



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

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Cheryl Viegas-Walker, El Centro

REGULAR MEETING

TRANSPORTATION COMMITTEE

Thursday, September 5, 2019
10:00 a.m. - 12:00 p.m.

SCAG MAIN OFFICE

900 Wilshire Blvd., Ste. 1700

RC Board Room

Los Angeles, CA 90017

(213) 236-1800

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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TC - Transportation Committee *Members – September 2019*

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

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To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

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TRANSPORTATION COMMITTEE AGENDA

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

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TRANSPORTATION COMMITTEE AGENDA

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

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- 48. Hon. Crystal Ruiz**
San Jacinto, WRCOG

- 49. Hon. Ali Saleh**
Bell, RC District 27

- 50. Hon. Damon Sandoval**
Morongo Band of Mission Indians

- 51. Hon. Tim Sandoval**
Pomona, RC District 38

- 52. Hon. Rey Santos**
Beaumont, RC District 3

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

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

- 55. Hon. Larry Smith**
Calimesa, Pres. Appointment

- 56. Hon. Karen Spiegel**
Riverside County

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

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

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

- 60. Hon. Donald Wagner**
Orange County

- 61. Hon. Alan Wapner**
SBCTA

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

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – RC Board Room
Los Angeles, California 90017
Thursday, September 5, 2019
10:00 AM

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

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

PUBLIC COMMENT PERIOD

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

- 1. 2021 Federal Transportation Improvement Program (FTIP) Guidelines Page 8
- 2. Minutes of the Meeting, August 1, 2019 Page 10

Receive and File

- 3. September is Pedestrian Safety Month Page 17
- 4. Transit Asset Management (TAM) Target Setting for Connect SoCal Page 19
- 5. Transportation System Management, Preservation and Resiliency in Connect SoCal Page 21
- 6. Active Transportation Element in Connect SoCal Page 23
- 7. Transportation Safety Element in Connect SoCal Page 26
- 8. Connect SoCal Job Center Strategies Page 37
- 9. SCAG Transportation Demand Management Strategic Plan Page 49
- 10. Update on the SCAG Region Airport Passenger Demand Forecasts Page 54
- 11. EAC Retreat Housing Discussion Follow-Up Page 68

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INFORMATION ITEM

12. Connect SoCal Overview, Challenges and Opportunities
(Sarah Jepson, Acting Planning Director)

90 Mins.

Page 71

CHAIR'S REPORT

(The Honorable Cheryl Viegas-Walker, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative)

STAFF REPORT

(John Asuncion, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENT/S

ADJOURNMENT

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 5, 2019

To: Transportation Committee (TC)
Regional Council (RC)
From: Pablo Gutierrez, Manager of FTIP, FTIP, (213) 236-1929,
gutierrez@scag.ca.gov
Subject: 2021 Federal Transportation Improvement Program (FTIP)
Guidelines

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Recommend approval of the proposed 2021 Federal Transportation Improvement Program (FTIP) Guidelines to the RC.

RECOMMENDED ACTION FOR RC:

Approve the proposed 2021 FTIP Guidelines.

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 is required under both federal and state laws to develop an FTIP. The FTIP is the short-range program that implements the goals and policies identified in the long-range Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). Federal law requires that the FTIP be updated at a minimum of every four years, adopted by SCAG, and sent to the Governor for approval. Consistent with state statute, SCAG, along with the Metropolitan Planning Organizations (MPOs) in California, update the FTIP every two years to coincide with the development of the Federal Statewide Transportation Improvement Program (FSTIP). The Guidelines are updated prior to the FTIP update by SCAG staff working in collaboration with Federal funding agencies (FHWA, FTA), the Department of Transportation (Caltrans), the County Transportation Commissions (CTCs), and the Transportation Conformity Working Group (TCWG) to ensure that all current legal, administrative, and technical requirements are met. These guidelines assist the county transportation commissions in developing and submitting their county Transportation Improvement Programs (TIPs) for inclusion into SCAG's FTIP.

SCAG staff has completed the update of the 2021 FTIP Guidelines. The proposed 2021 FTIP Guidelines are available online at:

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The proposed guidelines reflect the latest federal and state statutes, including the Fixing America's Surface Transportation (FAST) Act. The FTIP Guidelines are updated every two years in advance of the biennial FTIP update. Any changes or modifications that affect SCAG's policy will be brought to the attention of the Transportation Committee and the Regional Council for potential action.

BACKGROUND:

SCAG staff working in collaboration with Federal funding agencies, Caltrans, CTCs, and the TCWG, has completed its update of the 2021 FTIP Guidelines. SCAG received minor comments from the CTCs, Caltrans, and our federal partners during the month of July 2019, and revised the document to reflect and address the comments received. These Guidelines reflect the current process for transportation programming in the region and serve as guide to the CTCs in preparing their respective county TIPs for submittal to SCAG for incorporation into the 2021 FTIP. The following are the key updates to these Guidelines:

SCAG is required under both federal and state laws to develop an FTIP. The FTIP is the short-range program that implements the goals and policies identified in the long-range Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). Federal law requires that the FTIP be updated at a minimum of every four years, adopted by SCAG, and sent to the Governor for approval. Consistent with state statute, SCAG, along with the Metropolitan Planning Organizations (MPOs) in California, update the FTIP every two years to coincide with the development of the Federal Statewide Transportation Improvement Program (FSTIP). The guidelines are updated prior to the FTIP update by SCAG staff working in collaboration with Federal funding agencies, Caltrans, the County Transportation Commissions, and the TCWG to ensure that all current legal, administrative, and technical requirements are met. These guidelines assist the county transportation commissions in developing and submitting their county Transportation Improvement Programs (TIPs) for inclusion into SCAG's FTIP.

The guidelines will be modified if programs are modified, added, and/or deleted to be consistent with applicable laws. However, any changes or modifications that affect SCAG's policy will be presented to the Transportation Committee and the Regional Council for potential action.

FISCAL IMPACT:

Work associated with this item is included in the current FY 19-20 Overall Work Program 20-030.0146.02 Federal Transportation Improvement Program (FTIP)



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 5, 2019

TRANSPORTATION COMMITTEE
MINUTES OF THE MEETING
THURSDAY, AUGUST 1, 2019

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

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

Members Present:

Hon. Sean Ashton, Downey	District 25
Hon. Ben Benoit, Wildomar	South Coast AQMD
Hon. Art Brown, Buena Park	District 21
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. Emily Gabel-Luddy	AVCJPA
Hon. James Gazeley, Lomita	District 39
Hon. Jack Hadjinian, Montebello	SGVCOG
Hon. Ray Hamada	Bellflower
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Linda Krupa, Hemet	WRCOG
Hon. Clint Lorimore, Eastvale	District 4
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon, Highland	SBCTA
Hon. Brian McDonald	Tribal Government Board
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. L. Dennis Michael	District 9
Hon. Lisa Middleton, Palm Springs	CVAG
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG

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Hon. Charles Puckett, Tustin	District 17
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Rey Santos, Beaumont	District 3
Hon. Marty Simonoff, Brea	District 22
Hon. Larry Smith	Calimesa
Hon. Karen Spiegel	Riverside County
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes (Vice Chair)	SFVCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Steve Tye	District 37
Hon. Cheryl Viegas-Walker, El Centro (Chair)	District 1
Hon. Don Wagner	Orange County
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Ms. Mine Struhl, Caltrans District 7	Ex-Officio Member

Members Not Present:

Hon. Rusty Bailey, Riverside	District 68
Hon. Kathryn Barger	Los Angeles County
Hon. Will Berg, Port Hueneme	VCOG
Hon. Austin Bishop, Palmdale	North L.A. County
Hon. Drew Boyles	El Segundo
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Diane Dixon, Newport Beach	OCCOG
Hon. John Dutrey, Montclair	SBCTA
Hon. Curt Hagman	San Bernardino County
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Jose Huizar, Los Angeles	District 61
Hon. Paul Krekorian	District 49
Hon. Randon Lane, Murrieta	District 5
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Frank Navarro, Colton	District 6
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Carlos Rodriguez, Yorba Linda	President's Appointment
Hon. Ali Saleh, Bell	GCCOG
Hon. Tim Sandoval, Pomona	District 38
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Thomas Small, Culver City	Culver City
Hon. Alicia Weintraub, Calabasas	LVMCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Cheryl Viegas-Walker, Regional Council District 1, called the meeting to order at 11:16 a.m. Hon. Ben Benoit, South Coast Air Quality Management District, led the Pledge of Allegiance.

PUBLIC COMMENT

No members of the public requested to comment.

CONSENT CALENDAR

1. Minutes of the June 6, 2019 Meeting

Receive and File

2. Green Region Initiative – Sustainability Map Update
3. Caltrans District Vulnerability Assessments

A MOTION was made (Brown) and SECONDED (Harnik) to approve Consent Calendar items 1 – 3. The Motion passed by the following votes:

AYES: Ashton, Benoit, Brown, Chun, Gabel-Luddy, Gazeley, Hadjinian, Hamada, Harnik, Hofbauer, Judge, Kelley, Krupa, Lorimore, Manos, Marquez, McCallon, McLean, Medina, Michael, Middleton, Minagar, Moore, Puckett, Real Sebastian, Ruiz, Santos, Simonoff, Smith, Spiegel, Sternquist, Talamantes, Tercero, Tye, Viegas-Walker, Wagner, Wapner (37)

NOES: None (0)

ABSTAIN: McDonald (1)

INFORMATION/ACTION ITEMS

4. Aviation Program Update: Regional Air Passenger and Cargo Forecast

Hiroshi Ishikawa, Ph.D., SCAG staff, provided an update on the Regional Air Passenger and Cargo Forecast. Dr. Ishikawa reported that, as a metropolitan planning organization, SCAG's role in aviation planning is primarily to ensure that adequate ground access improvements are developed in response to future airport demand. He noted that, from 2000 to 2017, annual air passenger growth for the region has been at 1.3%. However, the overall growth rate from 2000 to 2017 has been impacted by 9/11 and the Great Recession. From 2012 to 2017, annual air passenger growth in the region has accelerated to 5.12%. Dr. Ishikawa stated that the Federal Aviation Administration growth projection for the region from 2017 to 2045 is estimated at 2.1% yearly. He noted this is a lower rate than the estimated growth rates for North America (3.1%), Asia (5.7%) and Africa (6%). Additionally, even at a

relatively conservative annual growth rate of 2.1 %, the regional aviation system could reach maximum capacity by 2045 or soon thereafter.

Dr. Ishikawa next reviewed air cargo demand, stating that the 2019 FAA Aerospace Forecast projects 3.3% annual growth for air cargo. Applying the FAA annual growth rate to the SCAG region, air cargo activity is projected to increase from 3.14 million tons in 2017 to 7.77 million tons in 2045. He next reviewed aircraft operations, stating that aircraft operations actually decreased at -1.8% per year from 2000 to 2017, with operations flattening out at an annual rate of .8% from 2012 to 2017. Further, due to newer planes with higher passenger and cargo capacity, and airlines operating at higher load factors, growth in aircraft operations did not mirror air passenger growth. He noted that next steps in the process include finalizing airport forecasts and capacity constraints which will be reported to the Aviation Technical Advisory Committee and the Transportation Committee.

Hon. Cheryl Viegas-Walker, City of El Centro, asked if the data presented has been shared with the airport's land use commission in each county. Dr. Ishikawa responded that each of the commissions are on their outreach communications and are kept up to date on the work conducted.

Hon. Trish Kelley, Mission Viejo, asked for an update on efforts to link the east end of Metro's Green Line light rail station in Norwalk to the Metrolink Station in Santa Fe Springs. Philip Law, SCAG staff, responded that a study was conducted on closing that gap in recent years, however; there was a pause in the study due to changes at the city. He stated that current efforts include a visioning study that was funded through SCAG's Sustainability Planning Grants which will look at potential development within the city which could result in a new station to close that gap.

5. Connect SoCal New Mobility Framework

Marco Anderson, SCAG staff, reported on emerging technology and their regional implications. Mr. Anderson stated that current efforts seek to understand the various mobility technologies emerging, how SCAG can collect data and model the innovations as well as encourage policies that benefit regional goals. He noted technologies currently considered include alternative fuel vehicles, carshare, bike share/micromobility, transportation network companies, mobility as a service, advanced ITS (connected vehicles) and goods movement technologies. He reviewed significant policy directions noting that congestion pricing and policies to discourage single occupancy vehicles can be used to improve traffic flow and speeds. Also, integrated payment systems and parking requirement reform along with smart growth policies can help reduce sprawl. Further, smart curb space management and the concept of job centers can be important foundations for linking emerging technologies with regional planning goals.

Mr. Anderson noted land-use, street design, pricing and system management are three leading policy areas local jurisdictions can use to manage and promote mobility. He noted complete streets strategies can employ bike lanes, roundabouts, wider sidewalks and better lighting creating a network of low-speed lanes that help shift short trips away from single occupancy vehicle use. Curbside management benefits goods movement and provides jurisdictions another useful management tool. Further, SCAG's Go Human campaign has created a program to communicate to users appropriate behavior for bicycles, pedestrians, drivers and users of new mobility technology for a safer and shared use experience. He noted next steps include continuing to work with other large MPOs in the state to coordinate investment and development of emerging technologies.

Hon. Steve Hofbauer, Palmdale, asked if taxis and application based transportation providers share the same pick-up and drop off spaces as they appear at times to be under-utilized by taxis. Mr. Anderson responded it is an example of the importance of assessing and updating curbside management to reflect emerging transportation options.

A MOTION was made (Brown) and SECONDED (Ashton) to direct staff to include the proposed policy framework, which incorporates feedback from the Emerging Technologies Committee, in the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Motion passed by the following votes:

AYES: Ashton, Benoit, Brown, Gabel-Luddy, Gazeley, Hadjinian, Hamada, Harnik, Hofbauer, Judge, Kelley, Krupa, Lorimore, Manos, Marquez, McCallon, McDonald, McLean, Medina, Michael, Middleton, Moore, Puckett, Real Sebastian, Ruiz, Santos, Simonoff, Smith, Spiegel, Sternquist, Talamantes, Tye, Viegas-Walker, Wagner, Wapner (35)

NOES: None (0)

ABSTAIN: None (0)

METROLINK REPORT

Hon. Art Brown, Buena Park, reported that Metrolink adopted its 2020 budget in June which includes no fare increases. Further, service levels will increase with 175 weekday trains and 92 weekend trains. This includes service increases on the San Bernardino, 91, /Perris Valley, Orange County and Ventura Lines. He noted ridership in May was up 2.7% compared to May 2018. This included a 3.4% increase on the Antelope Valley Line and a 10.2% increase on the San Bernardino Line due to a fare reduction. The Riverside and 91/Perris Valley lines had a slight decrease of -1.5% and -1.8% respectively.

