



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

REMOTE PARTICIPATION ONLY

TRANSPORTATION COMMITTEE

Thursday, October 1, 2020
10:00 a.m. – 12:00 p.m.

To Participate on Your Computer:
<https://scag.zoom.us/j/253270430>

To Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 253 270 430

***Please see next page for detailed
instructions on how to participate in the meeting.***

PUBLIC ADVISORY

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Peter Waggonner at (213) 630-1402 or via email at waggonner@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Public Comments

Submit written comments via email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, September 30, 2020.

Written comments received after 5pm on Wednesday, September 30, 2020 will be read by SCAG staff during the Public Comment Period (up to 3 minutes, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting). All written comments received by SCAG will be included as part of the official record of the meeting.

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

Instructions for Participating in the Meeting

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

To Participate by Computer

1. Click the following link: <https://scag.zoom.us/j/253270430>
2. If Zoom is not already installed on your computer, click "Download & Run Zoom" on the launch page and press "Run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select "Join Audio via Computer."
4. The virtual conference room will open. You will receive a message, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

To Participate by Phone

1. Call **1-669-900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 253 270 430**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. Remain on the line if the meeting has not yet started.



TRANSPORTATION COMMITTEE AGENDA

TC - Transportation Committee *Members – October 2020*

1. **Hon. Cheryl Viegas-Walker**
TC Chair, El Centro, RC District 1
2. **Hon. Steven Hofbauer**
TC Vice Chair, Palmdale, RC District 43
3. **Hon. Sean Ashton**
Downey, RC District 25
4. **Hon. Phil Bacerra**
Santa Ana, RC District 16
5. **Hon. Rusty Bailey**
Riverside, RC District 68
6. **Hon. Kathryn Barger**
Los Angeles County
7. **Hon. Ben Benoit**
Air District Representative
8. **Hon. Will Berg**
Port Hueneme, VCOG
9. **Hon. Russell Betts**
Desert Hot Springs, CVAG
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

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

Be Open | Lead by Example | Make an Impact | Be Courageous



TRANSPORTATION COMMITTEE AGENDA

- 16. Hon. Emily Gabel-Luddy**
Burbank, AVCJPA
- 17. Hon. James Gazeley**
Lomita, RC District 39
- 18. Hon. Dean Grose**
Los Alamitos, RC District 20
- 19. Hon. Jack Hadjinian**
Montebello, RC District 34
- 20. Sup. Curt Hagman**
San Bernardino County
- 21. Hon. Ray Hamada**
Bellflower, RC District 24
- 22. Hon. Jan C. Harnik**
RCTC
- 23. Hon. Mike Judge**
VCTC
- 24. Hon. Trish Kelley**
Mission Viejo, OCCOG
- 25. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
- 26. Hon. Linda Krupa**
Hemet, WRCOG
- 27. Hon. Richard Loa**
Palmdale, NCTC
- 28. Hon. Clint Lorimore**
Eastvale, RC District 4
- 29. Hon. Steven Ly**
Rosemead, RC District 32
- 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. Marsha McLean**
Santa Clarita, NCTC
- 34. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 35. Hon. Fred Minagar**
Laguna Niguel, RC District 12
- 36. Hon. Carol Moore**
Laguna Woods, OCCOG
- 37. Hon. Ara Najarian**
Glendale, SFVCOG
- 38. Hon. Frank Navarro**
Colton, RC District 6
- 39. Hon. Hector Pacheco**
San Fernando, RC District 67
- 40. Hon. Chuck Puckett**
Tustin, RC District 17
- 41. Hon. Ed Reece**
Claremont, SGVCOG
- 42. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 43. Hon. Ali Saleh**
Bell, RC District 27
- 44. Hon. Tim Sandoval**
Pomona, RC District 38
- 45. Hon. Rey Santos**
Beaumont, RC District 3
- 46. Hon. Zak Schwank**
Temecula, RC District 5
- 47. Hon. Marty Simonoff**
Brea, RC District 22

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- 48. Hon. Thomas Small**
Culver City, WSCCOG
- 49. Hon. Jeremy Smith**
Canyon Lake, President's Appointment (Member at Large)
- 50. Hon. Larry Smith**
Calimesa, President's Appointment (Member at Large)
- 51. Hon. Ward Smith**
Placentia, OCCOG
- 52. Hon. Jose Luis Solache**
Lynwood, RC District 26
- 53. Hon. Karen Spiegel**
Riverside County
- 54. Hon. Cynthia Sternquist**
Temple City, SGVCOG
- 55. Hon. Brent Tercero**
Pico Rivera, GCCOG
- 56. Hon. Jess Talamantes**
Burbank, President's Appointment (Member at Large)
- 57. Hon. Steve Tye**
Diamond Bar, RC District 37
- 58. Hon. Donald Wagner**
Orange County
- 59. Hon. Colleen Wallace**
Banning, President's Appointment (Member at Large)
- 60. Hon. Alan Wapner**
SBCTA
- 61. Hon. Alicia Weintraub**
Calabasas, LVMCOG
- 62. Mr. Paul Marquez**
Caltrans, District 7, Ex-Officio Non-Voting Member

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TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Thursday, October 1
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

Submit written comments via email to: TCPublicComment@scag.ca.gov by 5pm on Wednesday, September 30, 2020. Written comments received after 5pm on Wednesday, September 30, 2020 will be read by SCAG staff during the Public Comment Period (up to 3 minutes, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting). All written comments received by SCAG will be included as part of the official record of the meeting.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of TC Meeting – September 3, 2020

Receive and File

2. Pathways to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernardino County
3. Updates on Regional Data Platform (RDP)

INFORMATION ITEMS

4. California Transportation Plan (CTP) 2050 20 Mins.
(John Thurston, Statewide Long-Range Planning Branch Chief, Caltrans HQ)
5. NACTO City Limits: Setting Safe Speeds on Urban Streets Guidance 20 Mins.
(Jenny O'Connell, Program Manager, NACTO)

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TRANSPORTATION COMMITTEE AGENDA

6. Highlights and Outcomes of the 2020 Go Human Safety and Engagement Campaign
(Andrés Carrasquillo, Community Engagement Specialist, Planning Strategy) 15 Mins.
7. Selections from Broadband Opportunity Review Project
(Michael Misrahi, Senior Consultant, EY-Parthenon) Mins.
8. Future of the Office After COVID-19
(Amber Schiada, Sr. Director, Research & Insight, JLL) 20 Mins.

CHAIR'S REPORT

(The Honorable Cheryl Viegas-Walker, Chair)

STAFF REPORT

(John R. Asuncion, SCAG Staff)

FUTURE AGENDA ITEM/S

ANNOUNCEMENT/S

ADJOURNMENT

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Southern California Association of Governments
Remote Participation Only
October 1, 2020

**MINUTES OF THE REGULAR MEETING
TRANSPORTATION COMMITTEE (TC)
THURSDAY, September 3, 2020**

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

The Transportation Committee of the Southern California Association of Governments (SCAG) held its meeting telephonically and electronically given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s recent Executive Order N-29-20. A quorum was present.

Members Present:

Hon. Sean Ashton, Downey	District 25
Hon. Phil Bacerra, Santa Ana	District 16
Hon. Rusty Bailey, Riverside	District 68
Hon. Will Berg, Port Hueneme	VCOG
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Art Brown, Buena Park	District 21
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. John Dutrey, Montclair	SBCTA
Hon. Emily Gabel-Luddy	AVCJPA
Hon. James Gazeley, Lomita	District 39
Hon. Dean Grose, Los Alamitos	District 20
Hon. Jack Hadjinian	Montebello
Hon. Curt Hagman	San Bernardino County
Hon. Ray Hamada	Bellflower
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Steven Hofbauer, Palmdale (Vice Chair)	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. Steven Ly, Rosemead	District 32
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10

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Hon. Larry McCallon, Highland	SBCTA
Hon. Marsha McLean, Santa Clarita	District 67
Hon. L. Dennis Michael	District 9
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Frank Navarro, Colton	District 6
Hon. Hector, Pacheco, San Fernando	District 67
Hon. Ed Reece, Claremont	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Tim Sandoval, Pomona	District 38
Hon. Rey Santos, Beaumont	District 3
Hon. Zak Schwank, Temecula	District 5
Hon. Thomas Small, Culver City	Culver City
Hon. Jeremy Smith	Canyon Lake
Hon. Larry Smith	Calimesa
Hon. Ward Smith, Placentia	OCCOG
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. Colleen Wallace	Banning
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

Members Not Present:

Hon. Kathryn Barger	Los Angeles County
Hon. Ben Benoit, Wildomar	South Coast AQMD
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Diane Dixon, Newport Beach	OCCOG
Hon. Paul Krekorian	District 49
Hon. Richard Loa, Palmdale	NCTC
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Charles Puckett, Tustin	District 17
Hon. Ali Saleh, Bell	GCCOG
Hon. Marty Simonoff, Brea	District 22
Hon. Jose Luis Solache, Lynwood	District 26

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Cheryl Viegas-Walker, Imperial County Transportation Commission, called the meeting to order at 9:02 a.m. Hon. Jan Harnik, Palm Desert, led the Pledge of Allegiance. A quorum was present.

PUBLIC COMMENT

John Asuncion, SCAG staff, read written correspondence received: the first from Hills for Everyone in support of the conservation elements in Connect SoCal and the second from Southern California Bicycle Coalition in support of Connect SoCal. Hon. Cheryl Viegas-Walker, ICTC, asked for a review of the procedure regarding public comments and if late arriving items can be grouped with other comments received by the submission deadline.

ACTION/DISCUSSION ITEMS

1. **2020/2021 Sustainable Communities Program Guidelines – Active Transportation & Safety Call for Applications**

Julia Lippe-Klein, SCAG staff, reported on the SCS Guidelines – Active Transportation and Safety Call for Applications. Ms. Lippe-Klein provided an overview and history of the Sustainable Communities Program grants and its goal to provide needed planning resources to local jurisdictions for active transportation, multimodal planning efforts, sustainability and several other planning areas. She noted the call for applications for Active Transportation & Safety (ATS) will begin this year and that successful applicants will be supported with technical assistance. Cory Wilkerson, SCAG staff, reviewed the details of the application process. He stated projects of interest include community or area wide plans, quick builds and network and visioning. Mr. Wilkerson noted projects with innovative infrastructure, community engagement and vision such as a Go Human demonstration project, where a local agency can move forward to seek funding and see the project to completion. He reviewed the eligible applicants.

