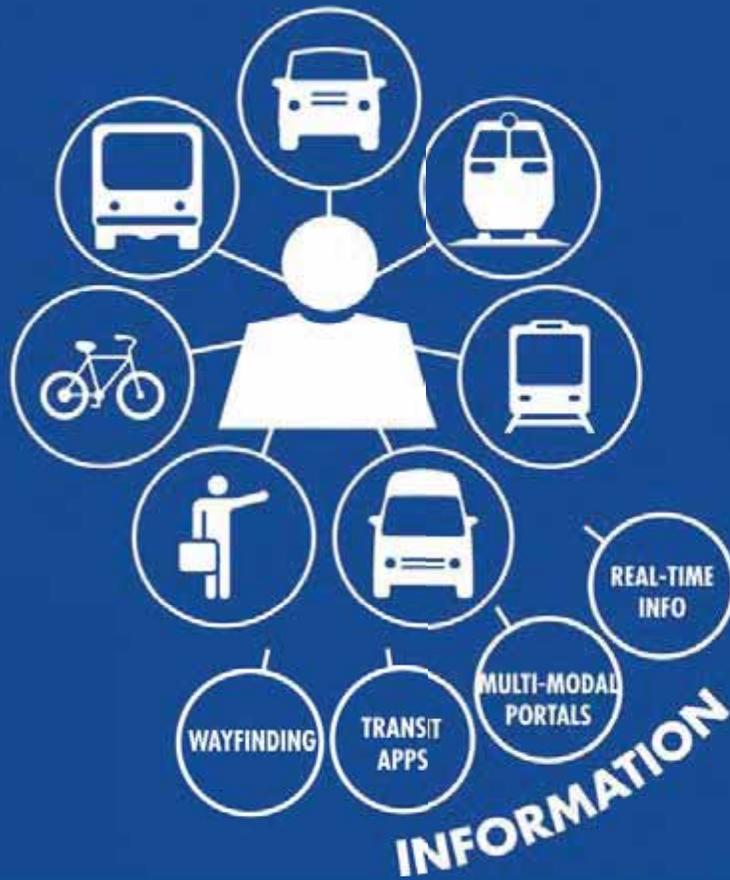
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Action Plan – 16 Specific Strategies



- Designed to:
 - View alternate mode travel from a customer perspective
 - Comparing trip choices?
 - Making multi-modal trips more seamless and hassle-free?
 - Address specific challenges that make "customers" reluctant to choose alternate modes.
 - Leverage technology to make it easier
 - Make small, targeted investments to get the most out of transit and rideshare services.
 - Help businesses and institutions better serve their customers (employees, visitors, shoppers).
 - Test with real-life implementation, strategic pilots in SB Valley to improve commute experiences.
 - Recognize "Principles of Multi-Modalism."

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Commute Mindsets - The Problem of Choice

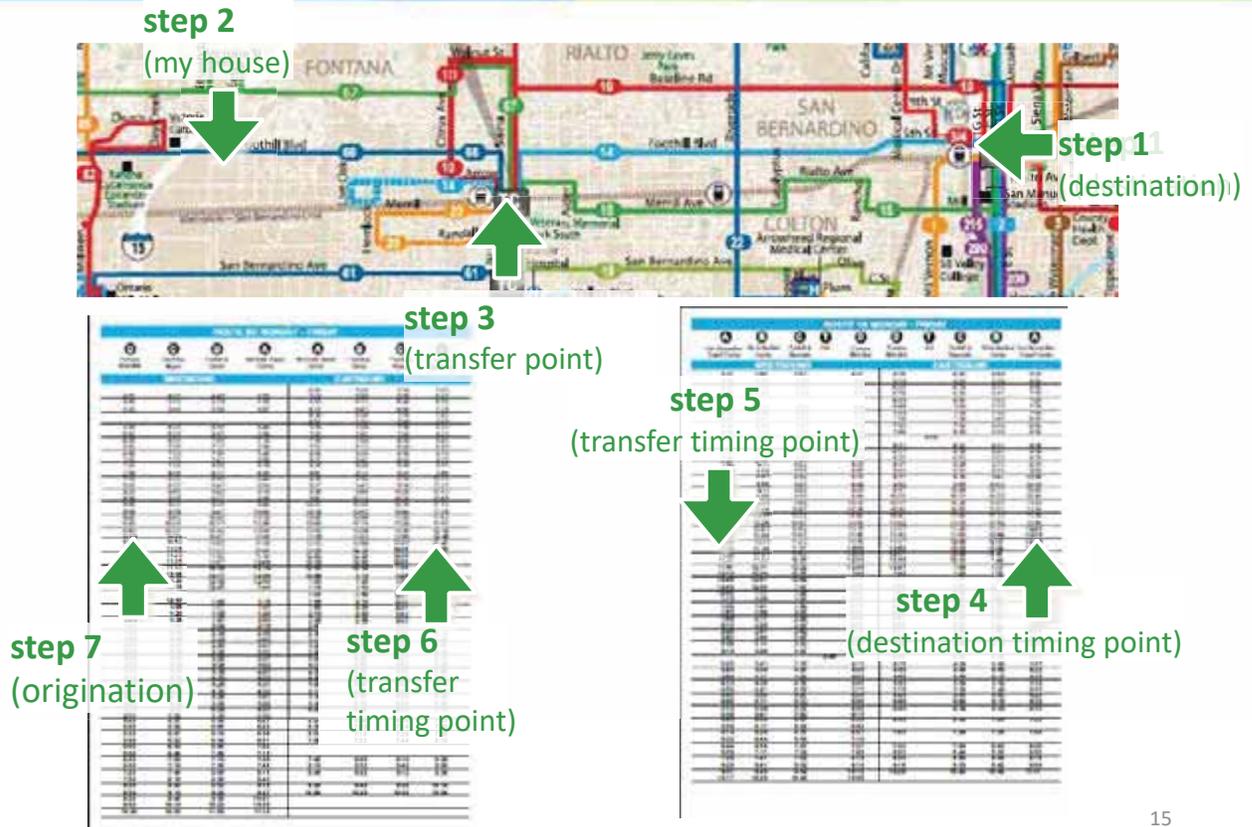
- There are many ways to get around San Bernardino County
- Without an easy way to compare modes, driving alone is the default because....

DRIVING IS MINDLESS

- Transit and other alternate modes require thinking and planning ahead



Planning a transit trip is a 7-step process!