ADJOURNMENT



Hon. Cheryl Viegas-Walker, El Centro, adjourned the meeting at 12:11 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

2019															Total Mtgs Attended To Date
MEMBERS	CITY	Representing	JAN (dark)	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	
Ashton, Sean	Downey	District 25		1	1	1		1		1					5
Bailey, Rusty	Riverside	WRCOG			1	1									2
Barger, Kathryn	Los Angeles County	Los Angeles County		1		1		1							3
Benoit, Ben	Wildomar	South Coast AQMD			1	1		1		1					4
Berg, Will	Port Hueneme	VCOG		1		1		1							3
Bishop, Austin	Palmdale	North L.A.													0
Boyles, Drew	El Segundo	El Segundo		1	1			1							3
Brown, Art	Buena Park	District 21		1	1	1		1		1					5
Buscaino, Joe	Los Angeles	District 62													0
Chun, Ross	Aliso Viejo	OCTA		1	1			1		1					4
Curtis, Jonathan	La Cañada Flintridge	District 36		1	1	1									3
Dixon, Diane	Newport Beach	OCCOG													0
Dutrey, J. John	Montclair	SBCTA								NM					0
Gabel-Luddy, Emily	Burbank	AVCPA		1	1	1		1		1					5
Gazeley, James	Lomita	District 39		1	1	1		1		1					5
Hadjinian, Jack	Montebello	SGVCOG		1	1	1		1		1					5
Hagman, Curt	San Bernardino Cnty	San Bernardino Cnty		1		1		1							3
Hamada, Ray	Bellflower	Bellflower				1		1		1					3
Harnik, Jan	Palm Desert	RCTC			1	1		1		1					4
Harrington, Dave	Aliso Viejo	OCCOG													0
Hofbauer, Steven	Palmdale	District 43		1	1					1					3
Huizar, Jose	City of Los Angeles	District 61													0
Judge, Mike	Simi Valley	VCTC		1	1	1		1		1					5
Kelley, Trish	Mission Viejo	OCCOG		1	1	1		1		1					5
Krekorian, Paul	Public Transit Rep	District 49													0
Krupa, Linda	Hemet	WRCOG			1					1					2
Lane, Randon	Murrieta	District 5		1	1			1							3
Lorimore, Clint	Eastvale	District 4		1	1			1		1					4
Manos, Steve	Lake Elsinore	District 63		1	1	1		1		1					5
Marquez, Paul	Caltrans District 7	Ex-Officio		1	1	1		1							4
Marquez, Ray	Chino Hills	District 10		1	1	1		1		1					5
McCallon, Larry	Highland	SBCTA		1	1	1		1		1					5
McDonald, Brian	Tribal Gov't Board	Tribal Gov't Board								1					0
McLean, Marsha	No. L.A. County	District 67		1	1	1		1		1					5
Medina, Dan	Gardena	District 28		1	1	1		1		1					5
Michael, L. Dennis	Rancho Cucamonga	District 9			1			1		1					3
Middleton, Lisa	Palm Springs	CVAG								1					1
Minagar, Fred	Laguna Niguel	District 12		1	1	1				1					4
Moore, Carol	Laguna Woods	OCCOG		1	1	1				1					4
Najarian, Ara	Glendale	AVCPA		1	1			1							3
Navarro, Frank	Colton	District 6			1	1		1							3
Puckett, Charles	Tustin	District 17		1	1			1		1					4
Real Sebastian, Teresa	Monterey Park	SGVCOG		1	1	1		1		1					5
Robinson, Dwight	Lake Forest	OCCOG													0
Rodriguez, Carlos	Yorba Linda	President's Appt		1	1	1		1							4
Ruiz, Crystal	San Jacinto	WRCOG		1		1				1					3
Saleh, Ali	City of Bell	GCCOG		1	1	1									3
Sandoval, Damon	Morongo Mission Indians	Morongo Mission Indians													0
Sandoval, Tim	Pomona	District 38		1		1		1							3
Santos, Rey	Beaumont	District 3								1					1
Simonoff, Marty	Brea	District 22			1	1		1		1					4
Small, Thomas	Culver City	Culver City			1	1									2
Smith, Larry	Calimesa	Calimesa								1					
Spiegel, Karen	Riverside County	Riverside County			1	1		1		1					4
Sternquist, Cynthia	Temple City	SGVCOG		1		1				1					3
Talamantes, Jess	Burbank	SFVCOG		1	1	1		1		1					5
Tercero, Brent	Pico Rivera	GCCOG		1	1					1					3
Tye, Steve	Diamond Bar	District 37						1		1					1
Viegas-Walker, Cheryl	El Centro	District 1		1		1		1		1					4
Wagner, Don	Orange County	Orange County						1		1					2
Wapner, Alan	Ontario	SBCTA		1	1	1		1		1					5
Weintraub, Alicia	Calabasas	LVMCOG		1				1							2

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 5, 2019

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Julia Lippe-Klein, Assistant Regional Planner, Active
Transportation & Special Programs, (213) 236-1856, Lippe-
Klein@scag.ca.gov
Subject: September is Pedestrian Safety Month

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

September is California's Pedestrian Safety Month, dedicated to educating drivers and pedestrians about safe roadway habits and reducing the number of pedestrians killed and injured on California roadways. Staff is conducting and promoting safety activities throughout September to support Pedestrian Safety Month and promote available resources for use during "Walktober," or Walking October, in an effort to reduce pedestrian fatalities and injuries. Example safety resources will be showcased at the SCAG offices during the September regional council meeting.

BACKGROUND:

The SCAG region, like California and the nation as a whole, experienced a period of annual declines in traffic-related fatalities and serious injuries until 2012 when they began to steadily rise. Although the region has made some progress on safety, 1,500 people are killed, 5,200 are seriously injured and 136,000 are injured in traffic collisions on average each year. About 73 percent of those killed since 2001 were in vehicles or on motorcycles, while the remaining 27 percent were walking or bicycling (disproportionate to their mode share, 12 percent of all daily trips are walking or biking trips). The numbers of both pedestrians and motorcyclists killed are the highest they have been for more than a decade. These collisions are happening in every city across the region.

To heighten awareness of the region's transportation safety challenges and opportunities, and to

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

This item is being presented to inform SCAG Policy Members that September is Pedestrian Safety Month and to highlight resources available for use in both September and October, or “Walktober” – National Walking Month. Both months highlight the increased need for safety strategies to reduce fatalities and serious injuries among pedestrians. Resources have been made with through a grant provided by the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. Resources include opportunities for co-branding advertisements; SCAG’s *Go Human Challenge*, which consists of educational, interactive programming modules; and temporary safety demonstration treatments, through SCAG’s Safety Kit of Parts. The Kit includes five different design treatments that partner jurisdictions can borrow. All resources are available for use during Pedestrian Safety Month, “Walktober”, and thereafter. Example materials will be showcased on site at the SCAG offices during the Regional Council meeting.

Visit www.GoHumanSoCal.org to learn more about available safety resources.

FISCAL IMPACT:

All costs associated with this item are included in the FY 2019-20 Overall Work Program (OWP) under project number 225-3564.13 and funded by a Pedestrian and Bicycle Safety Program Grant from the California Office of Traffic Safety.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 5, 2019

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Philip Law, Manager of Transit/Rail, Transit/Rail, 213-236-1841, LAW@scag.ca.gov

Subject: Transit Asset Management (TAM) Target Setting for Connect SoCal

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 are in process of developing regional transit asset management (TAM) targets for inclusion in the Draft Connect SoCal, the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The TAM target setting is being performed in close coordination with staff from the six county transportation commissions and the transit providers in the region, and builds upon previous work to develop initial TAM targets that were approved by the Transportation Committee and Regional Council in July 2017.

Currently, the project team is collecting asset data from the transit providers, which will allow the forecasting of future regional TAM needs through 2045, the horizon year of Connect SoCal. Different scenarios will be evaluated, including a baseline scenario of maintaining current state of good repair, a constrained scenario limiting future funding for TAM, and an unconstrained scenario or aspirational target. Staff will return to the TC in October 2019 with recommended targets for inclusion in the Draft Connect SoCal.

BACKGROUND:

Staff previously reported to the Transportation Committee (TC) regarding new requirements for TAM and state of good repair (SGR), and the federal rulemaking process conducted by the Federal Transit Administration (FTA). The rulemaking was initiated in response to the performance-based planning requirements included by Congress in the Moving Ahead for Progress in the 21st Century Act (MAP-21).

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The FTA's TAM Final Rule (49 CFR 625) establishes a National TAM System to monitor and manage public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance. The FTA defines SGR as the condition in which a capital asset is able to operate at a full level of performance. SGR standards must be met in order for an asset to achieve a state of good repair. The FTA identifies four asset categories of SGR performance measures (equipment, rolling stock, infrastructure, and facilities) with one measure for each asset class within each category.

The requirements for TAM apply to all recipients and subrecipients of Federal financial assistance under 49 USC Chapter 53 that own, operate, or manage capital assets used for providing public transportation. Broadly, transit providers must develop and implement a TAM plan that includes an inventory of capital assets, a condition assessment, and a project-based prioritization of investments. Transit providers must also set annual performance targets and report on their performance in meeting those targets to the National Transit Database (NTD).

Under the Metropolitan Planning Final Rule (23 CFR 450), SCAG must develop regional TAM targets for the RTP, and report on performance in future RTP updates. SCAG's Federal Transportation Improvement Program (FTIP) must include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the targets identified in the RTP. SCAG must also integrate into the RTP, either directly or by reference, the goals, objectives, performance measures, and targets from the transit operators' TAM plans. Transit providers must make their TAM plans and supporting data available to SCAG to aid in the planning process, and transit providers must coordinate with SCAG in selecting regional targets.

FISCAL IMPACT:

Funding for staff work on TAM target setting is included in the FY 19-20 Overall Work Program (140.0121.08)



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 5, 2019

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Transportation System Management, Preservation and Resiliency in Connect SoCal

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Given the maturity of our transportation system making the most out of our current and future transportation system is a top priority in Connect SoCal. Managing the system and preserving it well is fundamental to ensuring the system is most efficient and productive. Staff and SCAG consultant, Tarek Hatata, will provide an overview of critical issues and major strategies associated with Transportation System Management, Preservation and Resiliency.

BACKGROUND:

Maintaining and managing our transportation system was a major challenge in the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Chronic underinvestment in system preservation accumulated over many years resulted in unacceptable levels of poor pavement and bridge conditions that would only get worse if the trends were not reversed. The 2016 RTP/SCS identified significant needs and proposed new funding sources, including an increase in the excise tax on gasoline, part of which were allocated to system preservation and system management. Partly because of the awareness that was raised on this issues through the 2016 RTP/SCS, Senate Bill 1 (SB 1) was passed in 2017. SB 1 materializes some of the ambitious assumptions that were included in the 2016 RTP/SCS as part of the constrained plan.

The results of SB 1 are already evident on the ground and we are in a much better place than we were four years ago. However, because our needs were so great, SB 1 alone does not fully cover the need that was identified in the 2016 RTP/SCS. Furthermore, SB 1 does not fully address the

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revenue loss that will likely result over the course of our plan due to the transitioning of our vehicle fleet to more efficient, clean and non-fossil fuel based vehicles. Therefore, the Connect SoCal (2020 RTP/SCS) will continue to emphasize the importance of system preservation and system management, and advocate for additional funding needs. Consistent with the pavement and bridge condition targets that were established for the calendar year 2019 pursuant to the requirements of MAP-21/SAFTEA-LU, proposed plan will result in significant improvement in our transportation asset condition over the plan horizon.

Transportation System Resiliency, which is closely related to system preservation, is another priority area that will be emphasized in the plan. As we experience earthquakes, wildfires, storm surges with greater frequency and intensity, investing adequately and strategically in our transportation system will be critical in order to minimize the impact of these events, and when the impacts are unavoidable, facilitating swift recovery from these events. Clearly, preserving and securing critical evacuation routes, investing in and maintaining auxiliary facilities such as storm drains, levies, retaining walls, culverts etc. that mitigate some of these climate related events will be very important moving forward.

Another area of emphasis in Connect SoCal will be Transportation System Management (TSM), which is also directly related to system preservation and resiliency. As the disruption in our transportation system becomes more frequent due to climate related events such as more frequent rain, managing our system effectively becomes all the more important in order to ensure the system is operating efficiently and productively most of the times. Connect SoCal will continue to support investments in TSM strategies that leverage latest technologies, facilitate broad coordination strategies through Integrated Corridor Management (ICM) strategy, enhanced incident management systems, Corridor System Management and Sustainability Plans, Dynamic Corridor Management.

FISCAL IMPACT:

The budget for this work is primarily included in the WBS 010.0170.01 RTP Support, Development and Policy Implementation.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 5, 2019

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Hannah Keyes, Assistant Regional Planner, Active
Transportation & Special Programs, 213-236-1800,
keyes@scag.ca.gov

Subject: Active Transportation Element in Connect SoCal

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. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

The Active Transportation Technical Report (Report) for Connect SoCal, the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), will review existing conditions and outline investments in active transportation and review the impacts that supporting active modes can have on regional transportation mode share which intersects with issues of equity, safety, demographic changes, public health, land use and climate change.

BACKGROUND:

To inform a baseline understanding of current trends in active transportation for the SCAG region, the Report will include a review of both mode share trends and developments in active transportation planning and project implementation. Currently, a quarter of trips that are two miles or less in the SCAG region are made by walking or bicycling, a number that grows even more for trips under a mile. If gaps in the existing pedestrian and bicycle networks are addressed, walking and bicycling mode share for these short trips could be increased significantly. While it makes sense that short trips are the most common for walking and bicycling, thoughtful and inclusionary planning can make these active modes a more common element of longer, regional trips. By developing first-last mile transit access walking and bicycling infrastructure, the region can improve both active transportation and transit ridership.

Improving infrastructure for walking and bicycling is especially important for addressing inequitable traffic safety impacts. To identify where most of the collisions are occurring, SCAG created a High

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Injury Network at a regional scale. High Injury Networks identify stretches of roadways where the highest concentrations of collisions occur on the transportation network. Currently, the majority of the High Injury Network is in areas identified as being disadvantaged communities. Households making less than \$35,000 per year are 80 percent more likely to make walking trips than those earning more than \$35,000. This increased walking mode share, paired with increased traffic related injuries in disadvantaged communities highlights the need for safer infrastructure in areas where people rely on active transportation for their daily needs.

The SCAG region has made significant progress, both in planning and putting projects on the ground, since adoption of the 2016 RTP/SCS. Currently, 78 percent of the cities in the SCAG region have completed bicycle plans and the number of cities with pedestrian and safe routes to school plans continues to grow. Additionally, almost 500 bikeway miles have been built in the region since the last plan. These efforts are dispersed across the region, with a focus on plans and projects that improve active transportation mode share and safety for disadvantaged communities.

The Report will also review the impacts of new micro-mobility devices including scooters and electric-bicycles which utilize the same infrastructure and often replace vehicle trips for short trips. This report will strive to be flexible and open to innovations and trend changes in regional transportation. The transportation needs in 2045 are hard to fully predict, but people will still move around the region and should be given the choice to walk, bicycle or take a new form of active transportation with the confidence that they will get where they need to go safely and comfortably.

Significant work is still needed to make the SCAG region safe and attractive for walking and bicycling. The Active Transportation Technical Report will highlight strategies to improve active transportation in the region as well as needs to be addressed in order to fulfill the vision for the future as outlined by Connect SoCal. Specific strategies included in the Active Transportation Technical Report fall within the following categories:

- Environmental Justice Strategies
- Short Trip Strategies
- Regional Trip Strategies
- Planning Strategies
- Data Collection Strategies
- Technology and Micro-Mobility Strategies
- Complete Streets Strategies
- Education and Encouragement Strategies
- Safety Strategies

The Active Transportation Technical Report identifies several areas to prioritize investments aligned with the Active Transportation Strategies section of the report, which have been thoroughly reviewed by SCAG stakeholders. Investments will support infrastructure improvements,

environmental justice engagement strategies, short and regional trip strategies, planning and data collection strategies, technology and micro-mobility strategies, education and encouragement strategies and safety strategies. Examples of specific infrastructure investments include, but are not limited to improvements to pedestrian infrastructure and the regional bikeway network, first-last mile to transit infrastructure, and safe routes to school infrastructure and programming.

FISCAL IMPACT:

Funding for this work is included in the WBS# 050.SCG0159.01 RTP/SCS Active Transportation Development and Implementation.