Mr. Wilkerson noted, with the committee's approval, the call for projects would commence September 8, 2020. In addition, two application workshops will be held October 7 and 21, 2020. The application deadline is November 13, 2020 and all applications will be submitted electronically. The recommended projects will be brought before the Regional Council for approval May 2021 with final approval provided by the California Transportation Commission June 2021. Projects can begin in years 2021 – 2022.

Hon. Jan Harnik, Palm Desert, noted a recent SCAG Go Human demonstration project led to the development of active transportation infrastructure improvements in her city and encouraged other jurisdictions to explore these programs.

Hon. Hector Pacheco, San Fernando, asked about the application workshops. Ms. Lippe-Klein responded that information about the workshops will be available soon on SCAG's web site and she is also available to assist jurisdictions.

A MOTION was made (Hagman) to approve the 2020/2021 Sustainable Communities Program Guidelines – Active Transportation & Safety Call for Applications. The motion was SECONDED (Ashton) and passed by the following votes:

AYES: ASHTON, BACERRA, BAILEY, BERG, BETTS, BROWN, BUSCAINO, CHUN, DUTREY, GABEL-LUDDY, GAZELEY, GROSE, HADJINIAN, HAGMAN, HAMADA, HARNIK, HOFBAUER, JUDGE, KELLEY, KRUPA, LORIMORE, LY, MANOS, MARQUEZ, MCCALLON, MICHAEL, MOORE, NAJARIAN, NAVARRO, PACHECO, REECE, RUIZ, SANDOVAL, SANTOS, SCHWANK, SMALL, SMITH J., SMITH L., SPIEGEL, STERNQUIST, TALAMANTES, TERCERO, VIEGAS-WALKER, WAGNER, WALLACE, WAPNER, WEINTRAUB (47)

NOES: None (0)

ABSTAIN: None (0)

2. CalSTA Zero Traffic Fatalities Task Force Findings & Recommendations

Rachel Carpenter, Chief Safety Officer, Caltrans, reported on the Zero Traffic Fatalities Task Force Findings and Recommendations. Ms. Carpenter stated she is Caltrans first Chief Safety Officer and noted a report has been concluded which recommends actions to improve safety focusing on establishing speed limits, engineering, enforcement and education. She noted the recommendations take a new approach to establishing speed limits based on safe system principles. Ms. Carpenter stated the goal is to develop a new speed setting methodology, which provides greater flexibility to agencies to set appropriate roadway speeds. Additional efforts include establishing greater technical assistance and revising the Manual for Setting Speed Limits.

She noted engineering solutions aim to improve traffic control and how traffic control devices are used and deployed in the state. Ms. Carpenter reported that survey information indicates a greater need to add standards regarding the deployment of traffic control devices and to accommodate the need by local jurisdictions to make short-term changes in devices as a result of immediate changes in the environment. The bikes and pedestrian effort was reviewed and she noted the pedestrian monitoring program has been made permanent, including both hotspot and system monitoring. Ms. Carpenter added that

Caltrans seeks an inclusive approach to roadway safety and encouraged members to please forward ideas and suggestions for improvement to safety.programs@dot.ca.gov.

Hon. Russell Betts, Desert Hot Springs, stated a construction zone on the I-10 corridor between Coachella Valley and Beaumont has a posted speed limit of 60 MPH with strict enforcement; however, drivers often drive at higher speeds and the limit is not enforced which causes a safety issue for all motorist travelling the corridor.

Emily Gabel-Luddy, Burbank, stated large animal keep is common in some jurisdictions and asked if assistance can be provided to address roadway safety relative to the presence of large animals. Ms. Carpenter responded that she could provide resources within Caltrans to assist the effort.

3. Inland Empire Comprehensive Multimodal Corridor Plans Status Report

Gary Hamrick, Cambridge Systematics, reported on the Inland Empire Comprehensive Multimodal Corridor Plans Status Report. Mr. Hamrick stated that multi modal corridor planning is a new SB 1 requirement and this study was funded by a Caltrans grant. He noted corridor planning is guided by the Caltrans Multimodal Corridor Planning Guidebook and the California Transportation Commissions Guidelines. He reported the Inland Empire is vast with a variety of mobility activities, so it was best to study the area by defining 10 sub corridors, 5 east-west, 5 north-south based on frequent origin and destinations in the Inland Empire. Further, there was extensive community outreach in the development of the plan. Mr. Hamrick stated each of the 10 sub corridors were extensively analyzed. For example, household income below poverty level was examined to understand if that population faces challenges in getting around. Population-Employment (PE) ratios were examined to understand how far workers travel to their jobs as well as Vehicle Miles Travelled. Freeway safety and collisions were analyzed in addition to hot spots for bicycle and pedestrian accidents.

Mr. Hamrick noted that the work led to the recommendation of over 1,500 transportation projects including highway, arterial, goods movement, transit and active transportation.

Hon. Cheryl Viegas-Walker, El Centro, asked for a follow up report at a future date.

CONSENT CALENDAR

Approval Item

4. Minutes of the Meeting, July 2, 2020

Receive and File

5. Final Connect SoCal Technical Refinements and PEIR Addendum
7. 2021 Active Transportation Program Regional Guidelines Schedule Update
8. Housing Production Study
9. California Climate Investments (CCI) 2020 Update

A MOTION was made (Hagman) to approve the Consent Calendar. The motion was SECONDED (Navarro) and passed by the following votes:

AYES: ASHTON, BACERRA, BAILEY, BERG, BETTS, BROWN, BUSCAINO, CHUN, DUTREY, GABEL-LUDDY, GAZELEY, GROSE, HADJINIAN, HAGMAN, HAMADA, HARNIK, HOFBAUER, JUDGE, KELLEY, KRUPA, LORIMORE, LY, MANOS, MARQUEZ, MCCALLON, MCLEAN, MICHAEL, MOORE, NAJARIAN, NAVARRO, PACHECO, REECE, RUIZ, SANDOVAL, SANTOS, SCHWANK, SMALL, SMITH J., SMITH L., SMITH W., SPIEGEL, STERNQUIST, TALAMANTES, TERCERO, TYE, VIEGAS-WALKER, WAGNER, WALLACE, WAPNER, WEINTRAUB (50)

NOES: None (0)

ABSTAIN: None (0)

ADJOURNMENT

Hon. Cheryl Viegas-Walker, El Centro, adjourned the meeting at 10:07 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

TC

2020- 21

MEMBERS	CITY	Representing	2020- 21													Total Mtgs Attended To Date
			JUN (GA)	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
Ashton, Sean	Downey	District 25		1		1										2
Bacerra, Phil	Santa Ana	District 16		1		1										2
Bailey, Rusty	Riverside	WRCOG		1		1										2
Barger, Kathryn	Los Angeles County	Los Angeles County														
Benoit, Ben	Wildomar	South Coast AQMD		1												1
Berg, Will	Port Hueneme	VCOG		1		1										2
Betts, Russell	Desert Hot Springs	CVAG		1		1										2
Brown, Art	Buena Park	District 21		1		1										2
Buscaino, Joe	Los Angeles	District 62				1										1
Chun, Ross	Aliso Viejo	OCTA		1		1										2
Curtis, Jonathan	La Cañada Flintridge	District 36														
Dixon, Diane	Newport Beach	OCCOG		1												1
Dutrey, J. John	Montclair	SBCTA		1		1										2
Gabel-Luddy, Emily	Burbank	AVCJPA		1		1										2
Gazeley, James	Lomita	District 39		1		1										2
Grose, Dean	Los Alamitos	Dist 20		1		1										2
Hadjinian, Jack	Montebello	SGVCOG		1		1										2
Hagman, Curt	San Bernardino Cnty	San Bernardino Cnty		1		1										2
Hamada, Ray	Bellflower	Bellflower		1		1										2
Harnik, Jan	Palm Desert	RCTC		1		1										2
Hofbauer, Steven	Palmdale	District 43		1		1										2
Judge, Mike	Simi Valley	VCTC				1										1
Kelley, Trish	Mission Viejo	OCCOG		1		1										2

Tye, Steve	Diamond Bar	District 37		1		1										2
Viegas-Walker, Cheryl	El Centro	District 1		1		1										2
Wagner, Don	Orange County	Orange County		1		1										2
Wallace, Colleen	Banning	Banning				1										1
Wapner, Alan	Ontario	SBCTA		1		1										2
Weintraub, Alicia	Calabasas	LVMCOG		1		1										2



Southern California Association of Governments
Remote Participation Only
October 1, 2020

To: Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Alison Linder, Senior Regional Planner,
(213) 236-1934, linder@scag.ca.gov
Subject: Pathways to Clean Vehicle Technology and Alternative Fuels
Implementation in San Bernardino County

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:
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:
In this presentation, Jeff Ang-Olson from ICF will share the methods and results of a recent study called Pathways to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernardino County. This study was completed in partnership with the San Bernardino County Transportation Authority (SBCTA) in July 2020. This study is one of several ongoing efforts to understand and help facilitate the region's transition to a cleaner goods movement system. This study had 3 major components: development of a Scenario Analysis Tool, Stakeholder Outreach and development of an Action Plan for local governments in San Bernardino County. The Action Plan includes steps that cities can take to facilitate a transition to clean vehicle technology and alternative fuel use.

BACKGROUND:
Currently, much of the SCAG region fails to meet federal ozone and fine particulate air quality standards as mandated by the federal Clean Air Act. The South Coast Air Basin (SCAB) which includes Orange County and portions of Riverside, Los Angeles and San Bernardino Counties, is designated as an extreme nonattainment area for the 1997, 2008, and 2015 8-hour ozone standards. NOx is a precursor to ozone formation, and therefore a key pollutant to control. For the SCAB in 2016, mobile sources were estimated to be responsible for 83 percent of NOx emissions, and emissions from goods movement sources were estimated to be 52 percent of the total. In 2016,

heavy-duty trucks were responsible for 58 percent of goods movement related NOx emissions, or 30 percent of total NOx emissions (Source: Connect SoCal, Goods Movement Technical Appendix). As such, Connect SoCal's goods movement action plan focuses on reducing the air quality impacts of the goods movement system. Improving air quality is a priority for better public health, meeting federal and state requirements, and reducing the region's contribution to climate change.