Information Strategies

Making transit and other modes easy-to-find, easy-to-use

1. ✓ Promoting existing "Modern Apps" & customer facing technology
2. Developing way-finding tools

Downtown San Bernardino Area Map





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First-Mile Last-Mile Strategies

Enable multi-modal trips

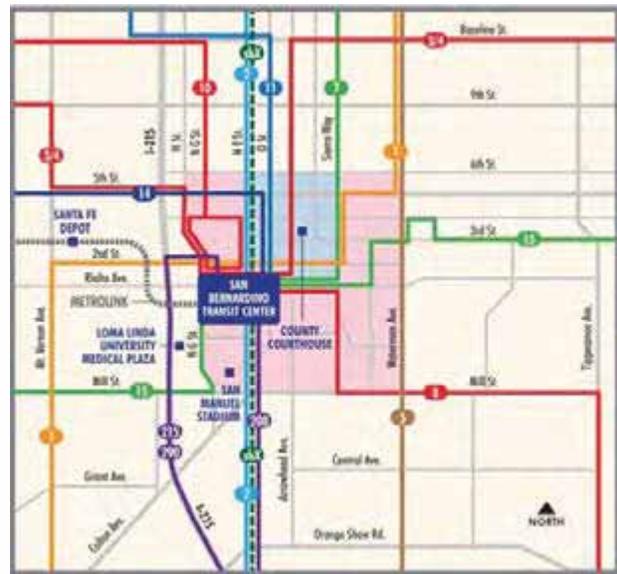
1. ✓ West Valley Connector/ Improved Feeders
 - Route # 81, # 83
2. ✓ Subsidized Ride Hail Pilot –
 - ONT to 3 West Valley Metrolink Stations
3. On-Demand Flex Service –
 - Downtown San Bernardino
4. ✓ Warehouse Tripper Service –
 - Amazon off Anderson/Tippecanoe
5. Bikeshare-Bus Pilot –
 - Loma Linda to Redlands
6. Bike/ Pedestrian Infrastructure



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On-Demand Flex Service – Downtown SB

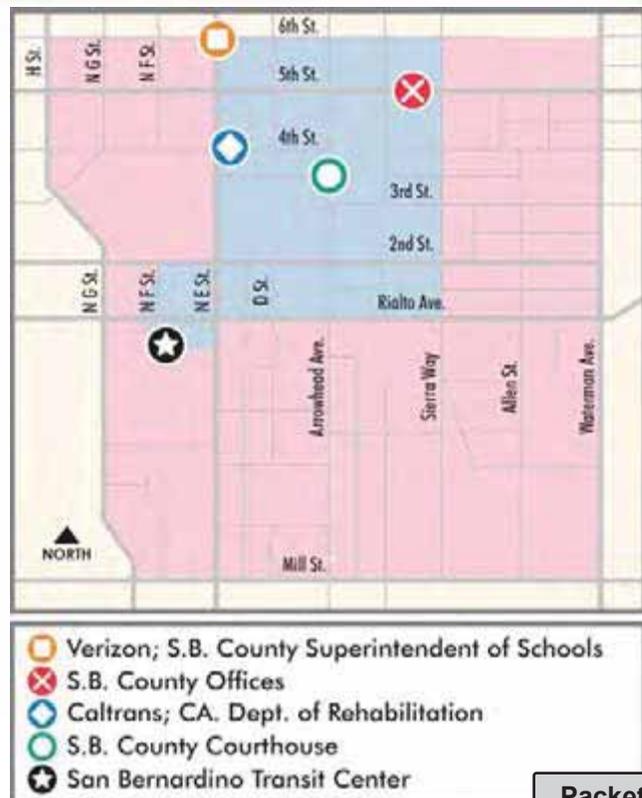
- Attracts new riders
 - Direct service between Metrolink and Downtown
- Complements the network
- Removes need to navigate scheduled service
- Waits for trains
- Shortens riders' travel times
- Smartphone app component



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On-Demand Flex Service – Downtown SB

- Attracts new riders
 - Direct service between Metrolink and Downtown
- Complements the network
- Removes need to navigate scheduled service
- Waits for trains
- Shortens riders' travel times
- Smartphone app component





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Rider Support Strategies

Provide tools to make it easy for commuters to choose and use an alternate mode

1. ✓ Electronic Fare Payment
 - Token Transit
2. ✓ Rideshare Engagement & Incentive Platforms
 - Loma Linda – Ride Amigos Pilot
3. Guaranteed Ride Home Refreshed
4. ✓ Targeted Safety Enhancements
 - Bus Stop "Ratings" for Solar Light Installation

Increasing Engagement for Rideshare Alternatives

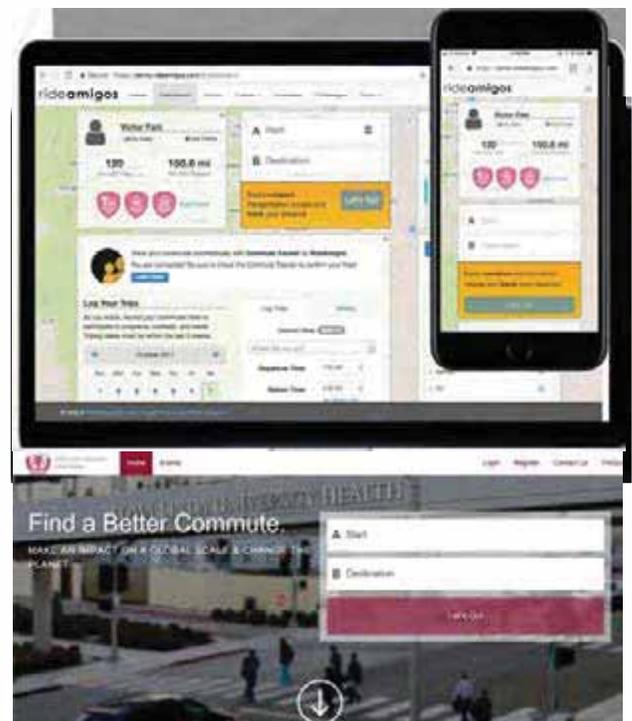
- Compare trips across modes
- User-friendly, easy-to-access
 - Games, challenges, incentives
 - Individualized data collection
- Employer-focused portal
 - Employers' "face"
 - Linkage to broader networks
- Open-sourced data platforms
- High security levels
- Public/private partnership
 - ✓ Loma Linda University Medical Center Pilot with SBCTA and RideAmigos portal



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Increasing Engagement for Rideshare Alternatives

- Compare trips across modes
- User-friendly, easy-to-access
 - Games, challenges, incentives
 - Individualized data collection
- Employer-focused portal
 - Employers' "face"
 - Linkage to broader networks
- Open-sourced data platforms
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- Public/private partnership
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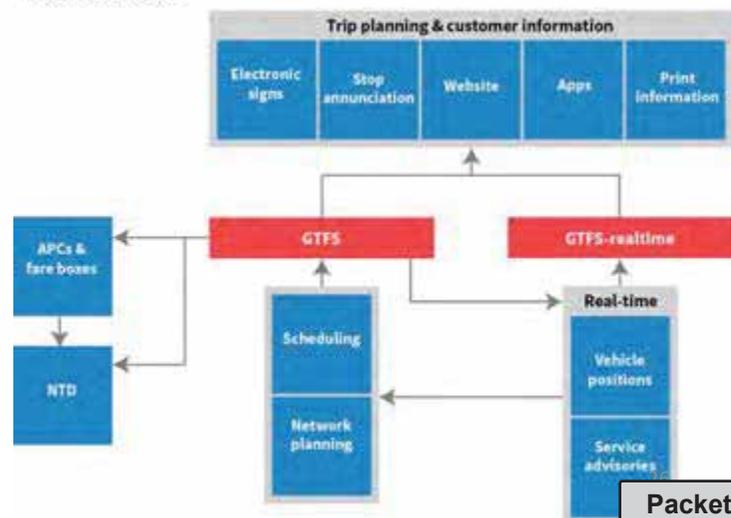
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Institutional Strategies

Break down institutional silos that are mode focused at the expense of the customer