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 5, 2019

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)

From: Hina Chanchlani, Assistant Regional Planner, Transportation
Planning and Programming, 213-236-1829,
chanchlani@scag.ca.gov

Subject: Transportation Safety Element in Connect SoCal

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

For Information Only – No Action Required

RECOMMENDED ACTION FOR 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.

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

Existing Safety Conditions Report

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

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with the greatest need. The top 3 findings identified below are based on geography, demographics, and vulnerability.

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

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

Towards Zero Deaths

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

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

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

		average (SCAG)	Region (5 Year Rolling Average)	the State 2019
Measure	***2017	2016	2019 Prediction (SCAG)	2019 Prediction (State)
Number of Fatalities	1505	1403	1467	3445.4
Rate of Fatalities per 100 M VMT	0.906	0.88	0.895	0.995
Number of Serious Injuries	6386	5044	5552	12688.1
Rate of Serious Injuries per 100 M VMT	3.843	3.162	3.366	3.661
Total Number of Non-motorized Collisions	2118	2046.4	2133	3949.8
* In all cases, referring to victims, not collisions **2016 data was updated after establishing targets for 2018 so updated data is used to establish targets for 2019 ***2017 Numbers are preliminary				

Transportation Safety Strategies for Connect SoCal Plan

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

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

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

SCAG Actions

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

Zero Traffic Fatalities Taskforce - Assembly Bill 2363

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

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

- Existing process for establishing speed limits

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

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

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

FISCAL IMPACT:

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

ATTACHMENT(S):

1. PowerPoint Presentation on Transportation Safety



Transportation Safety

Hina Chanchlani
Transportation planning and Programming
September 5, 2019

www.scag.ca.gov



SCAG Transportation Safety Overview



Goals for the Transportation Safety Report

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

SCAG Safety Strategies

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

Example : IMPROVE SAFETY FOR AGING POPULATIONS

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

Example : IMPROVE SAFETY FOR AGING POPULATIONS



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

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

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

Category – identifies the current section of the guide.

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

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

SCAG Actions

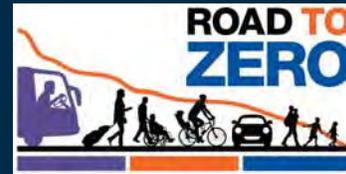
- SCAG will develop and maintain a high injury network mapping tool to support planning efforts related to transportation safety.
- SCAG will work with local jurisdictions to provide active transportation safety education opportunities through its Go Human campaign.
- SCAG will continue to represent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

Safe Systems Approach

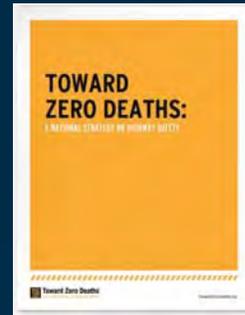
Vision Zero – Vision Zero is a road safety policy that aims to eliminate traffic fatalities and severe injuries.



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



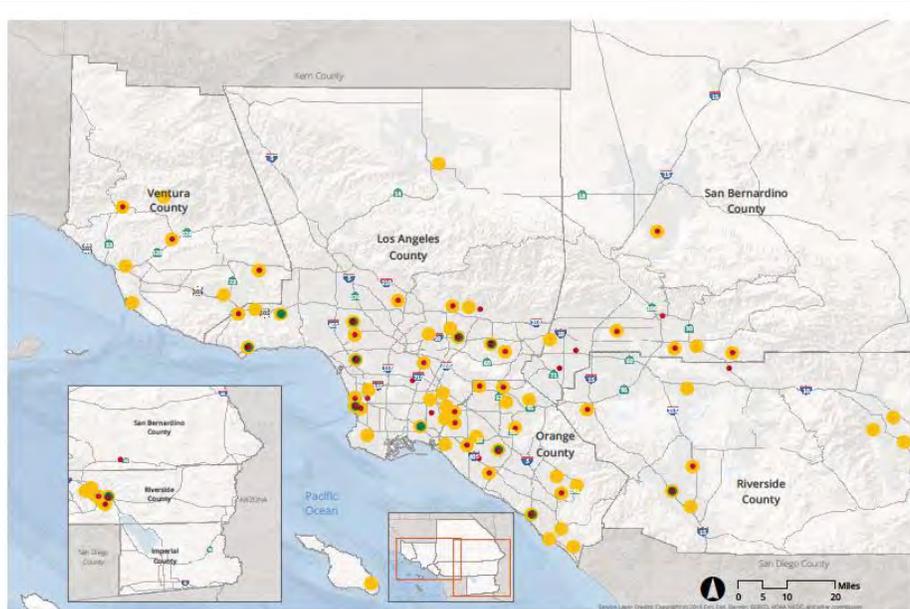
Towards Zero Deaths (TZD) – TZD identifies strategies and tactics to reduce roadway fatalities for six emphasis areas:



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

Attachment: PowerPoint Presentation on Transportation Safety (Transportation Safety Element in Connect SoCal)

Vision Zero Policy, Safety Plan/Safety Targets



Legend
 □ County Boundaries □ City Boundaries ~ Freeway ● Safety Plan/ Safety Targets ● Vision Zero Policy ● Traffic Calming Measures

Source: SCAG, 2019

MAP 21 - Federal Requirements

- Effective April 14, 2016
- Statutory authority under MAP-21 (49 USC 490)
- Establishes 5 safety performance measures
 1. Number of Fatalities (Victims)
 2. Rate of Fatalities (victims) per 100 million VMT
 3. Number of Serious Injuries (Victims)
 4. Rate of Serious Injuries (victims) per 100 million VMT
 5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries (Victims)
- 5-Year Rolling Averages

Attachment: PowerPoint Presentation on Transportation Safety (Transportation Safety Element in Connect SoCal)

MAP 21 - Federal Requirements

Forecasted Reductions

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

* In all cases, referring to victims, not collisions

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

***2017 Numbers are preliminary

Zero Traffic Fatalities Taskforce - Assembly Bill 2363



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

Attachment: PowerPoint Presentation on Transportation Safety (Transportation Safety Element in Connect SoCal)



Hina Chanchlani
Chanchlani@scag.ca.gov
213-236-1829
www.scag.ca.gov



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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 5, 2019

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Community, Economic and Human Development Committee (CEHD)
From: Jason Greenspan, Manager of Sustainability, Sustainability, 213-236-1859, greenspan@scag.ca.gov
Subject: Connect SoCal Job Center Strategies

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED CEHD ACTION:

For Information Only – No Action Required

RECOMMENDED EEC AND TC ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Connect SoCal will coordinate future transportation investments with a regional development pattern that can achieve the ambitious greenhouse gas (GHG) emissions reduction target set forth by the California Air Resource Board (ARB) - a 19 percent reduction in per capita GHG emissions by 2035 from 2005 levels. One of Connect SoCal's approaches in addressing regional challenges is identifying employment rich Job Centers as targets for future employment as well as household growth , i.e., encouraging people to live where current and future jobs are). To maximize the effectiveness of this strategy, SCAG developed a suite of land use and transportation measures that promote increased connectivity between future employment opportunities and residential growth, lessen commute distances and transportation cost burdens, and reduce greenhouse gas emissions. Ultimately, Connect SoCal's preferred scenario will illustrate how Southern California can achieve certain regional outcomes and goals if strategies for Job Centers are embraced and implemented by local jurisdictions and transportation partners.

BACKGROUND:

The size and diversity of the SCAG region precludes the use of a “one size fits all” approach to achieving sustainability outcomes. Accordingly, Connect SoCal will incorporate a range of best practices for increasing transportation choices; reducing dependence on personal automobiles;

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encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment opportunities; and further improving air quality.

A longstanding concern in the region is the imbalance between the location of employment and housing—especially affordable housing. While there are some policy mechanisms to promote future household growth at the jurisdictional-level, promoting both job growth and household growth together has been a challenge. Accordingly, Connect SoCal features a new approach which can also encourage regional economic prosperity and global competitiveness.

Job Centers, which have been identified in all six counties in the SCAG region through a data driven methodology (Kane, Hipp, and Kim 2018), represent areas with significantly higher employment density than their surrounding areas. SCAG applied this methodology and identified over 70 Job Centers throughout the region (See Attachment 1). Identified Job Centers represent *local employment peaks* rather than simply areas in the region with the *most* jobs, with many resembling “suburban downtowns.” Importantly, Job Centers are present in over 60 percent of the region’s 197 local jurisdictions and characterize locations where regional strategies that support economic prosperity can be deployed in catalytic ways. Specifically, these areas have the built-in advantage of existing employment density; when future growth is concentrated in Job Centers, the length of vehicle trips for residents will likely be reduced.

Connect SoCal emphasizes Job Centers for four key strategies:

- 1.) **Focused Growth:** Connect SoCal will include a strategy to focus future employment and household growth into over 90% of the region’s Job Centers (specifically those with a high potential for travel demand benefits were they to experience additional growth). Allocation of additional growth into job centers followed two key principles: (a) it did not change a local jurisdiction’s local input totals for household and population growth, and (b) each jurisdiction’s general plan densities were respected.
- 2.) **Co-working Spaces:** During 2019, SCAG undertook survey research of the users of increasingly popular shared workspaces, referred to as “co-working” sites. Well-known examples include WeWork, Regus, and DeskPass. Survey results indicated that a small but important subset of co-working site users substitute long-distance single-occupant vehicle commutes to fixed offices by using co-working spaces closer to their homes. By identifying residential areas *near* job centers in which likely co-work space users live, Connect SoCal proposes a strategy of working with local partners to identify sites, supporting, and developing co-working spaces in over 50% of Job Centers. While targeting co-working areas resembles previous efforts at so-called “telework centers,” this strategy takes advantage of the rapidly increasing market demand for chic, urbane spaces where predominantly information technology and consulting employees enjoy working. This strategy has the

added benefit of linking economic opportunities usually found in the densest urban cores to residents of more remote areas.

- 3.) **Increased Average Vehicle Ridership (AVR):** Recent efforts focus on expanding Travel Demand Management (TDM), including SCAG’s 2018 TDM strategic plan. Additionally in 2018, AB 2548 authorized the Los Angeles Metropolitan Transportation Authority (“Metro”) to require employers with 50 or more workers to offer employee commute benefits, including transit passes and vanpool charges. This law extended existing TDM requirements to a large portion of the region that had previously only applied to employers of 250 workers or more. Connect SoCal will add an additional layer of TDM investment in approximately 30% of Job Centers that are amongst the most dense in the region and implement a performance goal of 1.5 average riders per vehicle. This intensification may also involve the development of additional local TDM ordinances and Transportation Management Associations (TMAs) beyond the handful that currently exist. As an additional mechanism to achieve higher AVR to reduce single-occupant vehicles, incentivize carpooling, and increase transit use (where available), parking pricing would be implemented in this Job Center subset.

- 4.) **Parking Strategy:** Research on parking indicates that employees with free parking are much more likely to drive to work alone than those who are charged for parking on a daily basis. The provision of free parking to employees represents a cost to employers in the maintenance of existing facilities. Moreover, for new construction the median cost for a new parking structure is \$19,700 per space and \$59.06 per square foot (Cudney, 2017). Thus “free” parking actually represents a substantial cost for businesses and results in higher vehicles miles traveled for employees. Accordingly, if parking is suitably priced in select Job Centers, communities would experience economic benefits from the reduced costs to businesses, as well as an increase in the use of carpool and transit modes.

Works Cited: Kane, K., Hipp, J. R., & Kim, J. H. 2018. Los Angeles employment centers in the twenty-first century. *Urban Studies* 55:4, 844-869.

Cudney, Gary. 2017. Parking Structure Cost Outlook for 2017. Accessed at <http://denver.streetsblog.org/wp-content/uploads/sites/14/2017/10/2017-Cost-Article.pdf>. August 16, 2019.

FISCAL IMPACT:

Costs for this work are included in SCAG’s current Overall Work Program (OWP) in projects 280-483.01 - Future Communities Study and 070-2665.01 - Scenario Planning and Modeling.



ATTACHMENT:

1. Connect SoCal Job Center Potential Locations



Connect SoCal Job Centers Strategy

Preview of a Meta-Strategy

Kevin Kane, PhD
Research & Analysis
September 5, 2019

www.scag.ca.gov



Attachment: Connect SoCal Job Center Potential Locations (Connect SoCal Job Center Strategies)

Goals



Core Regional Strategies

Regional Growth: Priority Growth/Conservation Areas

Housing Opportunity

Smart Communities/Virtual Access

Multi-Modal Infrastructure Investments

New System Management

Resilience and System Preservation

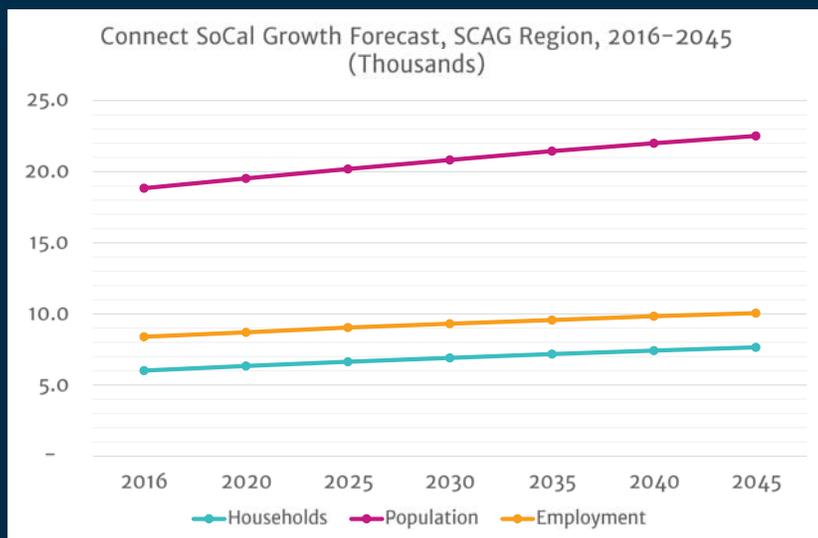
Regional Clean Technology Vision

Relationship between employment and housing is challenging

- Jobs-housing balance
- Jobs-housing fit
- Wage differentials
- Limited mechanisms to plan land use at the regional level, especially non-housing



Illustration of Jobs-Housing Balance, UCI Metropolitan Futures Initiative



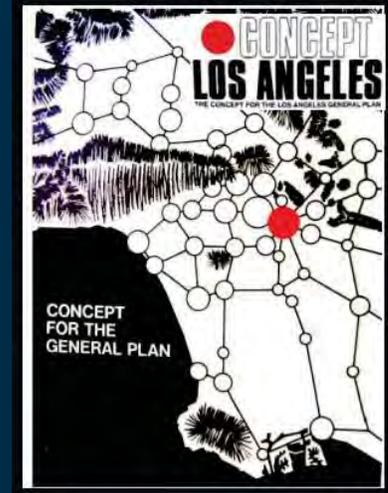
Why Focus On Job Centers?

- Leverages existing advantages
- Density & infrastructure
- One person's job is another person's travel destination – *it's not just about the work commute*



1926 Los Angeles Region Centers Plan, www.davidrumsey.com

1970 Centers Concept



Planetizen.com/files/los-angeles-centers-plan.pdf

What is a job center?