In this presentation, Jeff Ang-Olson from ICF will share the methods and results of a recent study called Pathways to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernardino County. This study was completed in partnership with the San Bernardino County Transportation Authority (SBCTA) in July 2020, and was funded by a Caltrans Sustainable Transportation Planning Grant. This study is one of several ongoing efforts to understand and help facilitate the region's transition to a cleaner goods movement system.

The objective of this study was to visualize how different vehicle technologies and fuels could be used to reduce both greenhouse gas (GHG) and NOx emissions in San Bernardino County and to evaluate the big picture tradeoffs of different technology combinations for light, medium and heavy duty vehicles in terms of emissions benefits and financial costs. Technical feasibility, infrastructure readiness and time of transition were also considered. An action plan resulted from this study with recommended actions cities can take to facilitate a transition to clean vehicle technology and alternative fuel use.

This study had 3 major components: development of a Scenario Analysis Tool, Stakeholder Outreach and development of an Action Plan for local governments in San Bernardino County.

The Scenario Analysis Tool used data from EMFAC and altered assumptions about the fleet mix and fuel supply. Six scenarios were evaluated, including Baseline, Electrification, Aggressive Electrification, Natural Gas as a Bridge, Biofuels, and use of Low NOx Diesel plus Biofuels. The Scenario Analysis showed that the Aggressive Electrification scenario performed the best in terms of GHG reduction and was second only to Low-NOx diesel and biofuels in terms of NOx savings. However, the Low-NOx diesel and Biofuels scenario did not have any associated cost savings. This portion of the study called attention to the difficulties faced by local jurisdictions in investing in the "best" technology, as all seem to have different trade-offs. While electrification is recognized as the best option for light duty passenger vehicles, the optimal technology for medium and heavy-duty vehicle emission reduction will vary depending on the application and operational needs.

Throughout this study, input was received from multiple stakeholders. A Technical Advisory Committee (TAC) guided the process, different fleet owners were interviewed, a workshop was held with private industry, and a survey was done to collect input from environmental justice and advocacy groups. In addition, two focus groups were held where consumer knowledge and

perceptions of new technology and communication pathways and ways to distribute information to consumers were discussed.

Finally, the results of the scenario analysis and stakeholder input were analyzed to inform an action plan. The action plan is a guide for local governments about actions they can take to help accelerate a transition to clean technologies and fuels. Implementation steps are suggested for privately owned vehicles, fleet owned vehicles and municipal fleets and include actions such as streamlining permit applications and educating consumers about alternatively fueled vehicle opportunities.

FISCAL IMPACT:

Work associated with this item was included in the FY 2019-20 Overall Work Program (OWP) budget under project number 20-145.4819.01, Pathways to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernardino County.

ATTACHMENT(S):

1. PowerPoint Presentation - Paths to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernardino County



Paths to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernardino County

Energy and Environment Committee



Project Purpose and Overview

Focus on vehicle-based portion of achieving GHG reduction goals and federal ozone standards in the South Coast Air Basin, with focus on San Bernardino County

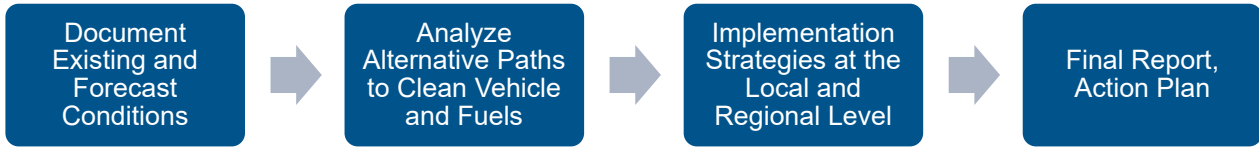
Basic question addressed by project:

How can local and regional agencies advance the penetration of clean vehicles and fuels to achieve air quality, climate, and economic goals?

Secondary question addressed by project:

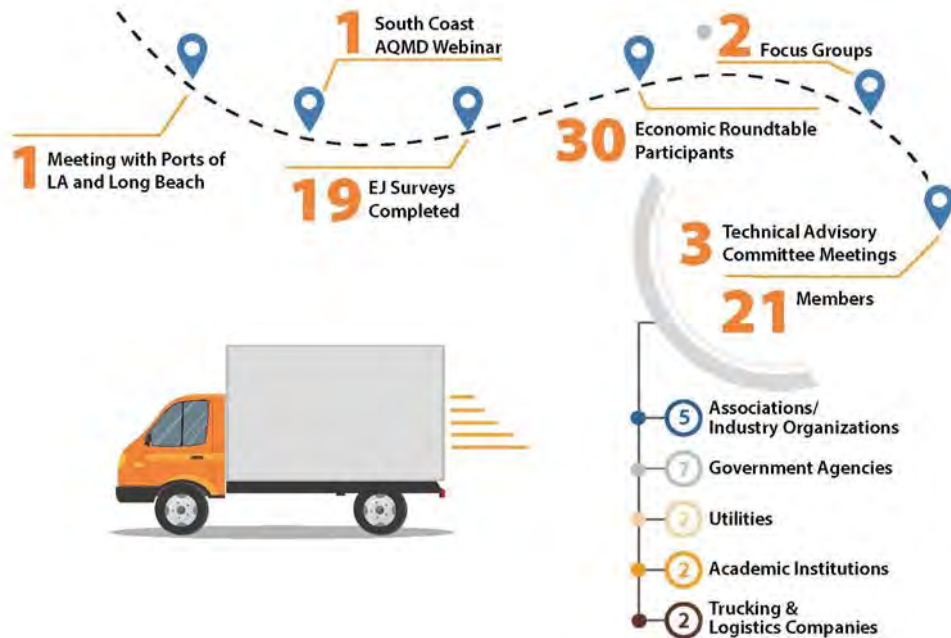
Given that vehicle and fuel options for GHG and NOx reduction differ in terms of technological feasibility, costs, effectiveness, sector applicability, infrastructure requirements, etc., what is the optimal path forward?

Project Roadmap



Technical Advisory Committee + Outreach

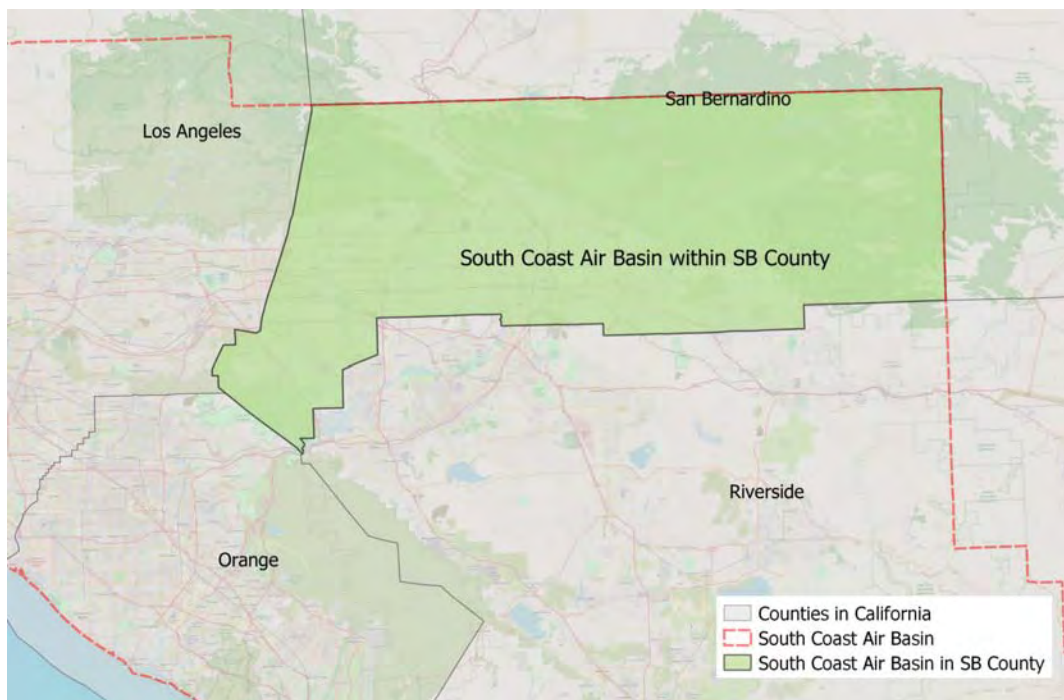
Outreach



Scenario Analysis

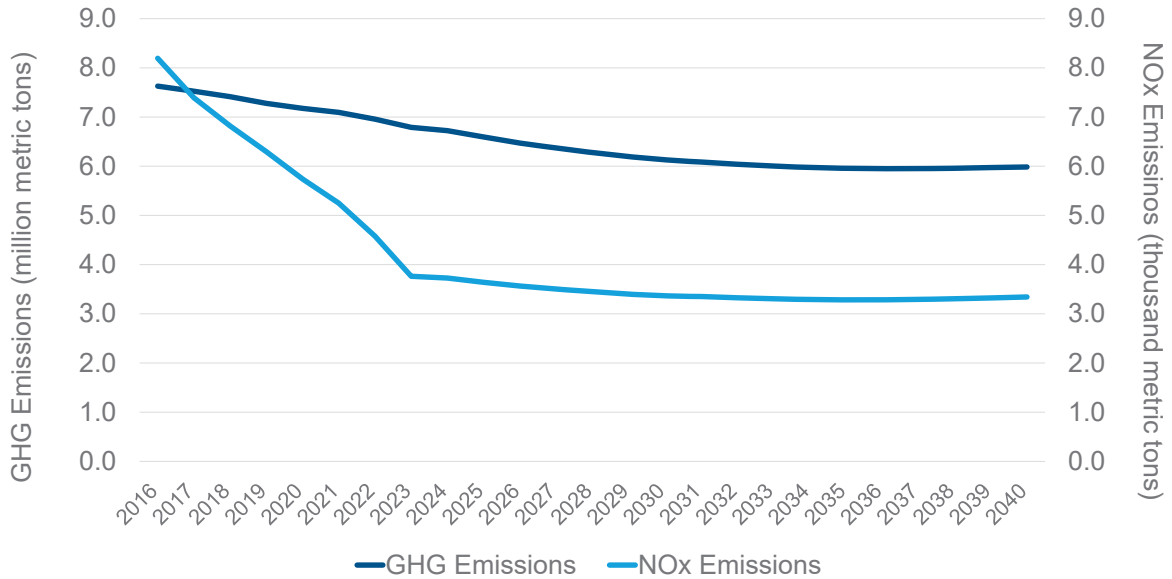


Study Area



Baseline

Baseline On-Road GHG and NOx Emissions in Study Area, 2016 – 2040



7

Baseline

Vehicle Type	2016		2040	
Vehicle Population (thousand)				
Light Duty	852.5	96%	1314.8	96%
Medium Duty	17.1	2%	25.7	2%
Heavy Duty	17.7	2%	24.0	2%
Total	887.4	100%	1364.5	100%
GHG Emissions (million metric tons)				
Light Duty	6.17	81%	4.60	77%
Medium Duty	0.31	4%	0.31	5%
Heavy Duty	1.14	15%	1.07	18%
Total	7.63	100%	5.98	100%
NOx Emissions (thousand metric tons)				
Light Duty	3.15	38%	0.58	17%
Medium Duty	0.98	12%	0.40	12%
Heavy Duty	4.06	50%	2.37	71%
Total	8.19	100%	3.34	100%