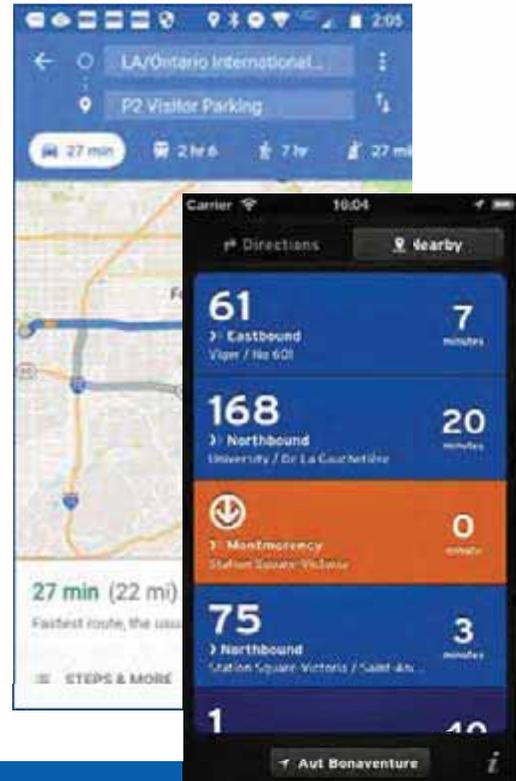
1. SBCTA Leadership with multi-agency partners
2. Multimodal ETCs
3. Technology Interoperability

Transit Stack



Modern Apps Do the Thinking for the Rider

- What are Modern Apps?
 - Customer focused
 - Easy to Use and Intuitive
 - Highly rated by users
 - Ubiquitous – work wherever you are
 - Continuously improved
- Modern Apps already here!
 - Google Transit – trip planning
 - Transit – realtime info
 - Token Transit – fare payment



Customer-Based,
Technology-
Enabled,
Multi-modalism

Customer-Focused, Technology-Enabled, Multi-modalism

- ACTION PLAN comes at a pivotal time for public transportation
 - Supports opportunity of Mobility as a Service (MaaS)
 - Places the customer first
- Multi-modal leadership, within/between agencies
 - Quarterly meetings
- Benchmarks
 - "Are we succeeding?"



Principles of Customer-Focused, Technology-Enabled, Multi-Modalism

- **Customer-focused**
 - Provides options meeting varying needs & motivations:
 - Easy to use
 - Accessible
 - Reliable
 - Immediate
 - Engaging
 - Promotes cost savings, fast travel and safety
 - Enables easy multi-modal choices
 - Promotes incentives and challenges
 - Supports the environment, healthy lifestyles & sustainability
- **Institutionally-focused**
 - Organize & collaborate on:
 - Multi-modal platforms
 - Open-source, inter-operable data platforms
 - Data sufficiently standardized to share
 - Big data resources
 - Promotes Data Stack standards
 - Supports integrated fare payment
 - Encourages flexibility & nimbleness
 - Promotes operations & planning across modes, across agencies

Customer-Focused, Technology-Enabled Multi-Modalism for the San Bernardino Valley



SBCTA website – GoSBCTA.com

www.gosbcta.com/Plans-Projects/Plans-Studies.html

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Customer Based Ridesharing and Transit Interconnectivity Study

*Customer-Focused,
Technology-Enabled
Multi-Modalism*





Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 4, 2018

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Mike Jones, Senior Regional Planner, Goods Movement &
Transportation Finance, (213) 236-1978, jonesm@scag.ca.gov

Subject: Industrial Warehousing Study/Goods Movement Border
Crossing Study Phase II - Revised Releases

RECOMMENDED ACTION:

For Information Only

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 June 2016, SCAG released two major goods movement studies: (1) the SCAG Goods Movement Border Crossing Study – Phase II and (2) the Industrial Warehousing Study in the SCAG Region. In addition to providing significant input into the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the studies explored existing and future challenges associated with regional freight, with particular regard to capacity and infrastructure issues. The studies identified baseline data and employed methodologies to establish diverse future scenarios to assist in regional goods movement and transportation planning with a specific focus on identifying potential strategies and recommendations to accommodate projected freight growth over the RTP/SCS horizon. This year, SCAG staff revised and re-released the studies to ensure that the critical findings of the efforts continue to be included in transportation planning being done by SCAG members and partners, local, state, and federal agencies, academics, consultants, and other relevant goods movement stakeholders.

BACKGROUND AND SUMMARY:

SCAG Goods Movement Border Crossing Study – Phase II

In June 2016, SCAG completed the SCAG Goods Movement Border Crossing Study – Phase II to assess the mobility of commerce at the California – Baja California border, and develop freight planning strategies to address long term trade and transportation infrastructure needs in the border region. The study gathered and synthesized information on goods moving across the U.S.-Mexico border through the Imperial County and San Diego County international land ports-of-entry (POEs). The effort developed and tested three different scenarios - baseline, optimistic, and pessimistic – to evaluate future trade projections of freight flows to assist SCAG and other regional stakeholders in their assessment of future infrastructure needs and general planning efforts. Major steps included the comprehensive study of bi-national trade and emerging business decisions and

logistics strategies that affect the border region, transportation data collection (drayage and true origin - destination data by truck, rail, and intermodal transfers), and conceptualization and analysis of transportation infrastructure needs for regional ports-of-entry based on the potential trade flow scenarios. The project also assessed the nexus between the most critical commercial ports-of-entry, seaports (e.g., San Pedro Bay Ports), and areas of high freight concentrations such as warehouse and distribution clusters in the Inland Empire.

Key findings from the study included that 1) border crossing traffic flows are large, but are not as significant, in terms of volume, compared to the domestic flows of goods in the region, 2) highway bottlenecks in the SCAG and SANDAG region are not the result of border-crossing flows but are affected by them, 3) the economic impact of drayage in the SCAG and SANDAG region is considerable, and 4) the movement of goods across the California-Baja California is of national significance. Using the key findings, a number of recommendations were derived. These include, but are not limited to: 1) prioritizing investment in projects to remove identified highway bottlenecks, 2) investing in greater capacity at land ports-of-entry (LPOEs), 3) promoting modal diversification in region to leverage the region's strategic location, 4) promoting use of streamlined processes and state-of-the-art technological advances; and 5) promoting higher levels of coordination between agencies and stakeholders to achieve efficient shipment of goods across the U.S.-Mexico border.

Industrial Warehousing Study in the SCAG Region

In June 2016, SCAG also completed the Industrial Warehousing in the SCAG Region which served as a comprehensive update and expansion of SCAG's Regional Warehousing Needs Assessment Study completed in 2009. The updated effort refreshed underlying industrial and commercial real estate data, developed a demand forecasting tool to project future regional warehousing demand, and test various policy scenarios that might influence the development patterns for logistics facilities. To understand the impacts of global supply chain trends and local land use policy changes on the supply and demand of warehouse and distribution facilities in the region, a policy evaluation tool was developed to test six (6) macro-level scenarios. The scenarios were: 1) replacement of obsolescent warehouses with higher efficiency warehouses, 2) increased share of large regional distribution centers, 3) increased share of cross-dock facilities, 4) increased share of e-commerce fulfillment centers, 5) increased cross-border trade volumes through Imperial County, and 6) increases in overall developable land for warehouses and distribution centers in the region.