- Key principle: areas significantly denser *than surroundings*
- Different than absolute job peaks
- New statistical methodology builds on recent research*
- Systematic approach → equality across a diverse region



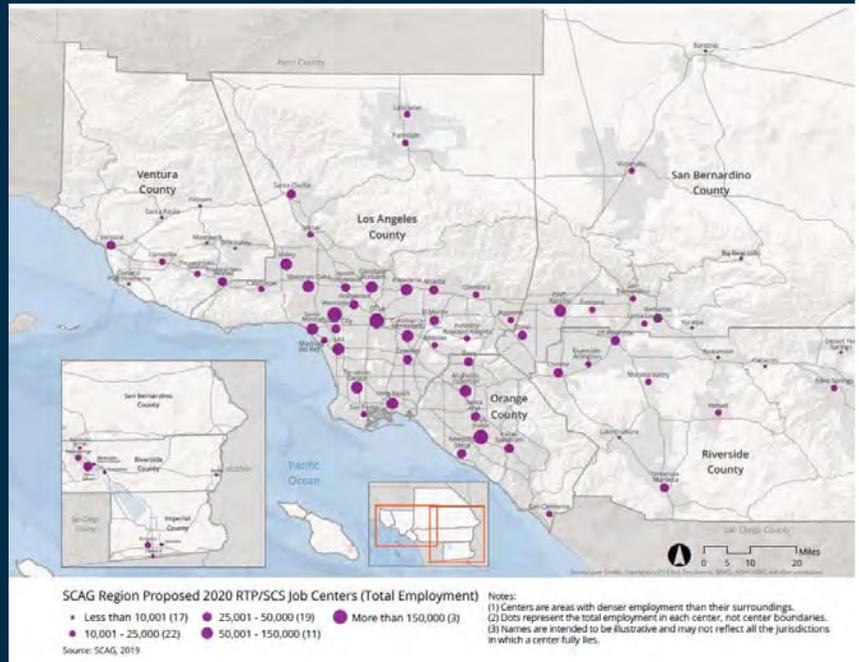
Source: UC-Irvine Metropolitan Futures Initiative

Attachment: Connect SoCal Job Center Potential Locations (Connect SoCal Job Center Strategies)

*Kane, K., Hipp, J. R., & Kim, J. H. 2018. Los Angeles employment centers in the twenty first century. *Urban Studies* 55:4, 844-869.

Where are the proposed job centers in the SCAG region?

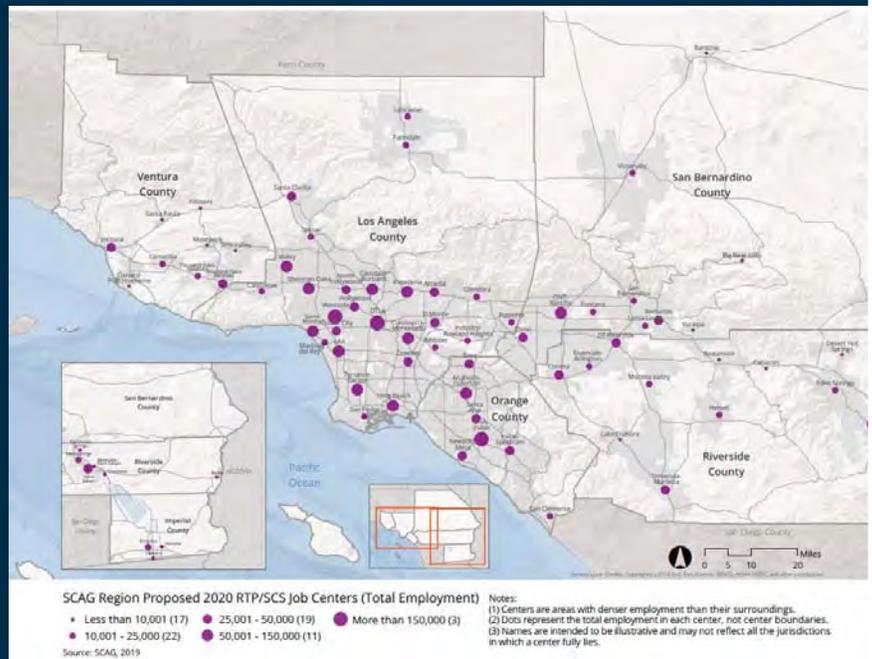
- 72 total centers
- 0.8% of land area
- Over 1/3 of region's jobs
- Largest: Downtown LA, Westside (~ 1/4 million jobs/each)
- Smallest: Holtville (1,800 jobs)
- Method ensures they're fairly evenly spaced
- *Some places which feel job rich may not be denser than their surroundings*



Attachment: Connect SoCal Job Center Potential Locations (Connect SoCal Job Center Strategies)

Connect SoCal's Job Center-related strategies

1. Focused growth
2. Co-working spaces
3. Increased Average Vehicle Ridership (AVR)
4. Parking strategy



Strategy 1: Focusing Growth in Job Centers

- More household *and* employment growth is placed in job centers
- Principles for allocating growth:
 - Local input growth totals at the jurisdiction-level were not changed
 - Local input growth totals at the small area / Transportation Analysis Zone (TAZ)-level were changed
 - Growth does not exceed any local jurisdiction's general plan density
- Comparison of annual growth rates in proposed job centers:

	Household Growth	Employment Growth
2008-2016	0.78%	1.02%
2016-2045, Local Input Scenario	1.12%	0.50%
2016-2045, Preferred Plan Scenario	1.56%	0.66%

Co-working spaces

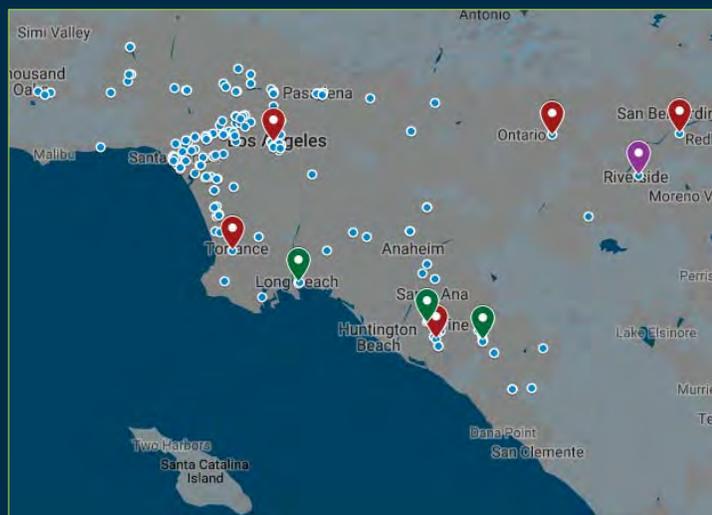
SCAG survey of 273 users of **co-working spaces** in the region. They tend to be:

- Younger
- Overrepresented in IT and consulting
- Generally work full-time
- Over 3/4 are *not* freelancers or entrepreneurs
- 32% would've gone to the office instead
 - Office trips tend to be further



Are job centers ripe for co-working sites?

- Co-work spaces are businesses responding to market demand
- Could their location patterns be modified to maximize trip reduction benefits?



Map of 196 co-working spaces identified in the SCAG region and 10 survey sites



SCAG Region Proposed 2020 RTP/SCS Job Centers (Total Employment)
 Notes:
 (1) Centers are areas with denser employment than their surroundings.
 (2) Data represent the total employment in each center, not center boundaries.
 (3) Names are intended to be illustrative and may not reflect all the jurisdictions in which a center fully lies.
 Source: SCAG, 2019

Attachment: Connect SoCal Job Center Potential Locations (Connect SoCal Job Center Strategies)

Prioritize people and place for maximum benefit

Potential Co-work users:

1. Long-distance commuters (> 50 miles one way?)
2. Work in industries ripe for co-working
3. Live in, or very close to job centers

DRAFT ILLUSTRATION: Top candidate sites for co-work trip reduction based on these criteria:

Rank	Center Name	Potential Co-work Users	Average One-Way Commute Distance (of commutes > 50 mi.)
1	Santa Clarita	616	71.767
2	Irvine- Spectrum	572	68.395
3	ONT- Rancho	542	66.597
4	Corona	380	69.662
5	Moreno Valley	309	61.952
6	Pasadena	298	68.092
7	Fontana	292	65.029
8	San Clemente	289	67.216

Strategy 3: Focus on Average Vehicle Ridership (AVR)

- Efforts to increase Travel Demand Management (TDM)
 - Update of SCAG TDM Toolbox
 - Currently, most comprehensive regional TDM only applies to worksites of 250+ (AQMD Rule 2202)
 - LA Metro now authorized to require commute benefits to worksites of 50-249 (AB 2548)
- Proposed additional TDM investment in 1/3 of proposed job centers
 - Performance goal: 1.5 riders per vehicle
 - Focus on densest centers most likely to achieve target
 - May involve developing more local Transportation Management Associations (TMAs)

Strategy 4: Parking Pricing

- Evaluate versus the current cost of free parking in a new parking structure:
 - National median: \$19,700/space*
 - Los Angeles: \$22,334/space*
 - Higher VMT
- Proposed parking pricing strategy in densest proposed job centers
 - Percentage-based increase in parking cost
 - Densest centers only
 - Places where alternative modes generally more available

*Cudney, Gary. 2017. Parking Structure Cost Outlook for 2017. Accessed at <http://denver.streetsblog.org/wp-content/uploads/sites/14/2017/10/2017-Cost-Article.pdf>



Thank you

Kevin Kane
kane@scag.ca.gov
(213) 236-1828
www.scag.ca.gov





Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 5, 2019

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: SCAG Transportation Demand Management Strategic Plan

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG staff initiated work on the Transportation Demand Management (TDM) Strategic Plan in the summer of 2018. This plan is a guiding and implementation document for SCAG's member agencies and stakeholders and will inform the development of Connect SoCal, the forthcoming 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This report briefs TC members on the study's final recommendations and updated TDM Toolbox of Strategies. The recommendations and toolbox will be incorporated into the Draft Connect SoCal.

BACKGROUND:

The Federal Highway Administration (FHWA) defines TDM as "a set of strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles (SOVs)." TDM investments reduce congestion and shift trips from SOVs to other modes through projects that often cost significantly less than roadway or transit capital expansion projects. TDM strategies and options add transportation choices that improve sustainability, public health and the quality of life by reducing congestion, air pollution and greenhouse gases. Traditional TDM strategies include carpooling, vanpooling, and telecommuting, but new technology-enabled mobility innovations have emerged in recent years such as transportation network companies (TNCs), carshare, bikeshare, and multi-modal trip planning smart phone apps.

TDM Strategic Plan Goals and Objectives

The study has developed a long-range TDM Strategic Plan for the SCAG region that provides an objectives-driven, performance-based planning process that identifies and promotes TDM

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strategies and programs that increase the efficiency of the transportation system through alternative modes of travel to the SOV. The TDM Strategic Plan helps guide short, medium and long-term TDM initiatives, defines specific management strategies for the region's most congested corridors, and develops TDM-specific performance measures to evaluate the cost effectiveness and benefits of individual TDM strategies as well as evaluate system-wide and project-level transportation system performance.

The TDM Strategic Plan builds off TDM strategies, programs and planning processes in the current 2016 RTP/SCS and directly supports development of Connect SoCal. Major study tasks included:

- assessing the current state of TDM planning and implementation in the region,
- identifying best practices and opportunities for improvement and expansion of TDM,
- understanding the impact and opportunities provided by new mobility and technology innovations,
- developing regional TDM goals and objectives that align with state and federal mandates including congestion reduction, air quality, and sustainability; and
- developing performance measures to evaluate the effectiveness of corridor level, local and regional TDM strategies.

At the February 2019 TC meeting, SCAG staff briefed TC members on the existing conditions of TDM in the SCAG region, including findings from stakeholder interviews, a survey effort, a literature review, and a strengths, weaknesses, opportunities and threats (SWOT) analysis. At the June 2019 TC meeting, SCAG staff briefed TC members on the study's draft recommendations to increase the effectiveness and prevalence of TDM strategies in the SCAG region.

TDM Toolbox of Strategies and Applications

A major element of the TDM Strategic Plan is the SCAG TDM Toolbox of Strategies. These are 32 strategies of how to apply TDM methods and practices across a wide range of applications and different transportation environments. Each of the 32 strategies includes details on implementers, stakeholders, benefits, challenges, measurement, congestion impacts, costs and implementation tips for that strategy. The strategies fall under the following five categories:

- Education and Marketing
- Incentives and Facilitation,
- Infrastructure and System Upgrades
- Parking Strategies
- TDM Supportive Policy

As part of the study, the Toolbox strategies were applied to ten congested corridors in the SCAG region, to demonstrate the broad range of potential for implementing TDM in a variety of situations. The complete TDM Toolbox of Strategies will be included as part of the Draft Connect SoCal Congestion Management Technical Report.

Final Study Recommendations

The study recommendations were developed based on regional and national best practices and consultation with the study's Technical Advisory Committee (TAC) comprising TDM professionals from county transportation commissions, local jurisdictions, and the private sector. The draft recommendations were presented to the TC at the June 2019 meeting. They are grouped into five categories: Dissemination, Measurement, Partnerships, Policy, and Programming, and are listed below.

Dissemination

1. Create a dedicated page on SCAG's website to share the TDM Strategic Plan's deliverables, such as the updated TDM Toolbox of Strategies, their application to congested corridors and areas; and TDM best practices.
2. Convene periodic TDM training sessions/seminars in each of SCAG's six counties for various stakeholders including city and employer staff.

Measurement

1. Establish a TDM regional data clearinghouse based on the South Coast Air Quality Management District's Rule 2202 program.
2. Formalize performance metrics and facilitate data reporting to employers with less than 250 employees.

Partnerships

1. Convene regional forums designed for TDM policymakers and implementers.
2. Consolidate county transportation commission ridematching databases.
3. Facilitate partnerships between the public and private sectors.

4. Facilitate the development of Transportation Management Agencies (TMAs) and Transportation Management Organizations (TMOs).

Policy

1. Convene workshops for city and county staff on how to incorporate TDM into different policy instruments such as general plans, specific plans, overlay districts; and how to update legacy TDM ordinances.
2. Convene training workshops for developers and property managers who must comply with existing or future TDM requirements.

Programming

1. Encourage telework policy throughout the region.
2. Recognize successful TDM programs through an annual TDM award.
3. Incorporate goods movement/delivery services in to TDM planning for businesses and property managers.
4. Provide and promote TDM grant opportunities.
5. Conduct additional studies to further understand TDM incentives and travel behavior.

Incorporating the TDM Strategic Plan into Connect SoCal will support and enhance existing TDM efforts such as AB 2548, which authorizes Metro to adopt a commute benefit ordinance that requires employers in Los Angeles County with 50 or more employees to offer employee commute benefits covering transit passes and vanpool charges. These and other TDM-supportive policies and incentives such as those recommended in the TDM Strategic Plan, and the TDM investments called for in Connect SoCal, can provide transportation choices that improve sustainability, public health and the quality of life by reducing congestion, air pollution and greenhouse gas emissions.

Go to <http://www.scag.ca.gov/Documents/TDMStrategicPlanFinalReportwAppendicesweb.pdf> to view the TDM Strategic Plan final report document.

NEXT STEPS:

SCAG staff will periodically update the TC on implementation progress of SCAG's TDM Strategic Plan and Connect SoCal's TDM element.



FISCAL IMPACT:

Staff work related to this project is included in the current OWP under Work Element No. 20-010.1631.05 TDM Strategic Plan.

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 5, 2019

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Hiroshi Ishikawa, Associate Regional Planner, Aviation
Department, (213) 236-1838, ishikawa@scag.ca.gov

Subject: Update on the SCAG Region Airport Passenger Demand
Forecasts

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG Aviation Program staff have been gathering data and conducting analysis, including working with the region's airports to obtain airport-level forecasts, in preparation of the Aviation Element of the Draft 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal). The commercial service and select reliever airports in the SCAG region have provided airport-level forecasts for the Connect SoCal horizon year, 2045. Airport-level forecasts are based on planning and analyses conducted by the airports, including internal airport forecasts and capacity constraints.