← LDVs dominate

← LDVs dominate

← HDVs dominate

8

Overview of Scenarios

Scenarios	Brief Description
Baseline	EMFAC Baseline. Includes biofuels volumes and carbon intensity as reported through 2018 (e.g., via LCFS reporting).
Scenario 1 – Electrification 	Focus on Electrification. Reflects a future with a faster-than-expected transition towards electrification among all vehicle types. Similar to initial proposed ACT Rule.
Scenario 2 – Aggressive Electrification 	More Rapid and Intensive Electrification. For MD/HD, similar to final adopted Advanced Clean Truck Rule.
Scenario 3 – Natural Gas as a Bridge 	Focus on Natural Gas as a Bridge. Relies primarily on natural gas (renewable) for heavy-duty vehicle emission reductions through the early 2030s. NGVs serve as a bridge technology until electric truck costs decline sufficiently to warrant significant deployment in MD/HD sectors. For LDVs, assumes electrification identical to Scenario 1.
Scenario 4 – Biofuels 	Focus on Liquid Biofuels. Reflects a future with aggressive reductions across the spectrum linked to liquid biofuel consumption—including reduced carbon intensity of existing ethanol and biodiesel plus higher consumption of ethanol in light-duty vehicles and renewable diesel in heavy-duty vehicles.
Scenario 5 – Low NOx Diesel + Biofuels	Focus on Low-NOx Diesel. Reflects a future with low NOx-diesel engines in addition to the potential reductions linked to liquid biofuel consumption.

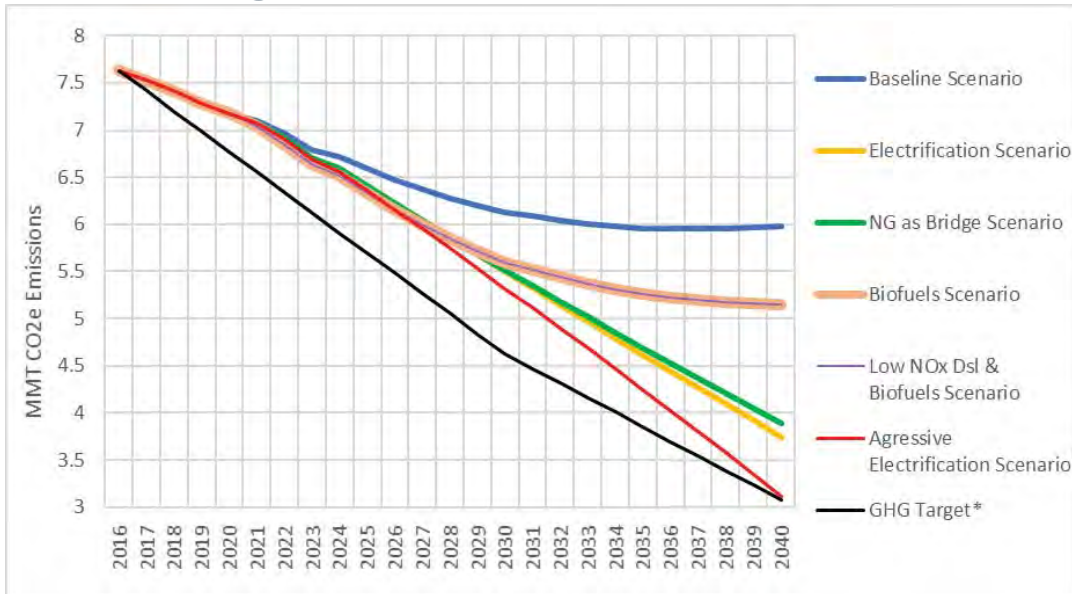
9

Scenario EV and NGV Sales Fractions

Vehicle Type	FHWA Class	Electrification Scenario		Aggressive Electrification Scenario		Natural Gas as a Bridge Scenario			
		2030	2040	2030	2040	2030 NG	2030 EV	2040 NG	2040 EV
Light Duty	1	41.5%	80%	50%	100%	0%	41.5%	0%	80%
Light Duty	2	15%	50%	25%	75%	10%	5%	10%	25%
Medium Duty	3	15%	50%	25%	75%	10%	5%	10%	25%
Medium Duty	4	50%	75%	60%	80%	25%	5%	25%	50%
Medium Duty	5	50%	75%	60%	80%	45%	5%	35%	35%
Medium Duty	6 (IRP and Ag)	15%	50%	25%	75%	40%	5%	20%	25%
Medium Duty	6 (out of state)	0%	0%	0%	0%	0%	0%	0%	0%
Medium Duty	6 (all other)	50%	75%	60%	80%	45%	5%	35%	35%
Heavy Duty	7 (IRP)	15%	35%	25%	50%	40%	5%	20%	25%
Heavy Duty	7 (out of state)	0%	0%	0%	0%	0%	0%	0%	0%
Heavy Duty	7 (all other)	50%	75%	60%	80%	45%	5%	35%	35%
Heavy Duty	8 (vocational)	50%	75%	60%	80%	45%	5%	35%	35%
Heavy Duty	8 (tractors)	15%	35%	25%	50%	40%	5%	20%	25%
Heavy Duty	8 (out of state)	0%	0%	0%	0%	0%	0%	0%	0%

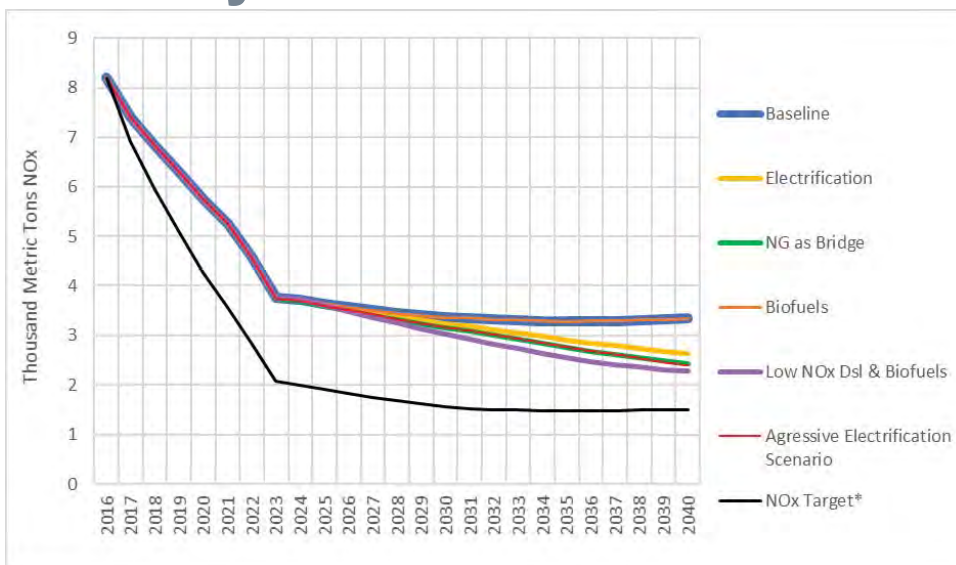
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Summary of Scenario CO2 Emissions Impacts



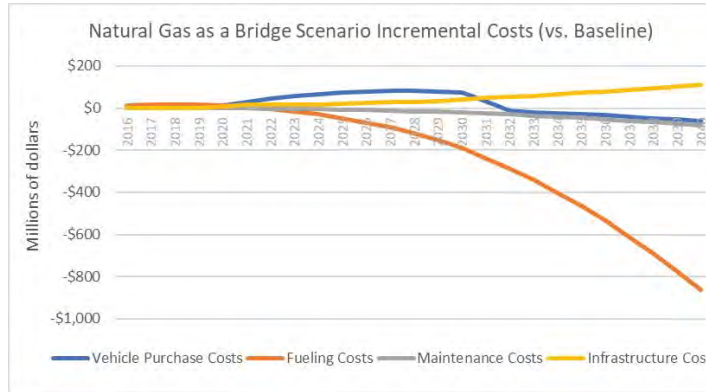
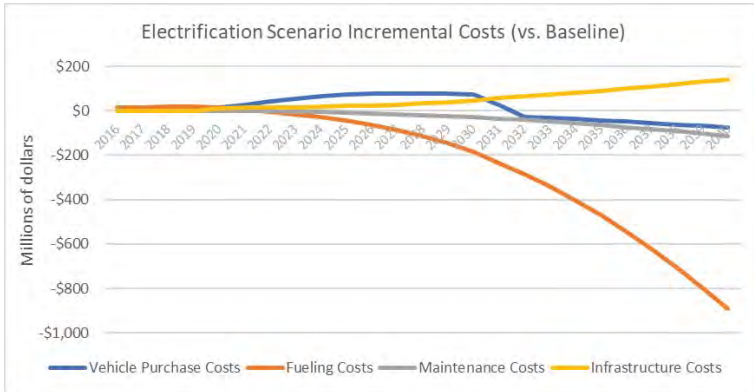
* GHG target reflects the percent reductions needed statewide from all sources to achieve California's 2030 and 2050 emissions targets

Summary of Scenario NOx Emissions Impacts



* NOx target reflects the percent reduction in NOx emissions in the South Coast Air Basin from all sources necessary to achieve attainment with the federal ozone standard, as presented in the 2016 Air Quality Management Plan.