The study identified overall development patterns observed in the region, and provided a brief description on the structure of the scenario testing model and policy discussion based on the scenario outcomes. Using commercial real estate data, the study found that in 2014, the region had almost 1.2 billion square feet of building area across six billion square feet of land area designated for warehouses and distribution use. SCAG's compilation of land use data from the general plans of local municipalities was then used to estimate the amount of developable land for future warehouses and distribution use. The regional assessment tool tested the region's ability to accommodate future logistics facility demand based on several development patterns that reflect the global supply chain and logistics practices prevalent in the region as well as other assumptions. These assumptions included increases in operational efficiencies, an increasing share of large

regional distribution centers (larger than 500,000 sq. ft. of building space), changes in trade volume with Mexico, and increases in the amount of land available for new logistics facility developments. The findings indicated the importance of achieving higher operational efficiencies, including daily 24-hour operations, and identified the critical role large distribution centers play in ensuring the region's ability to accommodate the future logistics facility space demand. Implications of the study findings included changes to associated traffic patterns, roadway impacts, future energy consumption, and economic benefits. While the analyses were conducted at the region level, these findings provide a series of public policy points to be discussed by local decision-makers.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 4, 2018

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: I-105 Corridor Sustainability Study Status Report

RECOMMENDED ACTION:

For 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:

SCAG staff in coordination with the consultant team led by Cambridge Systematics will provide a status report on the I-105 Corridor Sustainability Study (Study), which was initiated a year ago. The goal of the Study is to identify a comprehensive set of multi-modal solutions to the challenges in this corridor in an effort to reduce overall congestion while promoting for long-term sustainability.

BACKGROUND:

History

In 2016, SCAG was awarded a Caltrans Sustainable Transportation Planning Grant to examine the multi-modal I-105 corridor and to assess its future potential through a Corridor Sustainability Study (study). Historically, SCAG, working in partnership with Caltrans, has developed Corridor System Management Plans (CSMPs) for a number of freeway corridors throughout the region. CSMPs have traditionally focused on delay due to congestion along the mainline highway. The I-105 CSS goes beyond the current CSMP framework and will examine the entire I-105 corridor from a multi-modal perspective. The Study will integrate new planning frameworks and sustainable strategies that go beyond the traditional approach of adding capacity, including, but not limited to: complete streets concepts, the Smart Mobility Framework (SMF), managed lanes, advanced operational strategies (e.g., integrated corridor management, transportation system management and operations (TSMO) strategies) in an effort to improve overall mobility and safety throughout the corridor.

Study Scope, current status and Study schedule

The scope of the Study includes comprehensive public and stakeholder outreach; purpose and need; an assessment of existing conditions and future baseline conditions; development of performance measures; development and evaluation of improvement scenarios; a series of comprehensive multi-modal; recommendations; and associated cost estimates. A project development team (PDT) was formed to provide technical guidance and input to SCAG and its

consultant. The PDT includes staff representatives from the Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans. In addition to the PDT, a technical advisory committee (TAC) was also formed to provide additional technical guidance and input during major project milestones. The TAC is composed of planning staff from local jurisdictions along the corridor (e.g., Norwalk, Bellflower, Gardena), Los Angeles county, the Los Angeles World Airports (LAWA), Gateway Cities Council of Governments, South Bay Cities Council of Governments, Metro, and Caltrans.

The work that has been completed to this point includes defining the Study area, comprehensive collection of data related to socio economic/demographic makeup of the Study area, current condition data on all modes of transportation within the study area leading to a completion of a comprehensive current condition report, future baseline condition report which establishes a baseline for developing future improvement scenarios. The team has also assembled a comprehensive list of improvement projects that that are planned, programmed or are in implementation phase within the Study area, which serves as a starting point for developing improvement scenarios. Furthermore, the team has also developed a framework for evaluating the alternative scenarios that will serve as the foundation for the selection of a preferred alternative scenario that will be presented to the Committee and Regional Council and ultimately forwarded to the implementing agencies as part of the final report.

The Study is expected to be completed by March 2019. The draft Study including recommendations will be presented to the Transportation Committee.

FISCAL IMPACT:

Funding for staff work on this issue is included in FY18/19 OWP Task 19-010.00170.08.

ATTACHMENT(S):

1. PowerPoint Presentation I-105 Corridor Study

I-105 Corridor Sustainability Study

SCAG Transportation Committee

October 4, 2018

Presented By:

Gary Hamrick, Cambridge Systematics



Project History and Background

- 2016 Caltrans Sustainable Transportation Planning Grant Awarded
- RFP issued in March 2017, contract awarded
- **Purpose of the Study:**
 - » Examine *multi-modal* I-105 corridor conditions
 - » Go beyond traditional freeway planning
 - » Integrate Caltrans Smart Mobility Framework
 - » Include key stakeholders



Multi-Modal Corridor Plan Guidelines

- **Caltrans Corridor Planning Guidebook**
 - » To replace Transportation Concept Report (TCR) guidelines
 - » Working draft is being circulated, public draft to be released in Oct

- **CTC Comprehensive Multi-Modal Corridor Plan Guidelines**
 - » California Transportation Commission guidelines for eligibility of **plans** under Congested corridors program (SB1)
 - » Draft guidelines under review

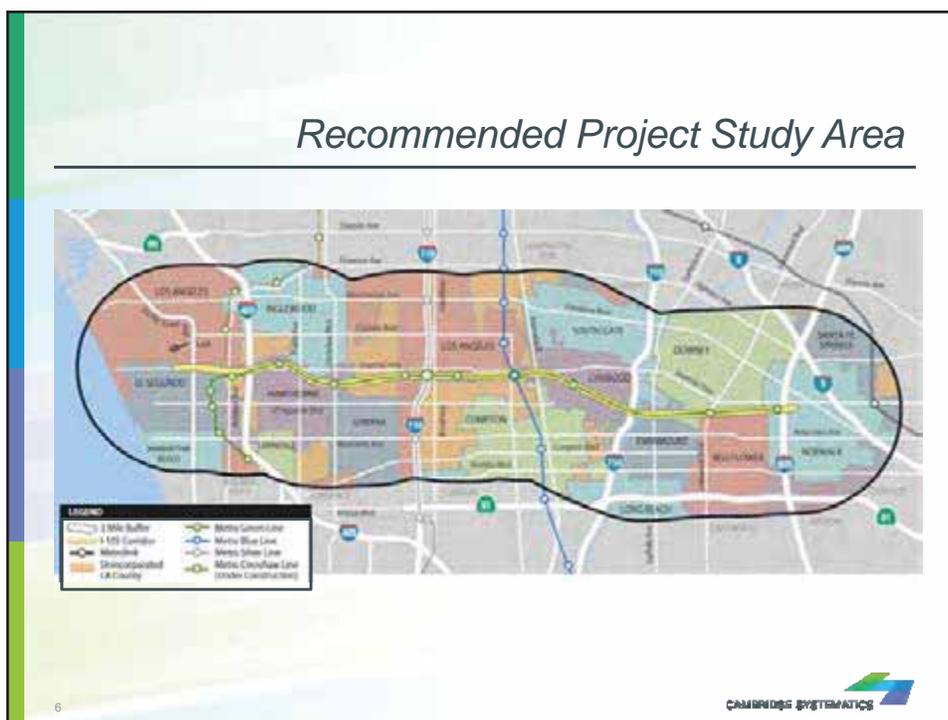
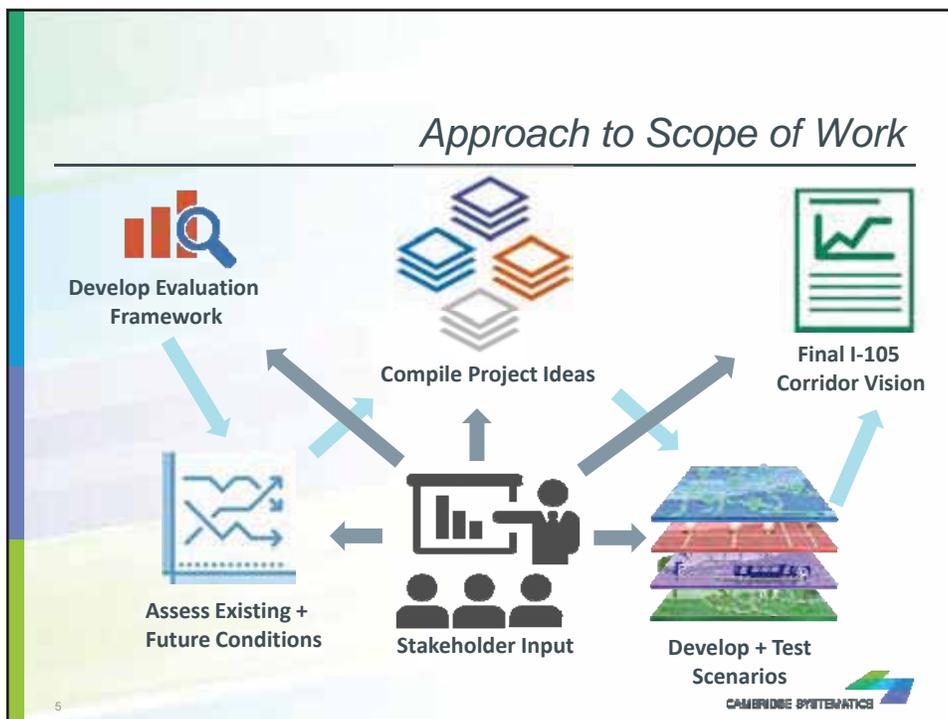