BACKGROUND:

As a metropolitan planning organization (MPO), SCAG does not have any regulatory, developmental, operational, or planning authority over the airports. Development authority rests with the airports (i.e. airport sponsors retain authority over planning and development decisions) and the Federal Aviation Administration (FAA). Rather, as the designated MPO for the Six-County Southern California Region, and thus primarily a surface transportation planning agency, SCAG is focused on air and passenger cargo activity from the perspective of how the traffic coming and going from the airports affects the region's roads, highways, and transit system. More specifically, California State Law (CA Government Code Section 65081.1) requires that regions that contain a primary air carrier airport (i.e. at least 10,000 annual scheduled passenger boardings) include an airport ground access improvement program within the MPO regional transportation plan. Normally, MPOs address ground access improvements to the airports by discussing ongoing and proposed airport ground access projects, and maintaining an updated list of ongoing and proposed

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transportation projects, including airport ground access projects. In addition to the updated list of ground access projects, federal law regarding Metropolitan Transportation Planning in 23 U.S.C. §134 (g)(3)(A), encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area, including airport operations. Given that MPOs have no regulatory or planning authority over airports, and the consultative nature of the relationship between airports and MPOs, the airport ground access planning conducted by MPOs is designed to complement, rather than guide, the planning conducted by the FAA, states, and individual airports.

One way that SCAG complements the planning efforts of the FAA and the airports is by analyzing current and forecasting future passenger and air cargo demand within the region as part of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Update. In order to assess the impact of airport activity on the surface transportation system, SCAG includes an analysis of historic, current, and projected aviation passenger and cargo demand as part of the RTP/SCS. Specifically for the 2020-2045 RTP/SCS Connect SoCal, SCAG aviation program staff have gathered airport activity data from the airports and other sources, analyzed that data, reviewed aviation forecasts from different agencies and organizations (e.g. FAA, AECOM), conducted internal forecasts using airport activity data, met with the airports and other experts, vetted initial analysis and findings with the Aviation Technical Advisory Committee and the Transportation Committee, and come to an empirically-driven conclusion on annual projected growth rates for passenger and cargo demand in the region based on the above research, analyses, and discourse.

In addition to the regional aviation forecasts calculated using airport activity and other data, and FAA projected growth rates, Connect SoCal also features forecasts provided by the airports for the horizon year, 2045. The airport-level forecasts were obtained and confirmed from the airports via meetings, teleconferences, and email correspondence.

SCAG REGION PASSENGER FORECAST:

SCAG region passenger demand forecast: In order to develop regional air passenger and cargo forecasts for Connect SoCal, a comprehensive review was conducted of different forecasts and their respective methodologies, including work done by the Federal Aviation Administration (FAA), and AECOM for the 2016 RTP. Based on the 2016 AECOM and the FAA-TAF analyses, with input from the airports and ATAC, and an analysis conducted by consultant, Mike Armstrong, a base year/passenger demand number of 2017/110.17 million annual passengers (MAP) and a growth rate of 2.1 percent for Connect SoCal was established. It should be noted that the adopted growth rate of 2.1 percent for the SCAG region is still relatively low when compared to the forecasted growth rates for other comparable city (e.g. San Francisco), North American (e.g. United States), and international (e.g. Africa, Asia, the world), points of comparison. However, 2.1 percent is a slightly more reasonable estimate for the SCAG region when one factors in the airport-level

forecasts and constraints, and the long forecast horizon (2017 – 2045). Once the methodological assumptions were discussed, vetted, and finalized, the base year of 2017 with the passenger demand of 110.17 MAP, was then compounded at an annual rate of 2.1 percent for a 28-year growth period (2017 to 2045) to project 197.3 MAP for 2045.

SCAG Region Air Passenger Forecast

- Base year (2017): 110.17 MAP
- Projected growth rate for air passenger demand: 2.1 percent
- Horizon year (2045): 197.14 MAP

The overall SCAG region passenger demand forecast provides an unconstrained projection of where air passenger demand in the region could be going. Even at a relatively modest forecasted growth rate of 2.1 percent, the entire regional aviation system could be approaching capacity by 2045. By presenting a broad regional framework, the information provided by the regional aviation forecast can complement the planning and analytical efforts being conducted by the airports.

SCAG REGION AIRPORT-LEVEL PASSENGER DEMAND FORECASTS:

In addition to the FAA-TAF based projection, using a collaborative and bottom-up planning method that emphasized ongoing communication with the airports and other stakeholders, SCAG staff was also able to incorporate airport level passenger forecasts into Connect SoCal. The airport-level forecasts were provided directly to SCAG by the commercial service and select major reliever airports in the SCAG region.

Initial SCAG Region 2045 Airport Forecasts (In Millions of Annual Passengers)

Airport	2017 Activity Data	2045 Forecast
Hollywood Burbank (BUR)	4.74	9.0
Imperial (IPL)	0.012	0.3
Long Beach (LGB)	3.783	5.5
Los Angeles (LAX)	84.56	127
Ontario (ONT)	4.552	33
Oxnard (OXR)	0.0	0.3
Palmdale (PMD)	0.0	1.5
Palm Springs (PSP)	2.1	5
March Inland (RIV)	0.0	0.3
San Bernardino (SBD)	0.0	1.5

Santa Ana (SNA)	10.423	12.5
Southern California Logistics (VCV)	0.0	0.3
Total	110.17	196.2

Source: 2045 Forecasts provided by the airports

The forecasts provided by the airports are a reflection of many factors, including the existing physical and institutional constraints at the airports, and individual projections conducted by the airports. Whereas the SCAG regional forecast of 197.14 MAP provides a projection of unconstrained demand in the region, the airport-level forecasts represent more grounded estimates of airport growth based on airport operations and planning. Therefore, it was anticipated that there would be a discrepancy between the SCAG region passenger demand forecast of 197.14 MAP, and the total of the forecasts for the commercial and major reliever airports in the SCAG region.

SCAG Regional Forecast = 197.14
 Airports Forecast Total = 196.2
 Difference = 0.94

The difference between the SCAG region passenger demand forecast (197.14 MAP) and the total of the airport-level forecasts (196.2 MAP) was relatively small (0.94 MAP). Part of the relatively small difference between the SCAG region forecast and the airport-level forecasts may be due to the fact that the regional forecast was calculated using actual airport activity data provided by the airports (2017 base year = 110.17 MAP). Another factor may be due to the FAA TAF-Modernization making methodological, airport-level, and regional adjustments from the earlier version of the FAA TAF (Legacy), which has resulted in a more contextually-based projected growth rate. The projected growth rate of 2.1% for 2017 to 2045 from the 2018 FAA TAF-M is a reflection of some of those adjustments. Finally, some of the airports will most likely hit their capacity well before 2045, a fact that earlier FAA-TAF forecasts have already accounted and made adjustments for, and is reflected in the more recent FAA-TAF forecasts. Therefore, with a 2017 base year number of 110.17 MAP based on activity data provided from the airports, and a projected FAA-TAF growth rate of 2.1% based on methodological and contextual refinements and adjustments, it is a reasonable expectation that the SCAG region forecast (i.e. airport activity data and FAA-TAF projections), and the airport-level forecasts (i.e. forecasts provided from the airports), would sync relatively closely.

The difference (0.94 MAP) between the overall regional passenger demand forecast number (197.1 MAP) and the individual airport forecast totals (196.2 MAP) was reconciled based on ongoing discussions with the airports. SCAG staff, in consultation with airport operators and experts, concluded that the remaining 0.94 MAP in this projected scenario would likely be distributed to Palmdale, San Bernardino, and March airports. Palmdale, San Bernardino, and March airports confirmed their updated/adjusted 2045 forecast numbers.

Updated SCAG Region 2045 Airport Forecasts (In Millions of Annual Passengers)

Airport	2017 Activity Data	2045 Forecast
Hollywood Burbank (BUR)	4.74	9.0
Imperial (IPL)	0.012	0.3
Long Beach (LGB)	3.783	5.5
Los Angeles (LAX)	84.56	127
Ontario (ONT)	4.552	33
Oxnard (OXR)	0.0	0.3
Palmdale (PMD)	0.0	1.82
Palm Springs (PSP)	2.1	5
March Inland (RIV)	0.0	0.61
San Bernardino (SBD)	0.0	1.81
Santa Ana (SNA)	10.423	12.5
Southern California Logistics (VCV)	0.0	0.3
Total	110.17	197.14

Source: 2045 Forecasts provided by the airports

SCAG Regional Forecast = 197.14
 Updated Airports Forecast Total = 197.14
 Difference = 0.00

NEXT STEPS:

Draft Connect SoCal released in fall 2019 and adopted Connect SoCal released in spring 2020: The draft 2020-2045 RTP/SCS Connect SoCal, including the aviation element, will be released for public review in November 2019. Following public comment, responses to public comment, and Regional Council adoption, the adopted Connect SoCal is scheduled to be released in April 2020.

Continue working with airports and aviation stakeholders: After the completion of Connect SoCal in spring 2020, the SCAG aviation program will continue collaborating with the airports and other aviation stakeholders concerning ongoing data analysis and potential research projects. The Aviation Technical Advisory Committee meetings will go to a quarterly schedule, with rotating hosts/locations.

FISCAL IMPACT:

Work associated with this item is included in the FY 2019-2020 Overall Work Program (230-0174.05: 2016 RTP/SCS Regional Aviation Program Implementation and Preparation for the 2020 RTP/SCS)



ATTACHMENT(S):

1. PowerPoint Presentation - Passenger Forecast Update



SCAG Region Air Passenger Forecast Update

Transportation Committee

Hiroshi John Ishikawa, Ph.D.

Aviation Program

Thursday, September 5, 2019

www.scag.ca.gov



Today's Meeting

- Previous TC report forwarded to the county ALUCs.
- Review: SCAG has no authority over airports
- Review: FAA defines MPO role as consultative and complementary (not "guiding") of airports
- Review: SCAG RTP
- Regional Forecasts: Actual airport activity data and FAA growth rates
- Airport Level Forecasts and Constraints: Provided by the airports
- Regional and Airport Level Numbers Sync
- Next Steps: Convert airport level passenger and cargo demand numbers to estimated auto and truck trips (SCAG modeling).

Review: SCAG/ATAC has no authority over airports

- As a metropolitan planning organization (MPO), SCAG is a surface transportation planning agency
- State law (CA Government Code Section 65081.1) requires that regions that contain a primary air carrier airport (at least 10,000 annual scheduled passenger boardings) include airport ground access improvement projects within the MPO RTP/SCS
- Moreover, federal law encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area, including airport operations [23 U.S. Code Section 134 (g)(3)(A)]
- Beyond maintaining the list of ground access projects and the consultative relationship with airport officials, **SCAG has no regulatory, planning, operational, or developmental authority over the region's airports**

Review: MPOs Complement FAA and Airport Efforts

- Airport development authority rests with the airports and the FAA
- Airports are not required to incorporate MPO planning recommendations
- FAA funding decisions are not tied to MPO RTP recommendations
- **The planning conducted by MPOs, including SCAG, is designed to complement, rather than guide, the planning conducted by the FAA, states, and individual airports (FAA Guidance, U.S. GAO)**



Review: SCAG RTP/Aviation Element

- The only required component of an MPO aviation element is a ground access improvement program/updated list of airport ground access projects
- Other elements of the SCAG RTP aviation element are at staff discretion
- SCAG RTP regional and airport forecasts are unique (e.g. few other MPOs provide airport forecasts)
- Past is not prologue: The current RTP is not bound by past RTPs
- The SCAG RTP process is an empirical one, driven by facts and analysis.
- The SCAG RTP process involves collaboration with partner agencies
- **SCAG and the RTP provide planning and analyses that complements the efforts of transportation planning agencies/commissions, including the FAA and the airports.**

Review: SCAG Regional Forecast Elements

- Actual airport passenger and cargo activity data
- Sources: airports, airport reports, Caltrans Division of Aeronautics
- SCAG Region 2017: 110.17 MAP and 3.14 million tons.
- 2018 FAA-Terminal Area Forecast passenger growth rate (2.1%) and 2019 FAA Aerospace Forecast cargo growth rate (3.3%)
- Note: the FAA-TAF 2.1% is conservative in comparison (e.g. SF 2.7%, North America 3.1%, Asia 5.7%)
- SCAG Region 2045: 197.14 MAP and 7.77 million tons (unconstrained).



SCAG Region Airport Forecasts

Special thanks to all of the airports for providing us with data and information, and accommodating us in our many airport visits and teleconferences.

Thank you: Hollywood-Burbank, Imperial, John Wayne, Long Beach, Los Angeles, March Reserve, Ontario, Oxnard, Palmdale, Palm Springs, San Bernardino, and Southern California Logistics.



SCAG Region Airport Forecasts

- **Airport level forecasts bottom-up: Airports provided SCAG with information on airport-level forecast numbers and constraints for 2045**
- SCAG aviation program staff met in person and/or via teleconference with each airport to discuss airport-level forecast numbers.
- SCAG aviation program staff recently confirmed airport-level forecast numbers for 2045 with each of the region's airports

SCAG Region Airport Forecasts

- Airport level forecasts bottom-up: Airports provided SCAG with information on airport-level forecast numbers and constraints for 2045
- Airport-level forecasts reflect airport analysis, planning, forecasting, operations, and constraints.
- SCAG Region Forecast (197.14 MAP in 2045) reflects unconstrained passenger demand forecast for region.
- Therefore, difference between SCAG region forecast and airport-level forecasts can be informative.

SCAG Region Initial Airport Forecasts

Airport	2017 Activity Data	2045 Forecast
Hollywood Burbank (BUR)	4.74	9.0
Imperial (IPL)	0.012	0.3
Long Beach (LGB)	3.783	5.5
Los Angeles (LAX)	84.56	127
Ontario (ONT)	4.552	33
Oxnard (OXR)	0.0	0.3
Palmdale (PMD)	0.0	1.5
Palm Springs (PSP)	2.1	5
March Inland (RIV)	0.0	0.3
San Bernardino (SBD)	0.0	1.5
Santa Ana (SNA)	10.423	12.5
Southern California Logistics (VCV)	0.0	0.3
Total		196.2

SCAG Region Total = 197.14
 Airports Total = 196.2
 Difference = 0.94

SCAG Region Airport Forecasts

The FAA-TAF SCAG Region (197.1) MAP synced closely with the total of the individual airport forecasts (196.2 MAP). Potential reasons the SCAG region forecast synced with the airports' forecasts total:

- The 110.17 MAP was calculated using actual airport activity data provided by the airports.
- The FAA-TAF-M (Modern) has been making methodological, and airport-level and regional adjustments, hence the 2.1% projected growth rate is reflexive of these adjustments.
- Many airports will hit their capacity prior to 2045, a fact that earlier FAA-TAF have accounted for and is reflected in updated forecasts.

Attachment: PowerPoint Presentation - Aviation Program Update (Update on the SCAG Region Airport Passenger Demand Forecasts)

SCAG Region Airport Forecasts

The 0.94 MAP difference between the regional (197.14 MAP) forecast and the original airports total (196.2 MAP) was resolved by consulting select reliever airports:

- Palmdale 2045: 1.82 MAP.
- San Bernardino International: 1.81 MAP.
- March: 0.61 MAP.