Incremental Costs (Relative to the Baseline)



13

Incremental Cumulative Costs (Relative to the Baseline), 2016-2030



14

Incremental Cumulative Costs (Relative to the Baseline), 2016-2040



15

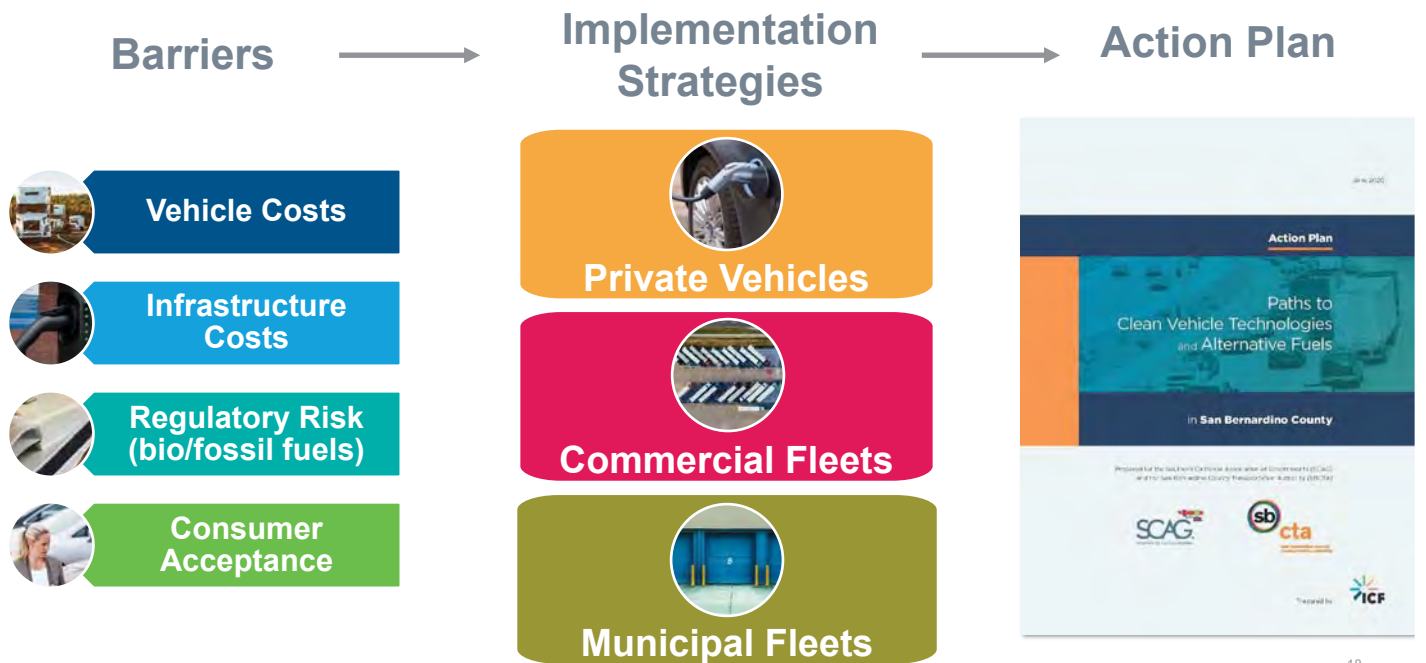
Scenario Model Findings

- Electrification and NG as a Bridge scenarios can achieve large GHG (35-37%) and NOx (21-27%) reductions relative to the Baseline by 2040
- None of the current scenarios hit the NOx reduction targets established as benchmarks. Only Aggressive Electrification hits GHG target.
- Electrification and NG as a Bridge scenarios are similar in their costs
 - Large net cost savings after 2030 due to assumptions about fueling cost savings – this can spur adoption
 - Both scenarios require ~\$1 billion in cumulative costs for charging/fueling infrastructure
- Biofuels + low-NOx diesel engines can also achieve significant emission reductions, but without operating cost savings
- Our scenario analysis does not lead us to conclude that either electrification or natural gas is the clear preferred path among MD/HDVs for achieving both NOx and GHG reduction targets

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Implementation Strategies and Action Plan

Action Plan Approach



Private Vehicle Implementation Strategies



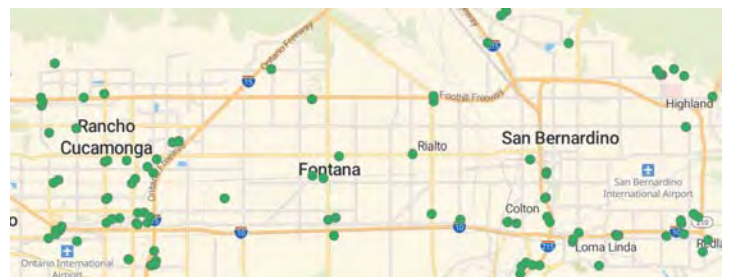
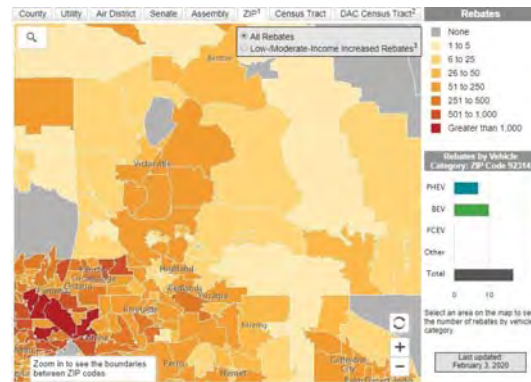
Information Gathering	<ol style="list-style-type: none"> 1. Assess EV registrations in local jurisdictions 2. Identify EV charging infrastructure gaps
Enabling	<ol style="list-style-type: none"> 3. Streamline EV charger permitting processes 4. Strengthen EV-ready building codes 5. Strengthen EV-ready zoning and parking codes
Investing	<ol style="list-style-type: none"> 6. Deploy public EV charging infrastructure 7. Explore EV shared mobility services
Reinforcing	<ol style="list-style-type: none"> 8. Support State EV programs 9. Develop or update a Climate Action Plan

19

Private Vehicles

Information Gathering

- Assess EV registrations in local jurisdictions
 - Clean Vehicle Rebate Project (CVRP) data
- Identify EV charging infrastructure gaps
 - Focus on closing gaps in DCFC infrastructure



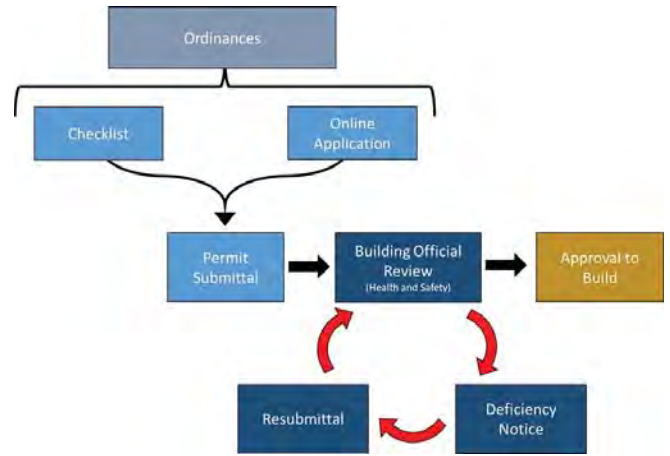
20

Private Vehicles

Enabling

- **Update EV readiness provisions in municipal building and zoning codes**
 - Reduce cost of deploying EV charging infrastructure in new and retrofitted buildings by installing critical electrical infrastructure

- **Streamline municipal EV charging station permitting processes pursuant to AB 1236**
 - Increase the speed and cost effectiveness of charging station installations



Credit: GO-Biz

Private Vehicles

Investing and Reinforcing

- **Deploy public charging infrastructure with support from existing and pending programs**
 - SCE Charge Ready 2 (pending), SCE AB 1082 and 1083 programs, CALeVIP Southern California Incentive Project
- **Engage disadvantaged and low-income communities on EV benefits**
 - Coordinate with CARB, AQMD, and other stakeholders on available program opportunities for vulnerable communities.
- **Support new and existing state programs that accelerate EV adoption**
 - Participate in agency proceedings and other forums to expand funding opportunities.



Commercial Vehicle Implementation Strategies



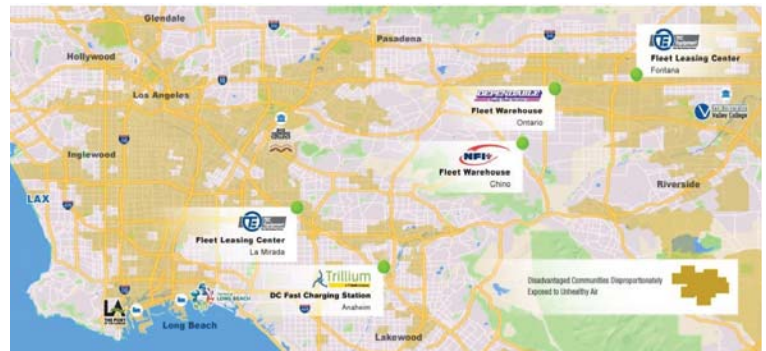
Information Gathering	<ol style="list-style-type: none"> 1. Support knowledge maintenance on emerging technologies
Enabling	<ol style="list-style-type: none"> 2. Streamline hydrogen fueling station permitting processes 3. Streamline natural gas fueling station permitting processes 4. Streamline EV charger permitting processes 5. Strengthen EV-ready building codes
Reinforcing	<ol style="list-style-type: none"> 6. Support State clean vehicle programs

23

Commercial Vehicles

Information Gathering

- **Support knowledge maintenance on emerging technologies**
 - Coordinate with CARB, SCAQMD, and other stakeholders involved in demonstrations and pilots



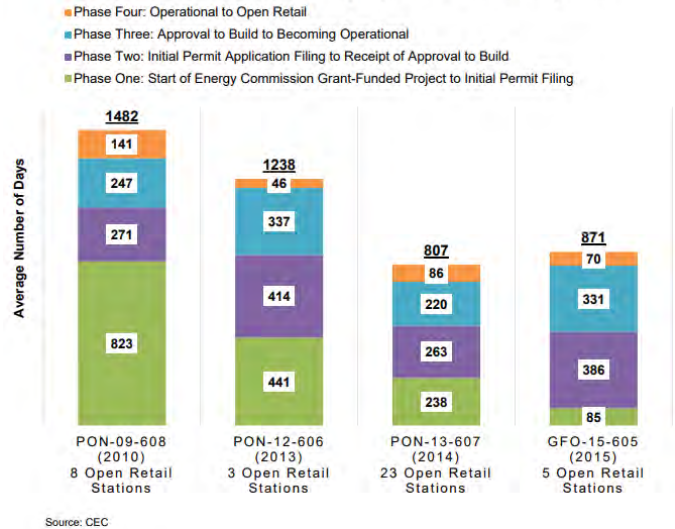
24

Commercial Vehicles

Enabling

- Update EV readiness provisions in municipal building and zoning codes
- Streamline municipal EV charging station permitting processes pursuant to AB 1236
- Streamline municipal hydrogen and natural gas station permitting processes