Project Objectives

- Reduce delay per capita;
- Reduce vehicle miles traveled (VMT) per capita;
- Improve connectivity between modes;
- Increase the transit, walking, and bicycling mode shares;
- Improve system conditions (preservation);
- Improve system efficiency (operations);
- Reduce total number and rates of serious and fatal collisions; and
- Support regional and local efforts to meet Senate Bill 375 requirements and greenhouse gas reduction

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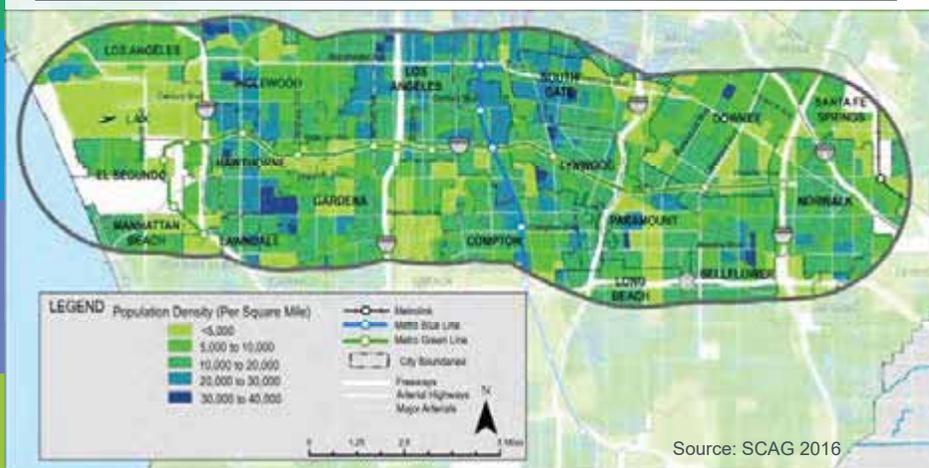




TASK 4 – BASELINE CONDITIONS ASSESSMENT



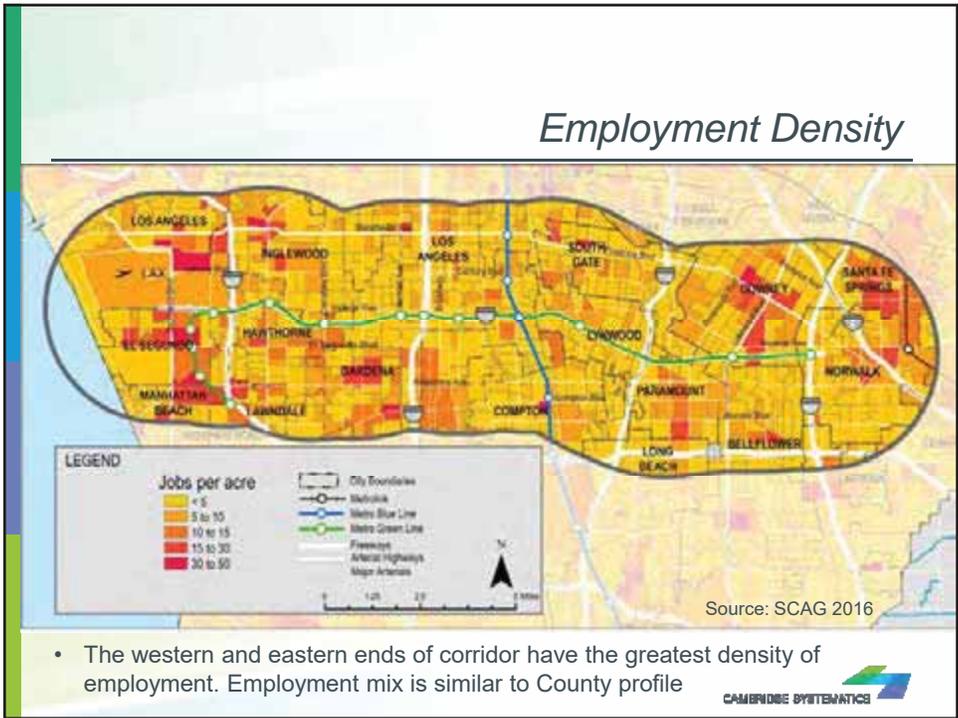
Population Density



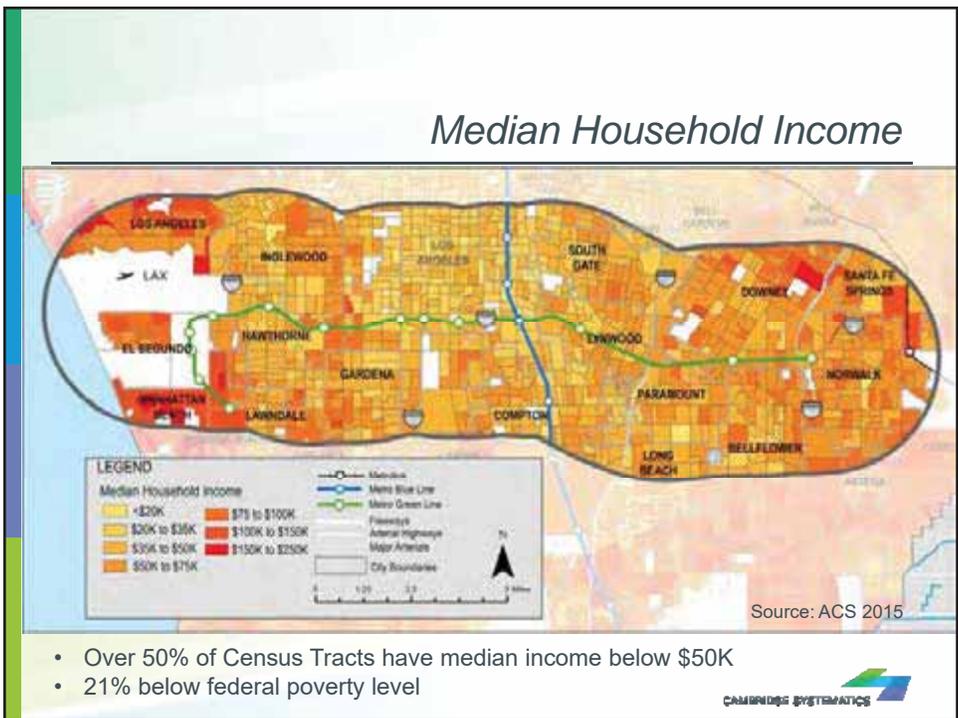
- Pockets of high-density residential, most heavily concentrated in South LA, Hawthorne, South Gate, and Inglewood