SCAG Region Updated Airport Forecasts



Airport	2017 Activity Data	2045 Forecast
Hollywood Burbank (BUR)	4.74	9.0
Imperial (IPL)	0.012	0.3
Long Beach (LGB)	3.783	5.5
Los Angeles (LAX)	84.56	127
Ontario (ONT)	4.552	33
Oxnard (OXR)	0.0	0.3
Palmdale (PMD)	0.0	1.82
Palm Springs (PSP)	2.1	5
March Inland (RIV)	0.0	0.61
San Bernardino (SBD)	0.0	1.81
Santa Ana (SNA)	10.423	12.5
Southern California Logistics (VCV)	0.0	0.3
Total		197.14

SCAG Region Total = 197.14
 Airports Total = 197.14
 Difference = 0.0

SCAG Region Airport Forecasts: Closing Thoughts



- The regional 197.1 MAP was derived using a relatively conservative growth rate of 2.1 % (2018 FAA-TAF).
- For comparison, San Francisco is forecasted to grow at 2.7 percent per year, North America at 3.1 percent per year, Asia at 5.7 percent per year, and Africa at 6 percent per year.
- Moreover, the SCAG region grew at a compounded annual growth rate of 5.12 percent from 2012 to 2017.
- **Therefore, given the conservative nature of the regional growth rate used for the projection, the SCAG region could actually hit 197 MAP before 2045.**

Next Steps

- Convert airport passenger and cargo forecasts to auto and truck trips, respectively (modeling).
- Draft Connect SoCal released for public review in October 2019.
- Adopted Connect SoCal scheduled for April 2020 release.
- Continue meeting with airports, FAA, and aviation stakeholders regarding ongoing data analysis and future research projects.
- Aviation Technical Advisory Committee meetings will go quarterly, with rotating hosts and meeting locations.



Aloha 'Oe



Hiroshi John Ishikawa, Ph.D.
Ishikawa@scag.ca.gov
213-236-1838
www.scag.ca.gov





Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 5, 2019

To: Executive/Administration Committee (EAC)
Community
Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Kome Ajise, Executive Director, Executive Management, 213-
236-1835, Ajise@scag.ca.gov
Subject: EAC Retreat Housing Discussion Follow-Up

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Increasing housing production in the SCAG region to address the housing crisis is a core priority for President Bill Jahn and SCAG's Executive Officers. During the July 2019 SCAG Executive Administration Committee Retreat, the Board Officers and Committee Members discussed SCAG's role in fostering housing development, beyond administering the Regional Housing Needs Assessment (RHNA) process. Committee members highlighted opportunities for SCAG to play a greater leadership role on housing issues and provided direction to staff on policy priorities to consider in developing a robust housing program.

This report provides background on housing planning at SCAG and an update on staff actions to advance ideas discussed during the EAC Retreat, including the process for preparing a proposal and delivering programs supported by Assembly Bill 101.

BACKGROUND:

EAC Retreat: Policy Discussion Summary

During the July 2019 SCAG Executive Administration Committee Retreat, the Board Officers and Committee Members discussed SCAG's role in fostering housing development, beyond administering the RHNA process. The conversation was facilitated by housing experts, Steve PonTell and Randall Lewis. PonTell is Chief Executive Officer and President of National CORE, one of

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the nation's largest non-profit affordable housing developers. Lewis is an Executive Vice President at the Lewis Group of Companies, a privately held real estate development company focused on the development of master planned communities. Their presentation provided an overview of segments within the housing market and some of the challenges for-profit and non-profit developers face in producing new units. The Committee discussed the importance of ensuring elected officials and planning commissions are educated about the market and some of the unintended consequences of policy decisions. Challenges posed by state regulation including CEQA and the financial structure of cities, which has resulted in the fiscalization of land use and an oversupply of retail, were also discussed. Committee members were asked to provide input on SCAG's role in addressing the barriers to housing production. Areas of interest included working with the state to bring back redevelopment funds and enhance other financing mechanism; providing cities with resources to engage their residents around the type of housing they can support; convening public-private stakeholders to foster collaborative solutions; developing a toolbox of pro-housing policies for local jurisdictions; and addressing abuses of CEQA through legislative reform. SCAG staff was directed to summarize the conversation and come back to the Regional Council with next steps including a work program.

SCAG's Housing Program

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. SCAG is in the process of developing the 6th cycle RHNA allocation plan which will cover the planning period October 2021 through October 2029. It is planned for adoption by SCAG in October 2020. The RHNA does not produce housing, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity, fair share housing needs. Historically, SCAG has had limited resources to support work on RHNA and housing issues. However, AB 101 recognized the important role regions can play in addressing the housing crisis, beyond RHNA, and established a new funding program for regional councils of governments.

AB 101

AB 101 is the comprehensive budget trailer bill dealing with housing production and homeless initiatives. The legislation includes updates to farmworker housing and the density bonus law, and budget allocations for the Infill Infrastructure Program, Low Income Housing Tax Credit program, and to cities/counties/continuums of care for homelessness prevention programs, and a variety of other programs. AB 101 also establishes the Local Government Planning Support Grants Program administered by the California Department of Housing and Community Development (HCD) for the purpose of providing regions with one-time funding. The bill allocates \$250 million to HCD for councils of governments and jurisdictions to be used for technical assistance, the preparation and adoption of planning documents, process improvements to accelerate housing production and to



facilitate the compliance with the 6th cycle of RHNA. SCAG is expected to be eligible for up to \$50 million of these dollars to administer our RHNA and provide other planning services to our cities and counties. SCAG must put together an application package to HCD and apply for these funds. HCD is anticipated to produce guidelines for the application process over the next six months positioning SCAG to apply for funding in Spring 2020. Pending HCD approval, the proposed programs and grant resources would be incorporated into SCAG's Fiscal Year 2020-2021 Overall Work Program.

FY 20 Work Program

With AB 101 resources, SCAG has the opportunity to foster housing production and preservation through regional planning and by providing technical and financial assistance to subregions and cities for housing and infrastructure planning activities and process improvements. Staff will pursue activities in the current fiscal year to establish the foundation for a robust housing program, including preparing a funding proposal to be provided to HCD no later than January 31, 2021 per state law. To undertake this work, SCAG needs to enhance internal capacity and procure, through staff or consultants, additional expertise in housing planning. These resources will be directed toward helping SCAG leadership better understand the housing landscape and opportunities to align new resources to address gaps. In the short-term, staff is also leveraging Sustainable Communities Program partnerships and Housing Monitoring funds programmed through SB 1 to conduct research and case-studies for aligning housing planning with the implementation of Connect SoCal by promoting development priority growth areas.

Staff will provide ongoing updates on this work with the ultimate goal of returning to the Regional Council in Spring 2020 with a program proposal and preliminary expenditure plan for AB 101 resources starting in July 1, 2020, pending HCD approval.

FISCAL IMPACT:

Funding for staff work is included in FY 19-20 Overall Work Program: 810.0120.16

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 5, 2019

To: Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Hina Chanchlani, Assistant Regional Planner, Transportation
Planning and Programming, 213-236-1829,
chanchlani@scag.ca.gov

Subject: Connect SoCal Overview, Challenges and Opportunities

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. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

Over the next couple of months, staff will present key elements of the Draft Connect SoCal or Draft 2020 RTP/SCS leading up to its release for public review and comments in November of this year. The primary purpose of these discussion sessions is to seeking critical input from this committee prior to finalizing the Draft Connect SoCal.

BACKGROUND:

Since the beginning of the calendar year, staff has engaged the policy committees individually as well as in joint regional council and policy committees setting to discuss foundational issues associated with the development of the Draft Connect SoCal. At the Joint Policy Committee meeting last month, SCAG Executive Director Kome Ajise provided a comprehensive overview of what has been accomplished thus far, what are some of challenges and opportunities, what is different this time around and what lies ahead in the development of the Draft Connect SoCal. The staff report and the presentation associated with that discussion can be accessed at <http://scag.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2037&Inline=True>.

Building on the discussions that have occurred thus far, over the next couple of months, staff will present key elements of the Draft Connect SoCal leading up to its release for public review and comments in November of this year. Today, staff will provide a brief update on the work that has been accomplished thus far towards meeting the 19% GHG reduction target that has been established by the California Air Resources Board (CARB) for the SCAG region for 2035 and the work

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that lies ahead in developing the Sustainable Communities Strategies (SCS) to achieve that target.

In addition, you will also hear from staff about the progress on the modal/topical elements of the Connect SoCal. The purpose of these discussions is to seek critical input from this committee prior to finalizing the Draft Connect SoCal for public review and comments. Staff reports for each of these topics are provided separately in the agenda package. The modal/topical areas to be covered today are:

- System Management, Maintenance (Preservation) and Resiliency
- Active Transportation
- Transportation Demand Management (TDM) Strategic Plan
- Transportation Safety
- Regional Aviation Program

In October, staff hopes to seek your input on the following modal/topical areas:

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

The focus of the November meetings will be to discuss the potential outcomes of the Draft Connect SoCal and approval to release it for public review and comments.

FISCAL IMPACT:

The budget for this work is primarily included in the WBS 010.0170.01 RTP Support, Development and Policy Implementation.

ATTACHMENT(S):

1. PowerPoint Presentation on Connect SoCal



Connect SoCal Overview, Challenges and Opportunities

Transportation Committee

Sarah Jepson, Acting Director

Planning

September 5, 2019

www.scag.ca.gov



SB 375 Requirements

- Develop and adopt a Sustainable Communities Strategy (SCS) as part of Regional Transportation Plan (RTP)
- If regional GHG targets not met with an SCS, develop and adopt an Alternative Planning Strategy (APS) separate from RTP
- Achieve per capita regional GHG emissions reduction targets
- Prepare Technical Methodology to estimate GHG emissions from SCS/APS
- Implement extensive public participation process
- Informational meetings in each county to present draft SCS/APS

Connect SoCal: Policy Challenges

1. Higher 2035 Regional GHG Emissions Reduction Target

Year	Reduction from 2005 Levels		
	Connect SoCal Targets	2016 RTP/SCS Targets	Difference
2020	8%	8%	0%
2035	19%	13%	6%

Connect SoCal: Policy Challenges

2. Fewer Years to Achieve the Higher 2035 GHG Reduction Target

- 15 years for Connect SoCal vs. 19 years for 2016 RTP/SCS

Connect SoCal: Policy Challenges

3. Greater Penalty

- Impacted SB 1 Funding Programs (per law):
 - ✓ Solutions for Congested Corridors
 - ✓ Trade Corridor Enhancement Program (TCEP)
- Risk of Reduced Competitiveness in other SB 1 Funded Programs

Connect SoCal: Technical Challenges

1. New Activity-Based Regional Transportation Demand Model (RTDM)

- Different and more sophisticated/complex modeling platform from previous trip-based RTDM
- First application for SCAG's RTP/SCS
- A lot of time is needed to complete all required testing
- Much bigger model data output

Connect SoCal: Technical Challenges

2. Data Challenges for New Strategies

- Changing workplace and micromobility reflect emerging trends and new services
- Potential challenges and constraints:
 - ✓ Collecting consistent data from a variety of jurisdictions
 - ✓ Making accurate estimates due to lack of complete data sets

Connect SoCal GHG Emissions Estimates for 2035

I. On-Model Strategies

- 1) Local Pricing Strategies
- 2) Express Lane Pricing
- 3) Improved Bike Infrastructure
- 4) Land Use Strategies
- 5) Infill development and increased density near transit infrastructure
- 6) Mileage-Based User Fee
- 7) New/Enhanced Transit Projects
- 7) Transportation Demand Management

GHG Emissions Reduction Estimate
(as of August 15):

-11% to -13%

Connect SoCal GHG Emissions Estimates for 2035 (cont.)

II. Off-Model Strategies

- Bike Share and Micromobility
- Car Share
- Co-Working
- Electric Vehicle Charging/Incentives
- Pedestrian Infrastructure
- Multimodal Dedicated Lanes
- Safe Routes to School
- Transit/TNC Partnership Program
- TDM & AVR for Job Centers
- Parking Deregulation

GHG Emissions Reduction **Estimate:**
(as of August 15)

-6% to -7%

Implementation Vision

Accelerated Action: Faster, Cheaper Solutions

Greater Local Control, Greater Local Responsibility

Enhanced Regional Initiatives & Partnerships

Connect SoCal Modes/Topics for discussion today

- System Management, Preservation and Resiliency
- Active Transportation
- Transportation Safety
- Transportation Demand Management Strategic Plan
- Regional Aviation



System Management, Preservation and Resiliency

Tarek Hatata, SCAG Consultant
System Metrics Group
September 5, 2019

www.scag.ca.gov



Today, we will ...

- Remind you of our preservation needs identified in the last RTP/SCS
- Update you on developments since then and the impact of Senate Bill 1
- Identify remaining challenges and issues
- Answer your questions

2020 RTP/SCS Goals

- 2020 RTP/SCS Goal #3:

Enhance the preservation, security, and resilience of the regional transportation system

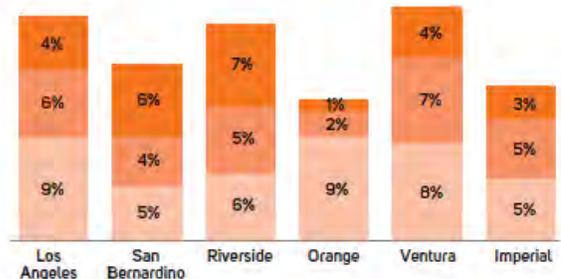
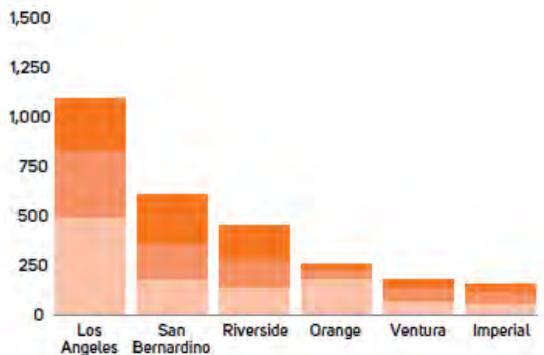
The 2016 Plan followed the System Management Pyramid



Where were we in 2016?



The State Highway System Pavement was deteriorating



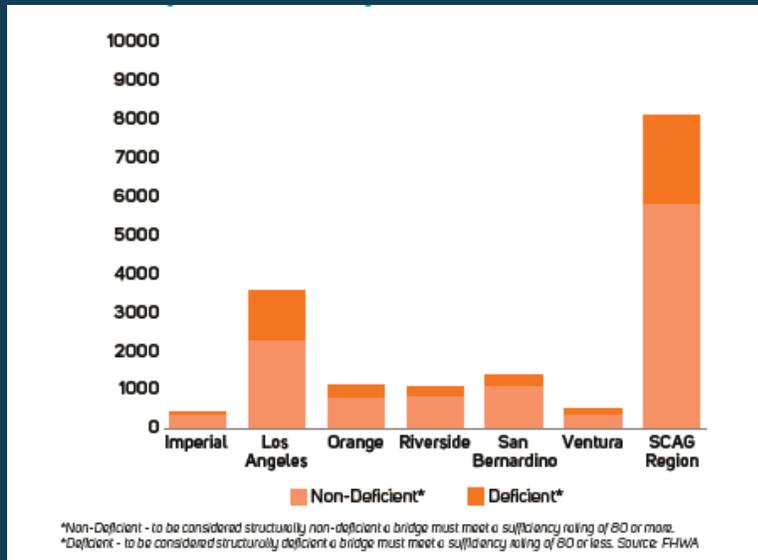
Source: State of the Pavement Report

Source: State of the Pavement Report

Attachment: PowerPoint Presentation on Connect SoCal (Connect SoCal Overview, Challenges and Opportunities)

Where were we in 2016?

... and so were our bridges



Where were we in 2016?