Figure 11: Average Number of Days Spent on Station Development



Source: CEC

Municipal Fleet Implementation Strategies

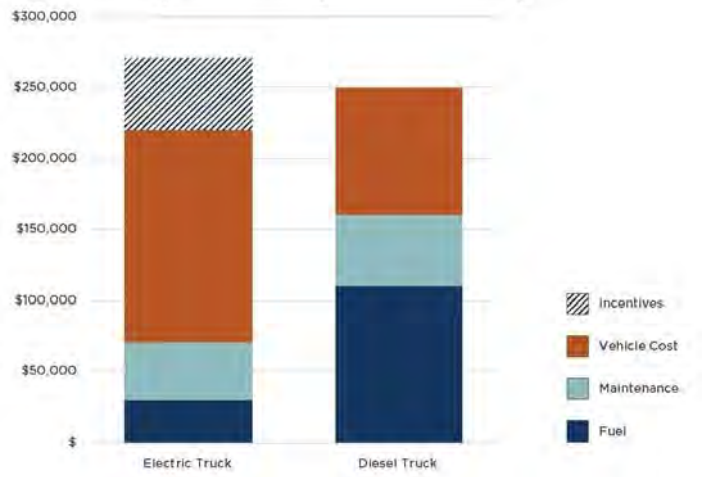


Information Gathering	1. Conduct a fleet assessment
Enabling	2. Establish light-duty EV procurement goals
	3. Establish clean medium and heavy-duty procurement goals
	4. Expand light-duty charging infrastructure investment
Investing	5. Leverage vehicle master purchase contracts
	6. Establish RNG procurement goals for NGVs
	7. Establish renewable diesel procurement goals for remaining diesel vehicles
Reinforcing	8. Participate in the Low Carbon Fuel Standard

Municipal Fleets

Information, Enabling

- **Conduct a fleet assessment**
 - Identify prime candidates for alternative fuels
- **Develop clean vehicle procurement targets**
 - Cover light, medium, and heavy-duty vehicles through 2030



Municipal Fleets

Investing, Reinforcing

- **Deploy EV charging and other clean fueling infrastructure**
- **Leverage vehicle master purchase contracts**
- **Procure low carbon fuels for remaining internal combustion engine vehicles**
 - Renewable natural gas
 - Renewable diesel
- **LCFS participation**



Credit: Neste

Questions?

Contacts:

Alison Linder, SCAG Project Manager, linder@scag.ca.gov

Steve Smith, SBCTA, ssmith@gosbcta.com

Jeff Ang-Olson, Consultant Project Manager, jeffrey.ang-olson@icf.com



Southern California Association of Governments
Remote Participation Only
October 1, 2020

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Community, Economic and Human Development Committee (CEHD)
Regional Council (RC)
From: John Cho, Senior Regional Planner,
(213) 236-1847, choj@scag.ca.gov
Subject: Updates on Regional Data Platform (RDP)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD:

For Information Only – No Action Required

RECOMMENDED ACTION FOR EEC, TC AND RC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

The Regional Data Platform (RDP) will provide an online tool for SCAG and local jurisdictions to access data necessary for local general plan development and general decision making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions. Since the RDP project kick-off in May 2020, SCAG and Esri staff have been working collaboratively to move the project forward in terms of project management, tool prototyping, data orchestration, licensing, outreach, and system architecture. SCAG staff will provide an overview of the RDP and how it will be beneficial to local jurisdictions.

BACKGROUND:

The RDP will provide an online tool for SCAG and local jurisdictions to access data necessary for local general plan development and general decision making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions. The RDP will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies and development impact assessments.

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

Be Open | Lead by Example | Make an Impact | Be Courageous

The RDP goals will serve local jurisdictions, other partner agencies, and the general public in southern California to:

- Foster collaboration between SCAG, local jurisdictions, stakeholders, the general public, and local communities by making data used for decision-making more transparent and broadly available;
- Support planning for sustainable growth by assessing the local and regional impacts of land use and transportation choices by benchmarking likely outcomes to regional performance metrics (to be informed by SCAG’s regional transportation and sustainable communities planning processes);
- Serve as a primary regional data resource to support regional and local planning, and provide forward-thinking dashboards and innovative tools to end-users to improve and enhance workflows;
- Provide an integrated system for data collection through web-based data services (i.e. data in the cloud), automated update processes, standardized and efficient regional data management, and robust data governance structures; and
- Promote partnerships (e.g., with local governments, regional agencies, state and federal agencies, private firms, and universities and international organizations), to establish long term collaborative data sharing practices for regionally significant planning activities in Southern California, with the aim of promoting a common vision, shared goals, and mutual benefits.

PROJECT’S BENEFITS & KEY DELIVERABLES:

The project’s benefits and key deliverables include, but are not limited to:

- The RDP will provide an online tool for SCAG and local jurisdictions to access data necessary for local general plan development and general decision making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions; and
- It will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies, and development impact assessments.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2020.21 Overall Work Program (The Regional Data Platform: 280-4832.01, 280-4832.02, and 280-4832.03).

ATTACHMENT(S):

1. PowerPoint Presentation - Regional Data Platform

Regional Data Platform

Past, Current, and Future Milestones

RDP Core Team

Javier Aguilar, Guy Copes, Hao Cheng, Jonathan Holt, and Tom Vo

Committee of Community Economic and Human Development, October 2020

www.scag.ca.gov



Overview

- 1) Regional Data Platform (RDP) Introduction
- 2) Schedule and Progress
- 3) Local Jurisdictions Outreach
- 4) General Plan Update Pilots
- 5) RDP Prototypes
- 6) Expected Benefits
- 7) Conclusion

RDP Introduction

- Why RDP?
 - Most jurisdictions in the SCAG Region have not updated their General Plans since 2004
- What are the current challenges?
 - Local jurisdictions
 - Limited resources and in-house tools
 - SCAG
 - Needs reliable local data for accurate regional forecasting and planning
- What are the RDP goals?
 - Facilitate better planning among SCAG member agencies by providing modern tools and best practices to assist with General Plan Updates
 - Streamline the process of collecting and integrating data from member agencies so SCAG can do better regional planning

A Platform for a Smarter Region

The SCAG Regional Data Platform

- A robust system of systems for regional data sharing and collaboration
- Provides long range planning tools to all member agencies
- Facilitates better planning at all levels



Regional Data Platform Schedule

2020 2021 2022

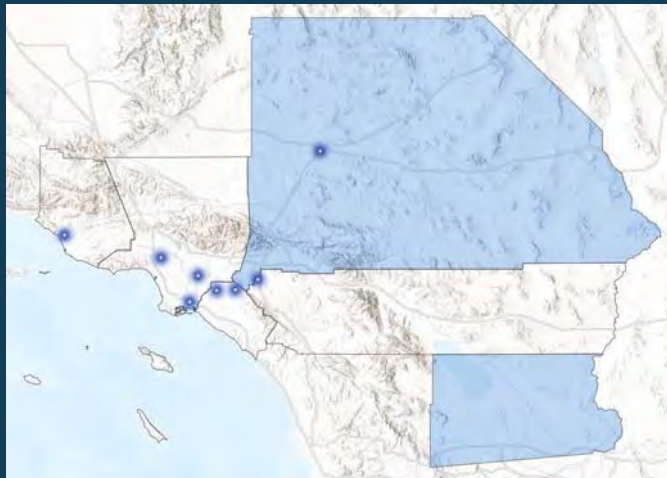


Project Status

Major Project Tracks	Status
Project Coordination	On Track
SCAG Staff Outreach	Slightly Behind → <i>Redistribution of planned on-site meetings and topics due to COVID-19</i>
Local Jurisdiction Outreach	Slightly Behind → <i>Redistribution of planned on-site meetings and topics due to COVID-19</i>
Long Range Planning Tool Development	On Track
System Training	On Track

Local Jurisdictions Outreach

- List of 10 based on mutually developed selection criteria
- Letter and criteria survey sent to 20 candidates on June 26
- Survey results helped narrow down the selection to 10 jurisdictions to participate in outreach interviews



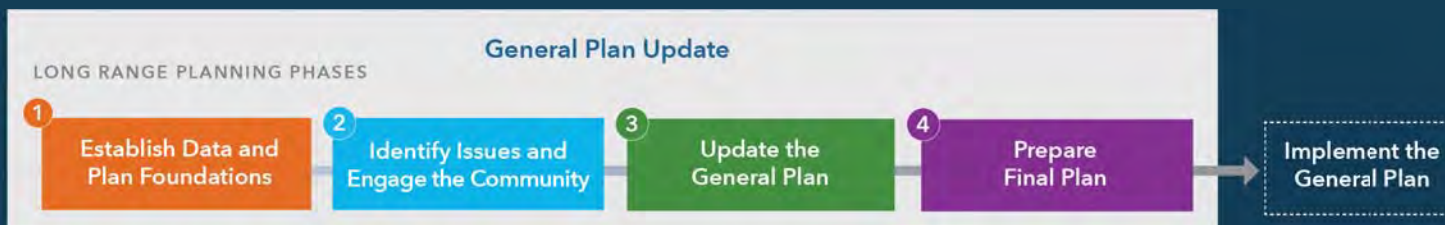
1. Imperial County
2. San Bernardino County
3. City of Los Angeles
4. City of Long Beach
5. City of Pico Rivera
6. City of Fullerton
7. City of Eastvale
8. City of Barstow
9. City of Yorba Linda
10. City of Ventura

RDP Champion Cities:
 City of Garden Grove
 City of Palm Springs
 City of Ontario

Attachment: PowerPoint Presentation - Regional Data Platform [Revision 2] (Updates on Regional Data Platform (RDP))

General Plan Update Pilots

- Starts developing the RDP in January 2021
- Select five local jurisdictions from the local outreach interviews
- RDP pilot system launch in July 2021
- RDP system launch is scheduled on February 2022