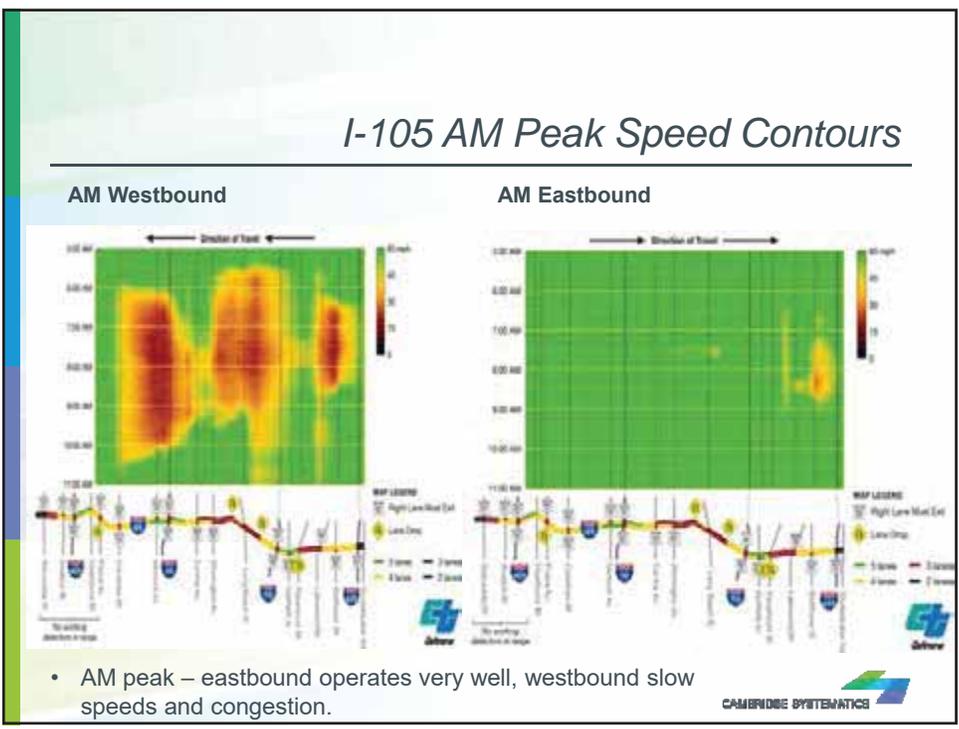
Employment Density



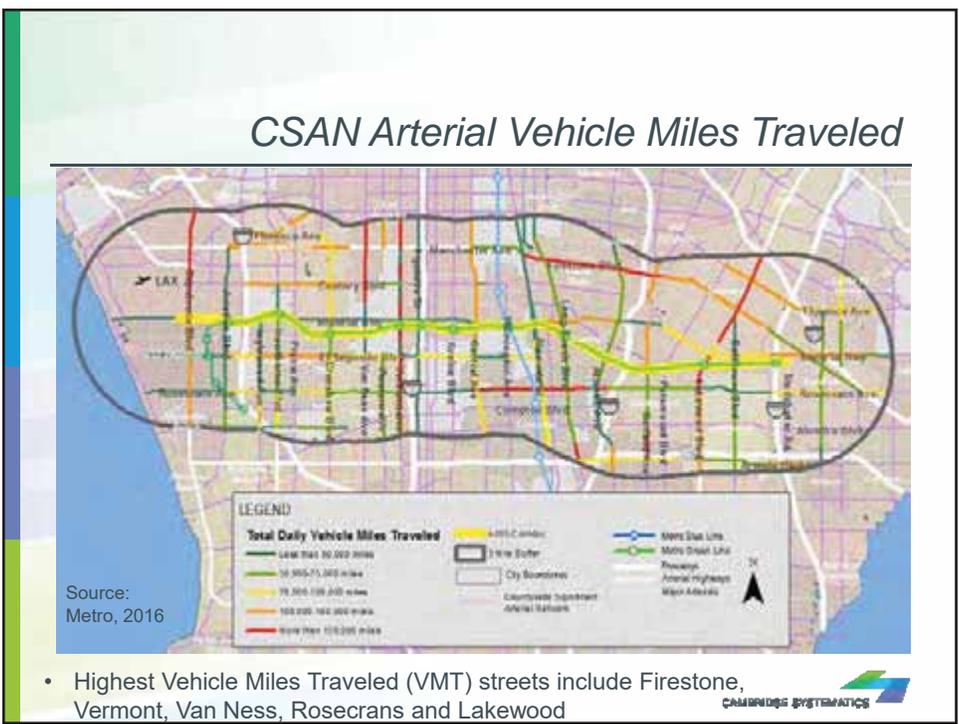
Median Household Income



I-105 AM Peak Speed Contours

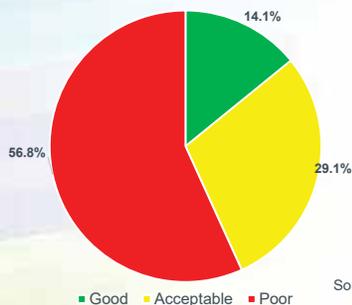


CSAN Arterial Vehicle Miles Traveled



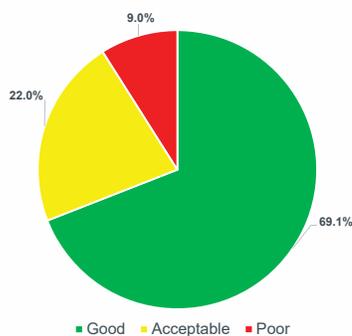
International Roughness Index, 2015

Freeways and Arterials

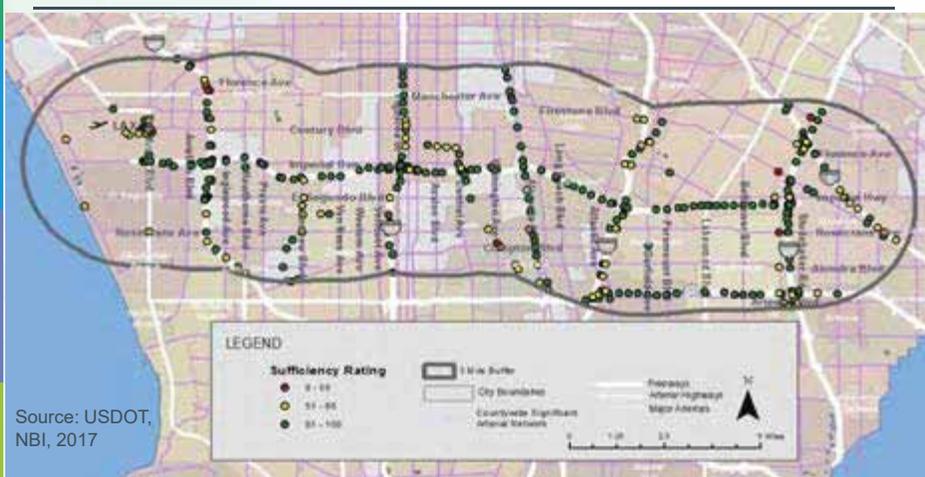


Source: HPMS, 2015

I-105 Only



Bridge Sufficiency Ratings, 2017

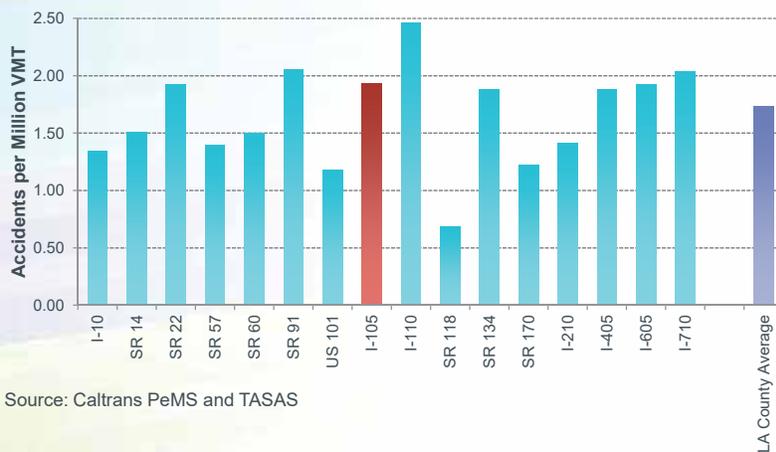


Source: USDOT, NBI, 2017

- 1% eligible for federal replacement funding



I-105 Collisions vs. Other Area Freeways, 2013