... and so were our local roads

County	Average County Pavement Condition Index (PCI)
Imperial	57
Los Angeles	66
Orange County	77
Riverside	70
San Bernardino	71
Ventura	70



Two major factors contributed to the preservation shortfall

- Fuel Efficiency reduced revenues per mile driven
- Inflation
- The combination of these two factors compounded over many years led to a major funding shortfall

Preservation and Resiliency is a Core Regional Strategy

Efficient, timely preservation are critical



How did Senate Bill 1 help?

- Increase in fuel tax and adjusting in based on inflation provided significant funding for preservation. Over the first 10 years, it provides:
 - \$15 billion to local streets and road maintenance and rehabilitation
 - \$19 billion to State Highway Maintenance and Rehabilitation
- Some specific SB-1 goals:
 - County's average Pavement Condition Index (PCI) meets or exceeds 80 (good – excellent)
 - Not less than 98 percent of pavement on the state highway system in good or fair condition
 - Not less than 90 percent of the transportation management system units in good condition
 - Fix not less than an additional 500 bridges

How did Senate Bill 1 help ... continued?

- SB-1 also addresses resiliency
 - Bridges and roads more resilient against earthquakes
 - Emergency project funding has been secured for extreme weather impacts
 - Technology initiatives can help “manage” emergencies

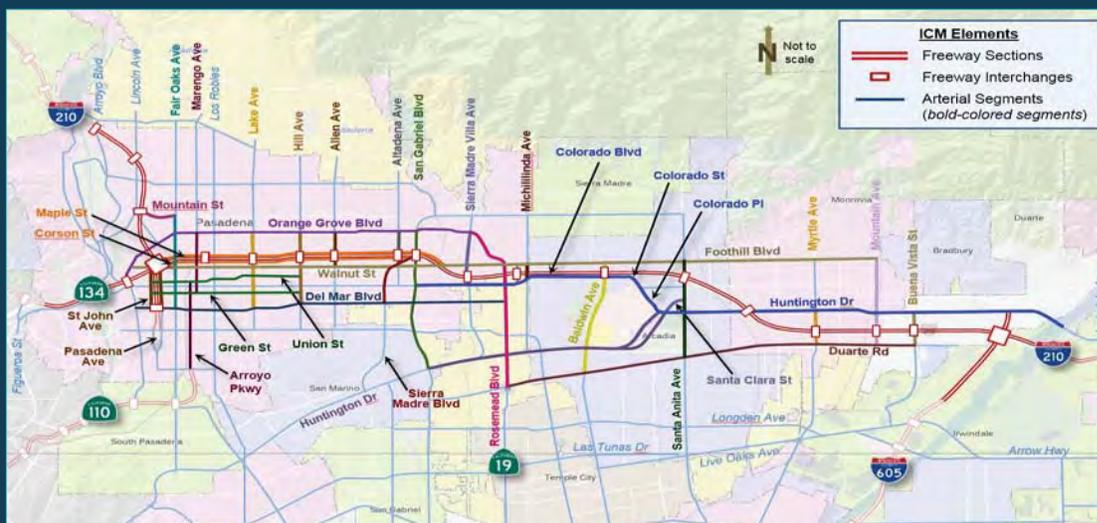


Transportation System Management (TSM)

- Strategies to optimize efficiency and productivity of the transportation system through:
 - Corridor System Management Plans and Sustainability Plans
 - Integrated Corridor Management
 - Dynamic Corridor Congestion Management

Transportation System Management (TSM)

- I-210 ICM



Intelligent Transportation Systems (ITS)

- ITS plays a critical role in the operation and management strategies designed to increase safety and efficiency
- The SCAG Regional ITS Architecture is a regional planning
 - Cooperative process to prioritize and deploy ITS technologies
 - Critical data connections between institutional stakeholders
- SCAG works closely with the CTCs, local governments, and Caltrans Districts to update and maintain the Architecture

Remaining issues and challenges

- SB-1 will fill a big hole in our unmet preservation needs
- It does not fully address future needs because:
 - Continued fuel efficiency improvements
 - It adjusts gas tax based on CPI , not to the construction index
 - This may worsen due to SB-1 related demand increases
- Over time, fuel efficiency improvements and higher costs will lead to a similar situation as we faced in 2016.



Questions? Comments

Tarek Hatata, SCAG Consultant
System Metrics Group

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Attachment: PowerPoint Presentation on Connect SoCal (Connect SoCal Overview, Challenges and Opportunities)



Active Transportation Technical Report Transportation Committee

Hannah Keyes
Regional Planning
September 5, 2019

www.scag.ca.gov

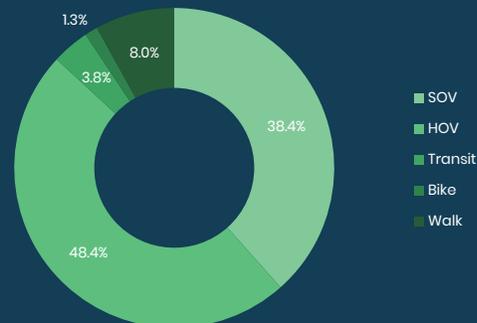


Active Transportation in the SCAG Region

- 6.6 million¹ annual active transportation trips
 - 5.7 million walking and 940,000 bicycling
- The average walking trip is 1.4 miles and the average bicycling trip is three miles¹
- About 12%² of all trips in the region are made by active transportation

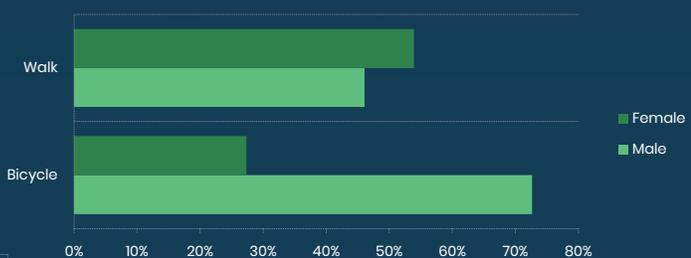


1. 2012 California Household Travel Survey
2. SCAG Activity-Based Model



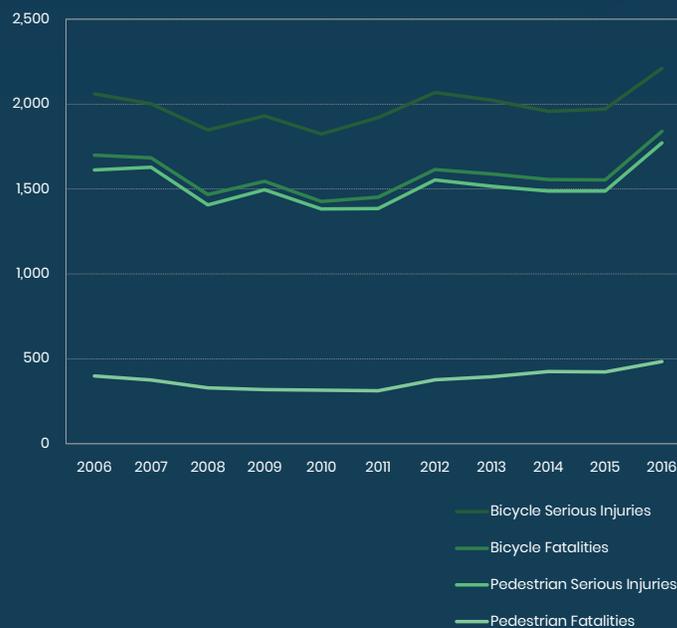
Who's Using Active Transportation?

- Significantly more bicycle trips are made by respondents identifying as male than female¹
- Walking trips make up a higher percentage of mode share for people under age 20 and over age 65
- Walking trips make up a larger share of all trips than do bicycling trips across nearly all demographics¹



Safety Concerns for Active Transportation

- Number of pedestrian and bicyclist serious injuries and fatalities is increasing since 2011, the most recent low point.
- Active transportation accounts for 12 percent of all trips in the region, but 27 percent of all fatalities.
- 12 cities and 1 County in SCAG region have, or are developing, a Vision Zero Plan and 47 cities have a safety element incorporated in general plans.



3

Attachment: PowerPoint Presentation on Connect SoCal (Connect SoCal Overview, Challenges and Opportunities)

Health Benefits of Active Transportation

- Increased physical activity attributed to current active transportation infrastructure in the SCAG region prevents annually¹:
 - 84,773 cases of hypertension
 - 14,016 cases of heart disease
 - 29,824 cases of diabetes
- The prevention of these cases equates to:
 - \$193 million in direct reduced healthcare expenditures
 - \$82 million in indirect benefits such as productivity gains from reduced absenteeism and lower expenditures for disability payments

3

Progress Since 2016

Cities in SCAG Region with No Active Transportation Plan		2016		2019
	Total Cities	% Incomplete		% Incomplete
IMP	7	76%	→	14%
LA	88	74%	→	53%
OC	34	79%	→	42%
RIV	28	85%	→	49%
SBD	24	57%	→	10%
VEN	10	70%	→	43%
Total	191	80%	→	43%

Sustainability Planning Grant Program



- Awarded more than \$30 million for 250 land-use and active transportation plans
- Nearly \$7 million more for Active Transportation Plans and Programs in March 2019
- 5% of Regional Active Transportation Program set-aside for plans/programs

Active Transportation Program Funding (Cycle 4)

Statewide Program Demand

- 554 Applications Submitted
- Funds Requested = \$2,236,381,000
- Funds Available = \$445,560,000
- ~20% Funding Need Met

SCAG Region

Statewide Awards

- 23 projects
- \$137 M in ATP funding
- 62% of statewide pot

Regional Program Awards

- \$88 M implementation
- \$4.5 M plans/programs

New Mobility in the Region

- 49,000 shared micro-mobility devices
 - 2,400 docked bicycles
 - 7,000 dockless bicycles
 - 39,600 scooters
- Public a bike share programs
- Private bike and/or scooter share programs
- 60 percent of users indicated that bike share has decreased car trips





Thank you!

Hannah Keyes
Keyes@scag.ca.gov
(213) 236 - 1887
www.scag.ca.gov



Transportation Safety

Transportation Committee

Hina Chanchlani
Transportation planning and Programming
September 5, 2019

www.scag.ca.gov



Attachment: PowerPoint Presentation on Connect SoCal (Connect SoCal Overview, Challenges and Opportunities)

SCAG Safety Strategies

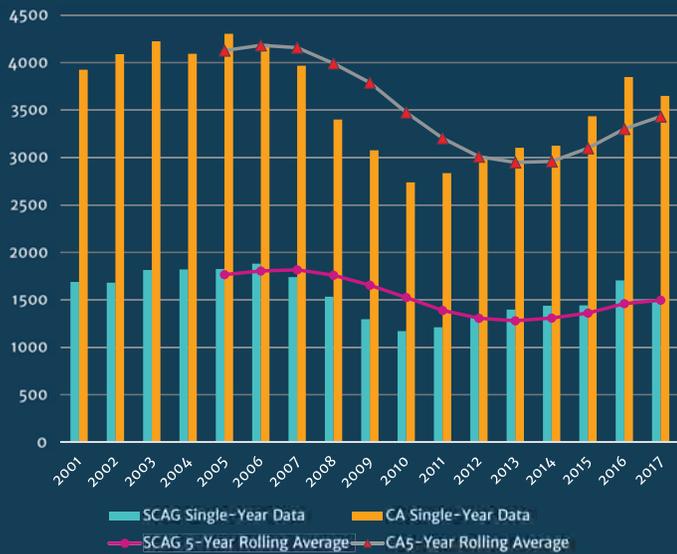
Goals for the Transportation Safety report

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

Existing Conditions



Existing conditions



4

Attachment: PowerPoint Presentation on Connect SoCal (Connect SoCal Overview, Challenges and Opportunities)

SCAG Safety Strategies

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

4

Example : IMPROVE SAFETY FOR AGING POPULATIONS

- Support roadway, intersection and interchange improvements for older road users.
- Promote multimodal guidance for aging road users per **Manual On Uniform Traffic Control Devices (MUTCD)**.
- Implement design treatments that support safety by shortening crossing distances.
- Work with TNCs to explore programs that support elderly population.
- Work with businesses, community organizations, senior centers, and transit agencies to improve transportation services for the aging population.
- Establish **Safe Routes for Seniors** programs that engage older adults to identify and implement safety improvements specific to senior population

Attachment: PowerPoint Presentation on Connect SoCal (Connect SoCal Overview, Challenges and Opportunities)

Example : IMPROVE SAFETY FOR AGING POPULATIONS



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

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

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

Category – identifies the current section of the guide.

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

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

Handbook for Designing Roadways for the Aging Population

INTERSECTIONS

PROVEN PRACTICES

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

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

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

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

The rationale and supporting evidence for these treatments begins on page 76 of the Handbook.

Figure 3. Example 90° angle of intersection

Figure 4. Example 75° angle of intersection

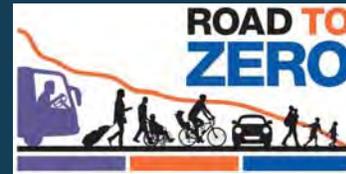
Figure 5. Skewed signalized intersection with prohibition of right turn on red

Safe Systems Approach

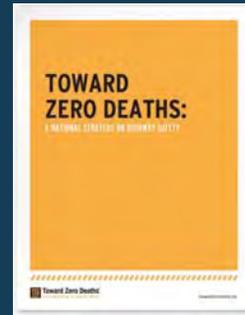
Vision Zero – Vision Zero is a road safety policy that aims to eliminate traffic fatalities and severe injuries.



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

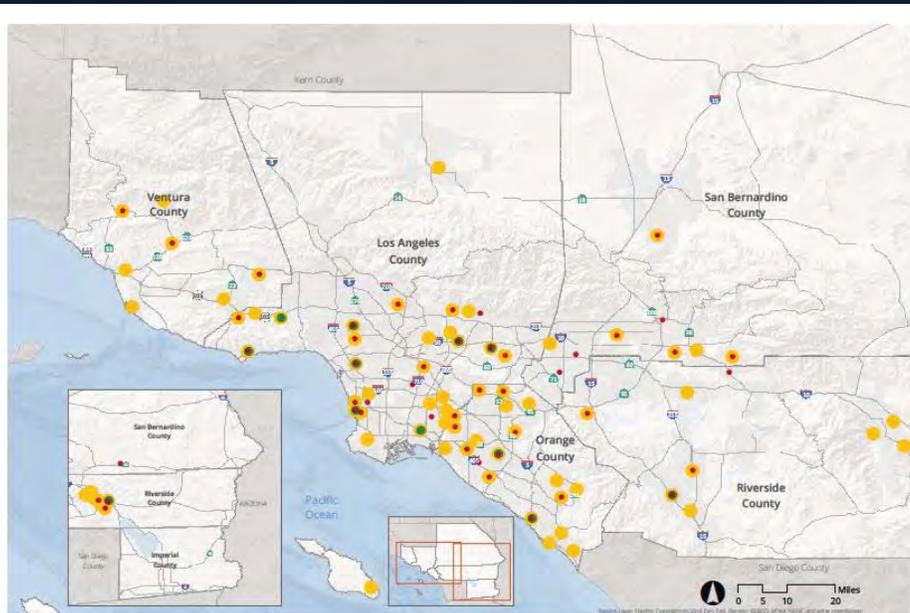


Towards Zero Deaths (TZD) – TZD identifies strategies and tactics to reduce roadway fatalities for six emphasis areas:



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

Vision Zero Policy, Safety Plan/Safety Targets



Legend
 □ County Boundaries □ City Boundaries ~ Freeway ● Safety Plan/ Safety Targets ● Vision Zero Policy ● Traffic Calming Measures

Source: SCAG, 2019

Why are Collisions occurring?

The top contributing factor of all collisions is unsafe speed.