2020 Esri UC Special Interest Group (7/16/2020)

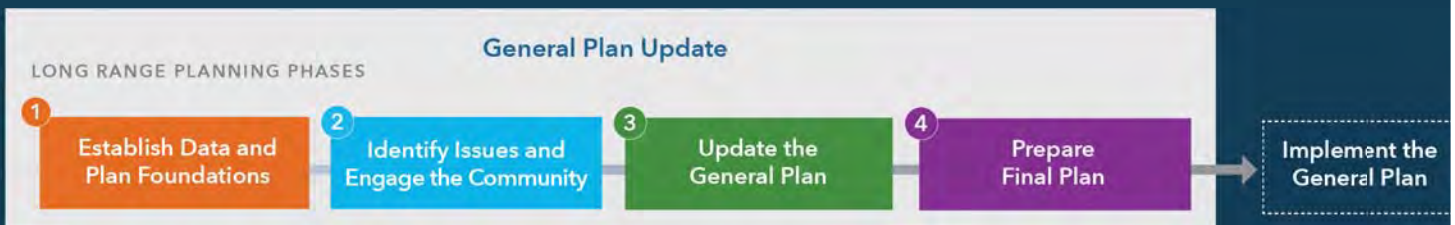


- [Link to the SIG meeting recording](#)
- 170+ people registered
 - 65% from local jurisdictions

Agency Type	Registered	Registered (%)
City	91	53%
COG	3	2%
County	7	4%
CTC	11	6%
DOT	12	7%
Non-Profit	3	2%
Private	5	3%
Resources Agency	9	5%
SCAG	26	15%
Tribal Nation	1	1%
University	3	2%
Unknown	1	1%
Grand Total	172	100%

Attachment: PowerPoint Presentation - Regional Data Platform [Revision 2] (Updates on Regional Data Platform (RDP))

RDP Prototypes



<p>a Resident Engagement <i>(part 1)</i></p>	<p>Getting to Know Your City Envisioning Your City's Future</p>	<p>Hub, Survey 123 Experience Builder</p>
<p>b Planning Tools</p>	<p>Forecasting & Analysis Land Use Planning</p>	<p>Business Analyst Urban</p>
<p>c Resident Engagement <i>(part 2)</i></p>	<p>Commenting on Specific Plans Ongoing Conversation with Residents</p>	<p>Hub Urban</p>

a

Resident Engagement (part 1)

Getting to Know Your City
Envisioning Your City's Future

Hub, Survey 123
Experience Builder



At 23:00 of meeting recording

b

Planning Tools

Forecasting & Analysis
Land Use Planning

Business Analyst
Urban

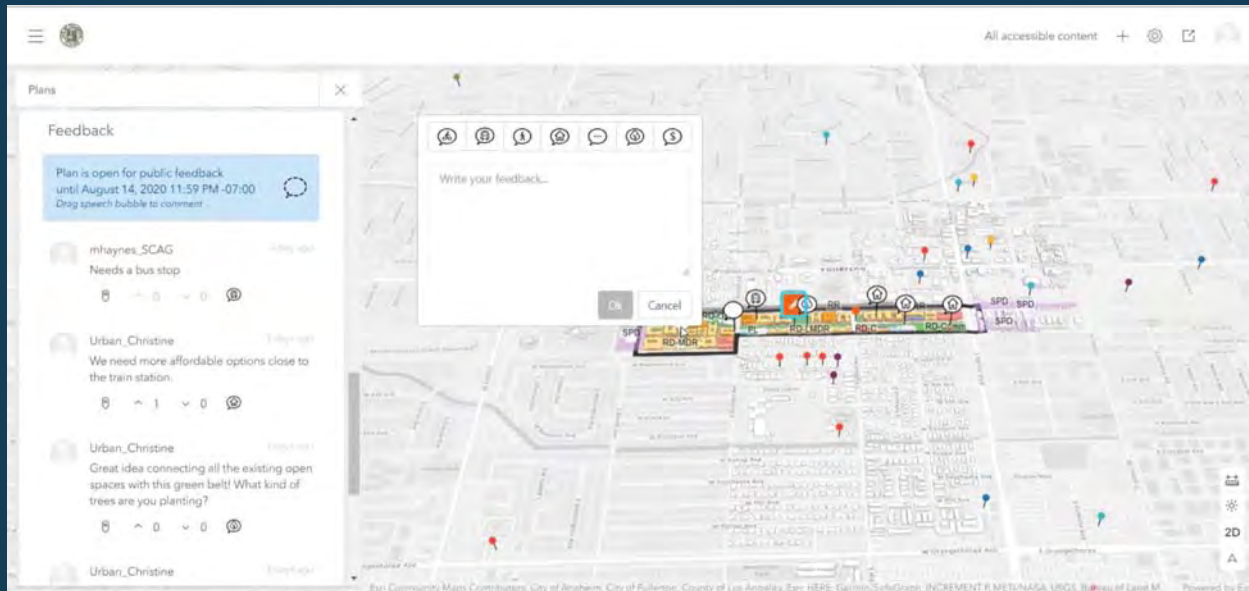


At 32:00 of meeting recording

Metric	Value
Population	2,488
Households	1,345
Jobs	436
Parking Spots	430
Daily Trips	+272
Required Parking Spots	+1,262
Energy Use	+38,321
CO2 Emissions	+177
Internal Water Use	+187,852
External Water Use	+138,132
Waste Water	+138,132
Solid Waste	+8,345

Attachment: PowerPoint Presentation - Regional Data Platform [Revision 2] (Updates on Regional Data Platform (RDP))

- At 50:00 of meeting recording



Agency Onboarding with License Rollout

- Including licenses on ArcGIS Pro, ArcGIS Online, Business Analyst, and ArcGIS Urban for each local jurisdiction
- Targeting to have 30-40 jurisdictions onboarded for purposes of utilizing licenses by October 2020
- Remaining are targeted to onboard by December 2020

Expected Benefits

- Provides data, map, and tools to support the General Plan Updates
- Provides Esri GIS licenses (e.g. ArcGIS Pro, ArcGIS Online, Urban, etc.)
- Provides a better workflow between SCAG and local jurisdictions
 - Facilitate better planning among SCAG member agencies by providing modern tools and best practices to assist with General Plan Updates
 - Streamline the process of collecting and integrating data from member agencies so SCAG can do better regional planning

Attachment: PowerPoint Presentation - Regional Data Platform [Revision 2] (Updates on Regional Data Platform (RDP))

Thank You!

Javier Aguilar, aguilar@scag.ca.gov

Tom Vo, vo@scag.ca.gov

RDP Core Team

Javier Aguilar, Guy Copes, Hao Cheng, Jonathan Holt, and Tom Vo

www.scag.ca.gov





Southern California Association of Governments
Remote Participation Only
October 1, 2020

To: Transportation Committee (TC)
From: Nancy Lo, Assistant Regional Planner,
(213) 236-1899, lo@scag.ca.gov
Subject: California Transportation Plan (CTP) 2050

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only – No Action Required.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The California Department of Transportation (Caltrans) will be presenting an overview on the California Transportation Plan (CTP) 2050. The Draft CTP 2050 is now available for a 60-day comment period which ends on October 22, 2020. The Plan and further details can be found at www.CTP2050.com.

BACKGROUND:

The California Transportation Plan (CTP) is a long-range, statewide multimodal transportation plan with a plan horizon of almost 30 years and is carried out in a continuing, cooperative, and comprehensive planning process under 23 Code of Federal Regulation (CFR) Part 450.200 and CFR 450.216. Caltrans is required to update the CTP every five years, as required by California Government Code (GC) Section 65071. The CTP 2050 will have a statewide vision of an innovative, accessible, sustainable, and integrated multimodal transportation system and address all Federal and State requirements. The CTP 2050 establishes statewide policies that are intended to meet California’s transportation needs in a safe, efficient, and sustainable way while informing the goals and projects of the six modal plans. In turn, the policy informs the development of the Caltrans’ specific modal plans. The CTP 2050 is anticipated to be completed by December 31, 2020. The CTP team has researched the impacts of COVID-19 on the transportation system and revised portions of the document to be relevant during these times. Caltrans staff will provide you a quick overview of their current efforts related to the Draft CTP 2050 at the October 1, 2020 meeting.

Over the next couple of weeks SCAG staff will prepare comments to submit to Caltrans to ensure and encourage maximum alignment between the adopted Connect SoCal and the CTP 2050.

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FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - CTP 2050 Update

CTP 2050 UPDATE

OCTOBER 1, 2020 TRANSPORTATION PLANNING



CTP 2050 PRESENTATION OVERVIEW

- ▶ CTP Development
- ▶ CTP Addresses COVID-19
- ▶ Public Review Draft & Outreach
- ▶ Implementation
- ▶ Timeline Schedule



DOCUMENT DEVELOPMENT DRAFT OVERVIEW



The CTP identifies future transportation conditions and trends through modeling

- ▶ Public Draft Chapters
 - ▶ Introduction
 - ▶ Our Diverse State
 - ▶ Our Transportation Vision
 - ▶ Making Progress
 - ▶ Our Path Forward

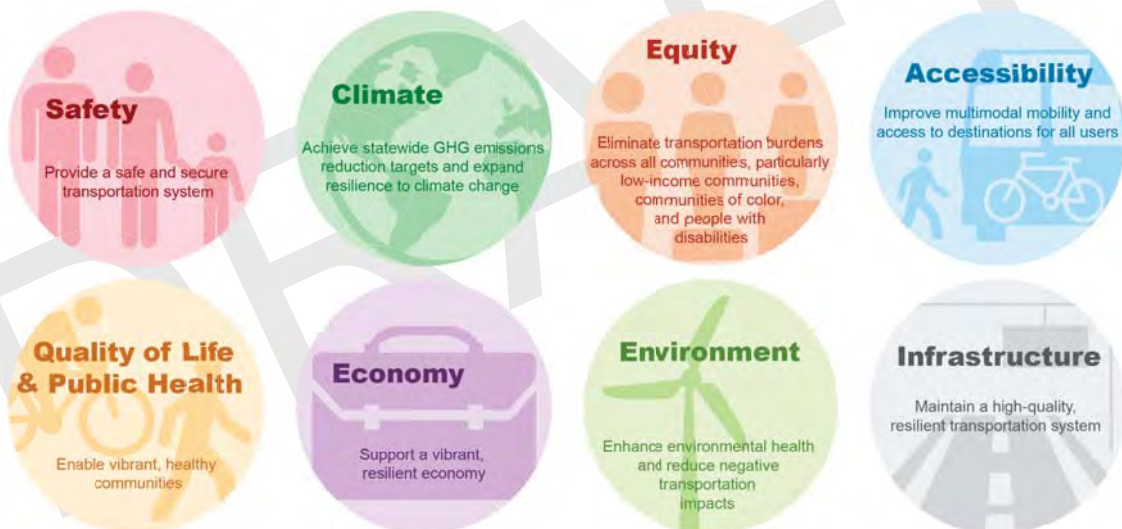


ACHIEVING THE VISION MEETING THE GOALS



“California’s safe, resilient, and universally accessible transportation system supports vibrant communities, social equity, a healthy environment, and sustainable economic growth.”