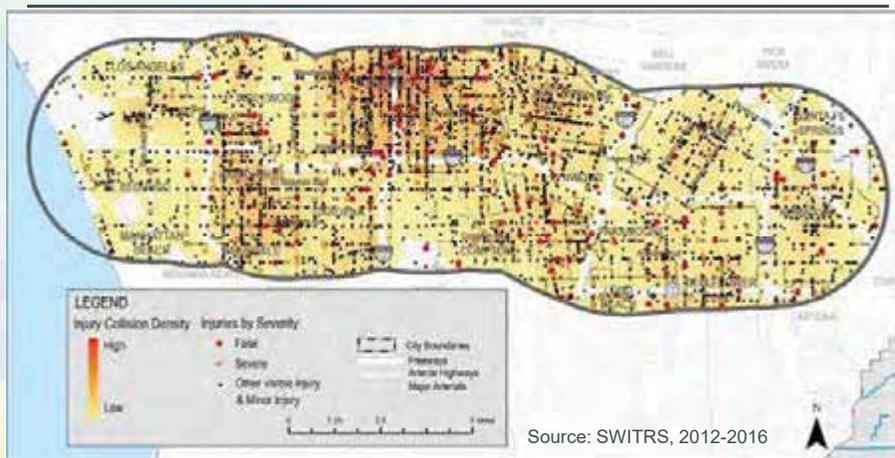


Source: Caltrans PeMS and TASAS

- I-105 collision rates near other freeways, but slightly higher, than LA County average



Locations of Bicycle and Pedestrian Collisions

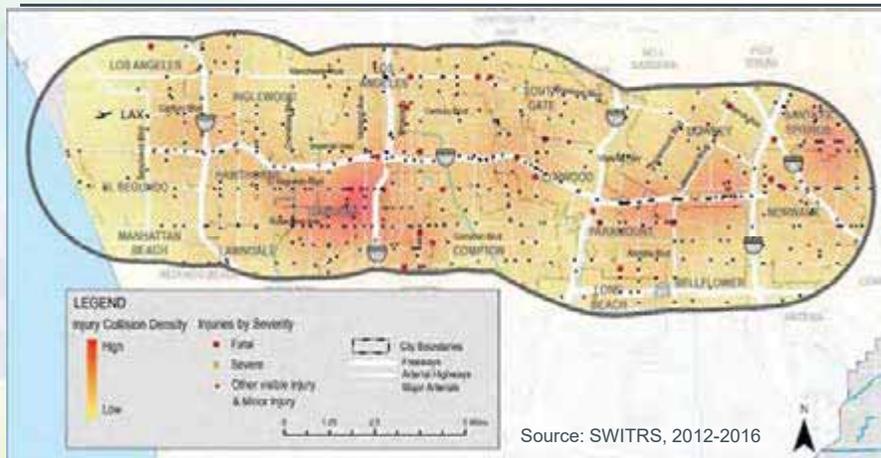


Source: SWITRS, 2012-2016

- Highest prevalence of bicycle and pedestrian injury collisions in South LA and unincorporated LA County neighborhoods



Locations of Truck Collisions on Arterials



- Highest prevalence of arterial truck collisions occurs in Gardena, Santa Fe Springs, Paramount, Bellflower, and Downey