Speed is the critical factor in the severity of collisions

HIT BY A VEHICLE TRAVELING AT 25 MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT 50 MPH



2.5 out of 10 pedestrians survive

Zero Traffic Fatalities Taskforce - Assembly Bill 2363

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

Safety Targets



Forecasted Reductions

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

* In all cases, referring to victims, not collisions
 **2016 data was updated after establishing targets for 2018 so updated data is used to establish targets for 2019
 ***2017 Numbers are preliminary

4

Attachment: PowerPoint Presentation on Connect SoCal (Connect SoCal Overview, Challenges and Opportunities)



Questions?
Comments?

Hina Chanchlani
 Chanchlani@scag.ca.gov
 213-236-1829
 www.scag.ca.gov



SCAG Transportation Demand Management Strategic Plan

Transportation Committee

Steve Fox

Senior Regional Planner

September 5, 2019



Transportation Demand Management (TDM)

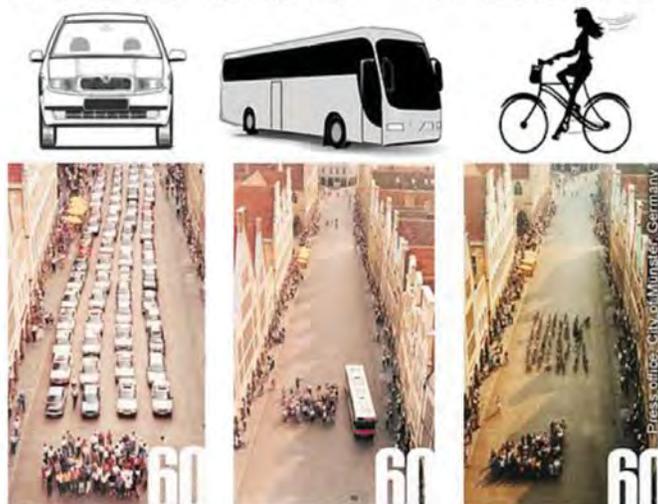


- FHWA defines TDM as “a set of strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles (SOVs).”
- TDM investments reduce congestion and shift trips from SOVs to other modes through projects that often cost significantly less than roadway or transit capital expansion projects.

Source: Mobility Lab.org

TDM Strategic Plan

STREET SPACE FOR 60 PEOPLE



Road space occupied by 60 people in cars, a bus, and on bicycles
Source: City of Munster, Germany

- Traditional TDM strategies include carpooling, vanpooling, and telecommuting.
- New technology-enabled mobility innovations such as transportation network companies (TNCs), carshare, bikeshare, and multi-modal trip planning smart phone apps need to be incorporated.

Strategic Plan Goals and Objectives

- Assess current state of TDM planning and implementation in the region.
- Identify best practices and opportunities for improvement and expansion of TDM.
- Understand the impact and opportunities provided by new mobility and technology innovations.
- Develop regional TDM goals and objectives that align with state and federal mandates including congestion reduction, air quality, and sustainability.
- Develop performance measures to evaluate the effectiveness of corridor level, local and regional TDM strategies.

Scope of Work



- Task 1 – Project Management
- Task 2 – Stakeholder Coordination and TAC
- Task 3 – Baseline Assessment
- Task 4 – New Mobility and Technology Innovations
- Task 5 – TDM Goals, Objectives and Strategies
- Task 6 – TDM Strategic Plan and Final Report

TDM Toolbox



- Connect SoCal TDM Toolbox of Strategies.
- Major refresh from “TDM 1.0”; last two RTP/SCSs.
- Include new technologies (e.g. Waze, Scoop, dockless bikes/scooters, multi-modal apps, etc.).
- Strategies more user-accessible.
- Costs/benefits more easily measurable.

Toolbox Strategy



TDM-Supportive Policy

TDM Ordinance and Policy Development

TDM ordinances typically require developers or employers to provide TDM strategies at their site or workplace to mitigate the congestion caused by trips to and from their sites.

Implementors

Public Agencies/ Transportation Providers

- Municipalities
- Regional government/MPOs

VMT Reduction:

TDM Ordinance: Impacts can vary depending on how the policies are written, implemented and enforced. Availability and quality of non-SOV modes can also affect ultimate impact.



Benefits →

- Reduces need for SOV trips
- Reduces need for car ownership
- Informs developers and employers of TDM options



Challenges →

- TDM policies can be politically unpopular
- Impacts on congestion may be difficult to measure

Measurement

Outcomes

- Number of municipalities with active policies in place
- Number of developments or employers subject to policies

Impacts

- Mode split, VMT, or AVR among those sites affected by policies

Methods

- Survey results



Congestion impacts

TDM policy encourages non-SOV travel, which reduces congestion.



Implementation tips

While TDM requirements are often included for developers during a project's initial stages, these requirements are difficult to enforce after projects have been sold. Policies aimed at users of sites, such as employers or property managers, are often more successful in influencing the implementation of TDM strategies. Some policies require the surveying of employees or tenants annually, which provides data on travel habits.

Costs

Initial costs include planning for and development of policies. Ongoing costs include administrative staff time necessary to enforce the policy.

Complementary strategies

- Employee commute programs
- Marketing campaigns
- Educational events



As seen in the SCAG region

The South Coast Air Quality Management District's Rule 2202 affects employers of four counties in the SCAG Region. The rule requires employers with 250 or more employees to mitigate the emissions produced from their employees' commutes by paying into a fund, purchasing emission reduction credits, or providing TDM programs on site.

Caption and credits: SCAG

32

Attachment: PowerPoint Presentation on Connect SoCal (Connect SoCal Overview, Challenges and Opportunities)

Existing Conditions Key Findings



Existing conditions and strengths/weaknesses analysis resulted in several key findings.

- Regulation, when enforced, is a major driver in shaping TDM strategy and investment put forth by both the public and private sectors.
- Lack of sufficient standardized data collection makes evaluation of program effectiveness very difficult.
- Technological advances provide an opportunity to collect better data and improve user experience for TDM programs in the SCAG region.

Final Recommendations



- Draft recommendations brought to TC in June for input.
- Incorporates stakeholder feedback from TDM TAC.
- Will be included in Draft Connect SoCal.

Five Categories

- Dissemination
- Measurement
- Partnerships
- Policy
- Programming

Final Recommendations



Dissemination

- Create a dedicated page on SCAG's website to share the TDM Strategic Plan's deliverables, such as the updated TDM Toolbox of Strategies, their potential application to congested corridors and areas; and TDM best practices.
- Convene periodic TDM training sessions/seminars in each of SCAG's six counties for various stakeholders including city and employer staff.



Final Recommendations



Measurement

- Establish a TDM regional data clearinghouse.
- Formalize performance metrics and facilitate data collection and reporting.



Final Recommendations



Partnerships

- Convene regional forums designed for TDM policymakers and implementers.
- Support county efforts to consolidate ridematching databases.
- Facilitate partnerships between the public and private sectors through trainings and template agreements, to support collaboration between local governments/agencies and private providers of technology and new mobility services.
- Facilitate the development of Transportation Management Agencies (TMAs) and Transportation Management Organizations (TMOs).



Final Recommendations

Policy

- Provide training workshops for local jurisdictions on best practices to incorporate TDM into different policy instruments. Also provide training workshops to developers and property managers who must comply with existing or future TDM requirements.
- Support development of new or updated TDM ordinances with stronger monitoring and enforcement elements, and share best practices and lessons learned.
- Support development of state and national policy to encourage TDM delivery.



Final Recommendations

Programming

- Conduct study to develop comprehensive understanding of incentives on mode choice and behavior change to support identification of the most effective TDM incentive programs.
- Encouragement of telework policy in the region.
- Recognize successful TDM programs through an annual TDM award.
- Support the consideration of goods movement/delivery services in TDM planning.
- Provide and promote TDM grant opportunities.



Thank you

Steve Fox

fox@scag.ca.gov

213-236-1855



SCAG Region Air Passenger Forecast Update

Transportation Committee

Hiroshi John Ishikawa, Ph.D.

Aviation Program

Thursday, September 5, 2019

www.scag.ca.gov



Today's Meeting

- Previous TC report forwarded to the county ALUCs.
- Review: SCAG has no authority over airports
- Review: FAA defines MPO role as consultative and complementary (not "guiding") of airports
- Review: SCAG RTP
- Regional Forecasts: Actual airport activity data and FAA growth rates
- Airport Level Forecasts and Constraints: Provided by the airports
- Regional and Airport Level Numbers Sync
- Next Steps: Convert airport level passenger and cargo demand numbers to estimated auto and truck trips (SCAG modeling).

Review: SCAG/ATAC has no authority over airports

- As a metropolitan planning organization (MPO), SCAG is a surface transportation planning agency
- State law (CA Government Code Section 65081.1) requires that regions that contain a primary air carrier airport (at least 10,000 annual scheduled passenger boardings) include airport ground access improvement projects within the MPO RTP/SCS
- Moreover, federal law encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area, including airport operations [23 U.S. Code Section 134 (g)(3)(A)]
- Beyond maintaining the list of ground access projects and the consultative relationship with airport officials, **SCAG has no regulatory, planning, operational, or developmental authority over the region's airports**

Review: MPOs Complement FAA and Airport Efforts

- Airport development authority rests with the airports and the FAA
- Airports are not required to incorporate MPO planning recommendations
- FAA funding decisions are not tied to MPO RTP recommendations
- **The planning conducted by MPOs, including SCAG, is designed to complement, rather than guide, the planning conducted by the FAA, states, and individual airports (FAA Guidance, U.S. GAO)**



Review: SCAG RTP/Aviation Element

- The only required component of an MPO aviation element is a ground access improvement program/updated list of airport ground access projects
- Other elements of the SCAG RTP aviation element are at staff discretion
- SCAG RTP regional and airport forecasts are unique (e.g. few other MPOs provide airport forecasts)
- Past is not prologue: The current RTP is not bound by past RTPs
- The SCAG RTP process is an empirical one, driven by facts and analysis.
- The SCAG RTP process involves collaboration with partner agencies
- **SCAG and the RTP provide planning and analyses that complements the efforts of transportation planning agencies/commissions, including the FAA and the airports.**

Review: SCAG Regional Forecast Elements

- Actual airport passenger and cargo activity data
- Sources: airports, airport reports, Caltrans Division of Aeronautics
- SCAG Region 2017: 110.17 MAP and 3.14 million tons.
- 2018 FAA-Terminal Area Forecast passenger growth rate (2.1%) and 2019 FAA Aerospace Forecast cargo growth rate (3.3%)
- Note: the FAA-TAF 2.1% is conservative in comparison (e.g. SF 2.7%, North America 3.1%, Asia 5.7%)
- SCAG Region 2045: 197.14 MAP and 7.77 million tons (unconstrained).



7

SCAG Region Airport Forecasts

Special thanks to all of the airports for providing us with data and information, and accommodating us in our many airport visits and teleconferences.

Thank you: Hollywood-Burbank, Imperial, John Wayne, Long Beach, Los Angeles, March Reserve, Ontario, Oxnard, Palmdale, Palm Springs, San Bernardino, and Southern California Logistics.



7

SCAG Region Airport Forecasts



- Airport level forecasts bottom-up: Airports provided SCAG with information on airport-level forecast numbers and constraints for 2045
- SCAG aviation program staff met in person and/or via teleconference with each airport to discuss airport-level forecast numbers.
- SCAG aviation program staff recently confirmed airport-level forecast numbers for 2045 with each of the region's airports

7

SCAG Region Airport Forecasts



- Airport level forecasts bottom-up: Airports provided SCAG with information on airport-level forecast numbers and constraints for 2045
- Airport-level forecasts reflect airport analysis, planning, forecasting, operations, and constraints.
- SCAG Region Forecast (197.14 MAP in 2045) reflects unconstrained passenger demand forecast for region.
- Therefore, difference between SCAG region forecast and airport-level forecasts can be informative.

7

SCAG Region Initial Airport Forecasts

Airport	2017 Activity Data	2045 Forecast
Hollywood Burbank (BUR)	4.74	9.0
Imperial (IPL)	0.012	0.3
Long Beach (LGB)	3.783	5.5
Los Angeles (LAX)	84.56	127
Ontario (ONT)	4.552	33
Oxnard (OXR)	0.0	0.3
Palmdale (PMD)	0.0	1.5
Palm Springs (PSP)	2.1	5
March Inland (RIV)	0.0	0.3
San Bernardino (SBD)	0.0	1.5
Santa Ana (SNA)	10.423	12.5
Southern California Logistics (VCV)	0.0	0.3
Total		196.2

SCAG Region Total = 197.14
 Airports Total = 196.2
 Difference = 0.94

SCAG Region Airport Forecasts

The FAA-TAF SCAG Region (197.1) MAP synced closely with the total of the individual airport forecasts (196.2 MAP). Potential reasons the SCAG region forecast synced with the airports' forecasts total:

- The 110.17 MAP was calculated using actual airport activity data provided by the airports.
- The FAA-TAF-M (Modern) has been making methodological, and airport-level and regional adjustments, hence the 2.1% projected growth rate is reflexive of these adjustments.
- Many airports will hit their capacity prior to 2045, a fact that earlier FAA-TAF have accounted for and is reflected in updated forecasts.

SCAG Region Airport Forecasts

The 0.94 MAP difference between the regional (197.14 MAP) forecast and the original airports total (196.2 MAP) was resolved by consulting select reliever airports:

- Palmdale 2045: 1.82 MAP.
- San Bernardino International: 1.81 MAP.
- March: 0.61 MAP.



7

SCAG Region Updated Airport Forecasts

Airport	2017 Activity Data	2045 Forecast
Hollywood Burbank (BUR)	4.74	9.0
Imperial (IPL)	0.012	0.3
Long Beach (LGB)	3.783	5.5
Los Angeles (LAX)	84.56	127
Ontario (ONT)	4.552	33
Oxnard (OXR)	0.0	0.3
Palmdale (PMD)	0.0	1.82
Palm Springs (PSP)	2.1	5
March Inland (RIV)	0.0	0.61
San Bernardino (SBD)	0.0	1.81
Santa Ana (SNA)	10.423	12.5
Southern California Logistics (VCV)	0.0	0.3
Total		197.14

SCAG Region Total = 197.14
 Airports Total = 197.14
 Difference = 0.0

7

SCAG Region Airport Forecasts: Closing Thoughts



- The regional 197.1 MAP was derived using a relatively conservative growth rate of 2.1 % (2018 FAA-TAF).
- For comparison, San Francisco is forecasted to grow at 2.7 percent per year, North America at 3.1 percent per year, Asia at 5.7 percent per year, and Africa at 6 percent per year.
- Moreover, the SCAG region grew at a compounded annual growth rate of 5.12 percent from 2012 to 2017.
- **Therefore, given the conservative nature of the regional growth rate used for the projection, the SCAG region could actually hit 197 MAP before 2045.**

75

Next Steps



- Convert airport passenger and cargo forecasts to auto and truck trips, respectively (modeling).
- Draft Connect SoCal released for public review in November 2019.
- Adopted Connect SoCal scheduled for April 2020 release.
- Continue meeting with airports, FAA, and aviation stakeholders regarding ongoing data analysis and future research projects.
- Aviation Technical Advisory Committee meetings will go quarterly, with rotating hosts and meeting locations.

80



Aloha 'Oe



Hiroshi John Ishikawa, Ph.D.
Ishikawa@scag.ca.gov
213-236-1838
www.scag.ca.gov



Next Month:

- Transit & Rail
- Highway & Arterials
- Goods Movement
- Transportation Finance



Questions?
Comments?

Sarah Jepson
jepson@scag.ca.gov
213-236-1955
www.scag.ca.gov