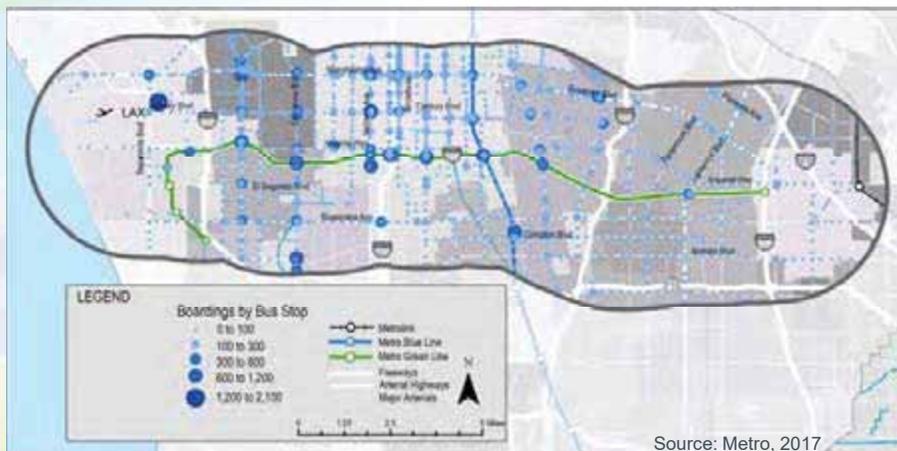
Metro Rail Ridership by Station



- Highest ridership on Green Line is at Willowbrook, Norwalk, and Aviation/LAX



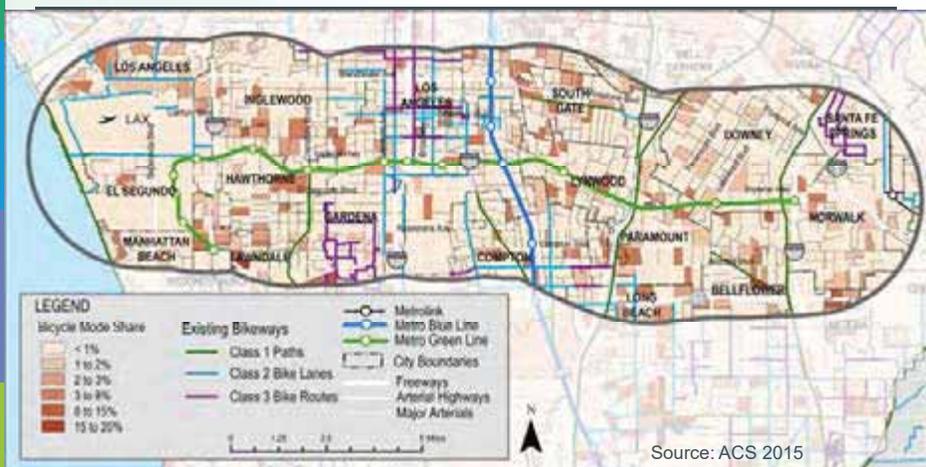
Metro Bus Ridership by Stop



Source: Metro, 2017

- Highest ridership per stop occurs along Rapid and express routes

Bicycle Commute Mode Share



Source: ACS 2015

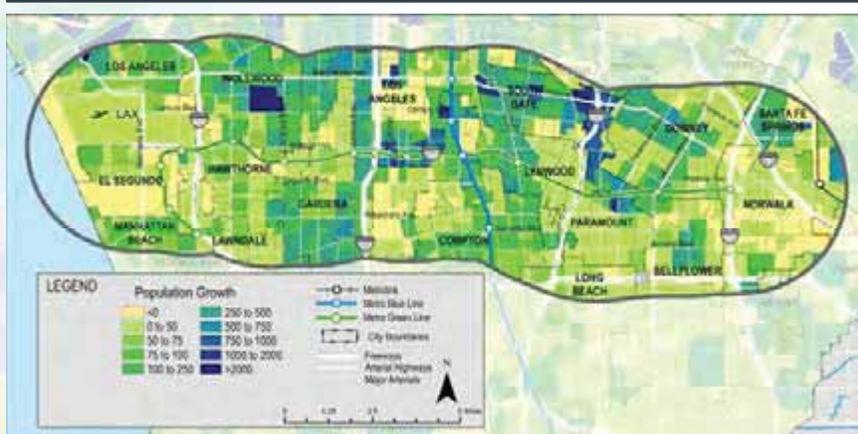
- Bike commute mode share (0.7%) is similar but slightly less than county average (0.9%)



TASK 5: FUTURE BASELINE CONDITIONS



I-105 Study Area Population Growth, 2040

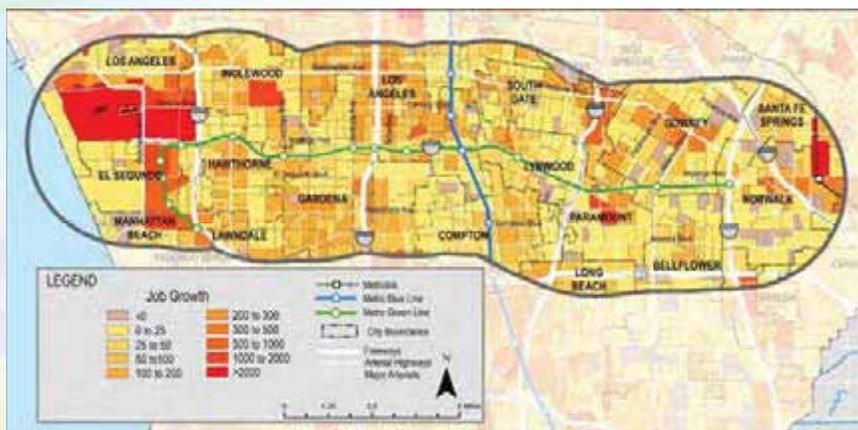


- Population is projected to increase by 7.1% increase from 2016 to 2040, significantly lower than the county average (13.7%)

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I-105 Study Area Employment Growth, 2040



- Employment is projected to increase by 15% increase from 2016 to 2040, slightly lower than the county average (17%)

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I-105 Study Area Projected Highway Daily Traffic Volumes, 2016 and 2040

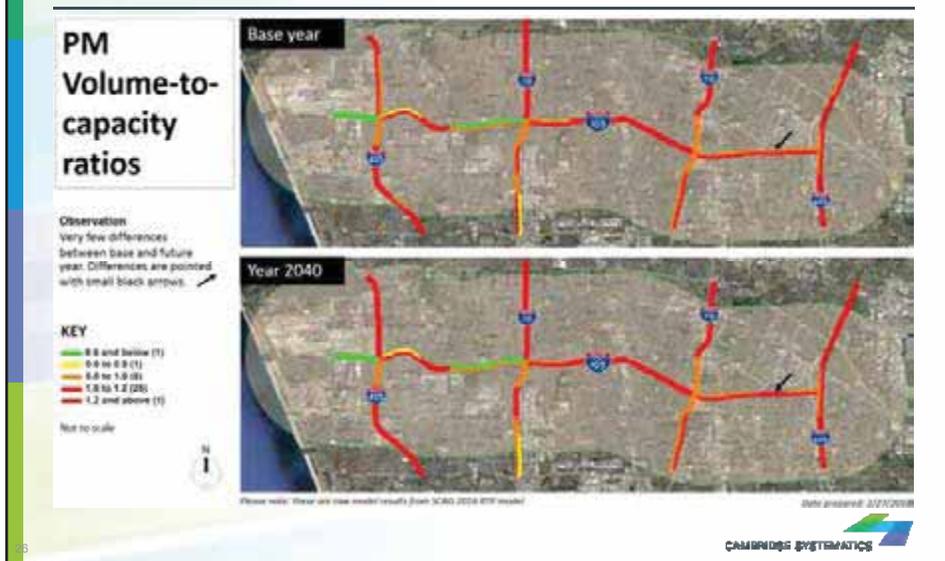


Source: Cambridge Systematics, SCAG 2018 RTP model
 Note: Traffic volumes that grow (decrease) are rounded to nearest hundred.
 Data prepared: 4/11/2018

I-105 Study Area Projected Highway Daily Truck Volumes, 2016 and 2040



Highway Volume-to-Capacity Ratios, 2012 and 2040



I-105 Study Area Arterial Daily Volume Growth, 2012 to 2040

Arterial Volume Growth (between Year 2012 and Year 2040)
Daily



Source: Cambridge Systematics, 02/10/2015 RFP Model Build
Date prepared: 3/15/2018

Not to scale

TASK 6: DEVELOP AND EVALUATE IMPROVEMENT SCENARIOS



Collect Project Ideas

Project List Summary

Project Type	# of Projects
Active Transportation	124
Arterial	295
Goods Movement	11
Highway	86
Transit	38



Measure M Funded Transit Projects



Step 2: Projects Receive Initial Scoring

- All projects receive initial score based on project type and established performance framework



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Step 3: Projects Receive Detailed Score

- Initial project scores are refined based quantitative assessment, based on:
 - » Project location and type
 - » Ability to address a known deficiency or condition;
 - areas of high delay
 - collisions
 - physical barriers
 - gap or connectivity issues
 - serves areas of higher density
 - » Proximity to I-105 and ability to facilitate corridor movement
 - » Connections to other modes (rail stations, freeway on-ramps, bike routes)



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Schedule and Next Steps

- **Project Start** – August 2017
- **Current Conditions Assessment** – January 2018
- **Future Baseline Conditions Assessment** – June 2018
- **Evaluation and Improvement Scenarios** – October 2018
- **Draft Report** – November 2018
- **Final Draft Report** - December 2018
 - » TAC Input
 - » Public outreach

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