GOALS



ACHIEVING THE VISION EQUITY GOAL HIGHLIGHT



Equity

Eliminate transportation burdens across all communities, particularly low-income communities, communities of color, and people with disabilities

OBJECTIVES:

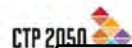
- ▶ Improve transportation-related economic, environmental, and public health outcomes for current and historically disadvantaged communities
- ▶ Improve access to a range of high-quality, safe, and affordable mobility options within current and historically disadvantaged communities
- ▶ Support current and historically disadvantaged communities in playing an active and direct role in transportation decision making



ACHIEVING THE VISION RECOMMENDATIONS



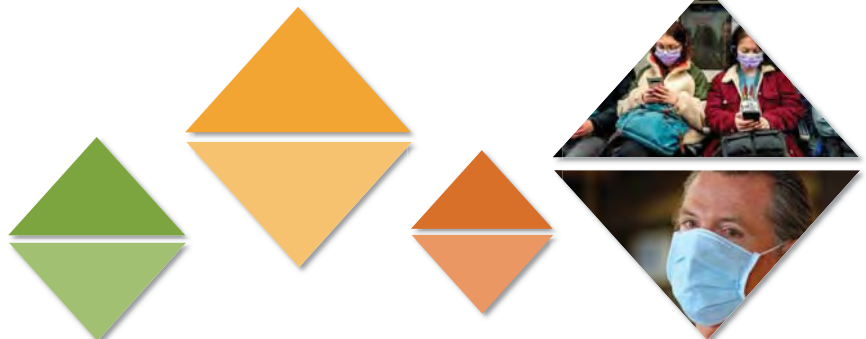
- 1 Expand remote access to jobs, goods, services, and education
- 2 Expand access to safe and convenient active transportation options
- 3 Improve transit, rail, and shared mobility options
- 4 Advance transportation equity
- 5 Enhance transportation system resiliency
- 6 Enhance transportation safety and security
- 7 Improve goods movement systems and infrastructure
- 8 Advance Zero-Emissions Vehicle (ZEV) technology and supportive infrastructure
- 9 Manage the adoption of connected and autonomous vehicles
- 10 Price roadways to improve the efficiency of auto travel
- 11 Encourage efficient land use
- 12 Expand Protection of Natural Resources and Ecosystems
- 13 Strategically Invest in State of Good Repair Improvements
- 14 Innovate our transportation funding mechanisms



COVID-19 PLANNING RESPONSE

CTP 2050 and planning for the unexpected

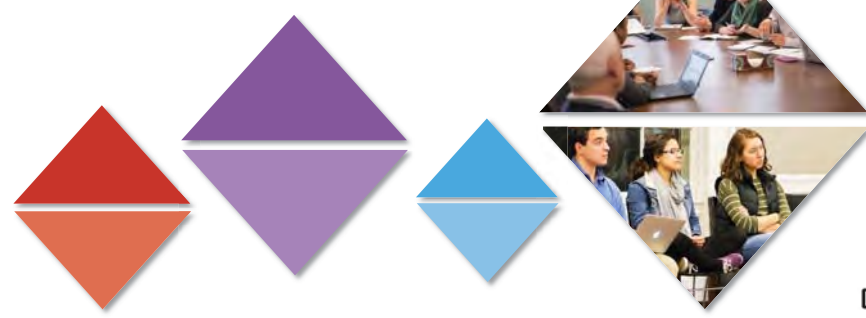
- ▶ COVID Impacts
 - ▶ Plan update & response to stay-at-home order, economic downturn, and transportation impacts.
- ▶ Achieving the CTP 2050 Vision & Goals
 - ▶ New policy approach - recommendations adjusted to discuss COVID-19 impacts and economic recovery.



PUBLIC REVIEW DRAFT DISTRIBUTION & OUTREACH

Incorporating stakeholder feedback & public outreach

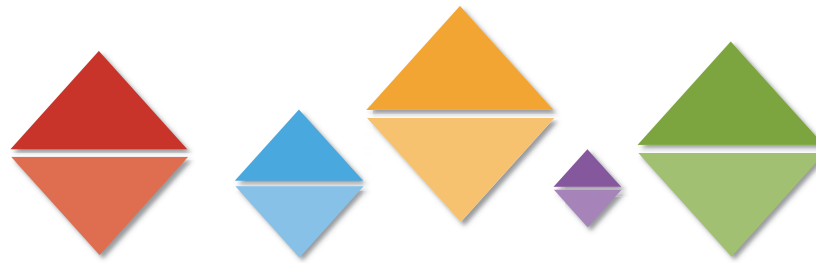
- ▶ Draft Distribution & Comment Tracking
 - ▶ Sent draft to internal and external partners – including Caltrans Executive Management, District Liaisons, Policy Advisory Committees.
 - ▶ Created an excel database to sort feedback and incorporate revisions into draft.
- ▶ Public Webinars
 - ▶ Tentatively scheduled for mid-September.



CTP IMPLEMENTATION OVERVIEW

CTP Implementation

- ▶ The CTP 2050 will also feature an implementation plan
 - ▶ This plan will identify agencies responsible for the action defined in the plan
 - ▶ Offer a timeline for when these actions need to be completed – includes performance measures.
- ▶ District Participation
 - ▶ District participation is key to the successful implementation of the CTP Vision, Goals, and Recommendations.



CTP 2050 SCHEDULE NEXT STEPS

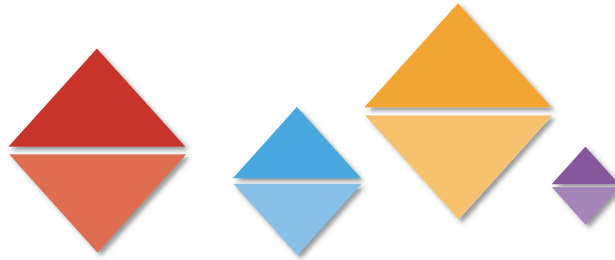
- ▶ AUGUST
 - ▶ 8/20 CTP 2050 Public Review Kick-off
- ▶ SEPTEMBER
 - ▶ 9/25 Public Outreach Webinar
- ▶ OCTOBER
 - ▶ 10/22 Public Comment Period Ends
 - ▶ 10/31 Public Outreach Summary Report
 - ▶ 10/31 CTP 2050 Management Review Draft
- ▶ NOVEMBER
 - ▶ Legal, PIO MSC Review
 - ▶ Approval by the Director
- ▶ DECEMBER
 - ▶ Final Approval by CalSTA
 - ▶ 12/31 Delivery of Final Plan



CTP 2050 INFORMATION CONTACT



- ▶ For questions and comments please contact:
 - ▶ JOHN.THURSTON@DOT.CA.GOV
 - ▶ (916) 654-4151





Southern California Association of Governments
Remote Participation Only
October 1, 2020

To: Transportation Committee (TC)
From: Courtney Aguirre, Program Manager
(213) 236-1990, Aguirre@scag.ca.gov¹,
Subject: NACTO City Limits: Setting Safe Speeds on Urban Streets
Guidance

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In 2017 the National Transportation Safety Board (NTSB) recommended an overhaul of how speed is managed on U.S. streets, including the way that speed limits are set. In response to this recommendation, the National Association of City Transportation Professionals (NACTO) developed guidance to provide practitioners the specific context-sensitive methods needed to set safe speed limits on streets. NACTO’s Program Manager, Jenny O’Connell, will provide a presentation including highlights from *City Limits: Setting Safe Speeds on Urban Streets Guidance* and its applicability to the SCAG region.

BACKGROUND:

In 2017 the National Transportation Safety Board (NTSB) recommended an overhaul of how speed is managed on U.S. streets, including the way that speed limits are set.¹ The NTSB report concluded that excessive speed was one of the most significant causes of both crashes and fatalities on U.S. roadways, and that too little focus and attention had been paid to speed as a national traffic safety issue, given its outsize impact on the safety of city streets.

In response to the NTSB report and recommendations, the National Association of City Transportation Professionals (NACTO) developed guidance based on best practices from a wide

¹ <https://www.nts.gov/safety/safety-studies/Pages/SS1701.aspx>

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OUR VISION

Southern California’s Catalyst for a Brighter Future

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Be Open | Lead by Example | Make an Impact | Be Courageous

diversity of municipalities across North America. The guidance provides practitioners the specific context-sensitive methods needed to set safe speed limits on streets. Using the safe systems approach, the guidance includes consistent, rational, scalable approaches to urban speed limit setting, from citywide strategies to corridor-by-corridor methods based on easy-to-study street characteristics. The methods outlined in the guidance can be combined, and, unlike legacy approaches (i.e., the 85th percentile), each is context-sensitive, allowing cities to holistically evaluate who is using streets and how people are using them, from people walking and biking, to those taking transit or visiting a school. The guidance ranges from step-by-step checklists for conducting activity level and conflict density analyses, to nuanced metrics for documenting speeds that go beyond percentile-based speed setting practices.

As was shared at last month's Transportation Committee meeting, current procedures for setting speed limits in California rely on the 85th percentile methodology, an approach developed decades ago for vehicles primarily on rural roads. As its name implies, the 85th percentile speed is the velocity at which 85 percent of vehicles drive at or below on any given road. The 85th percentile methodology assumes that most drivers will drive at a safe and reasonable speed based on the road conditions. It is also based on the idea that speed limits are safest when they conform to the natural speed driven by most drivers and that uniform vehicle speeds increase safety and reduce the risks for crashes. Although California has become highly urbanized and its roadways have changed significantly, reflecting different modes of transportation including bicycling, walking, and scooters, the method for setting speed limits has not been modified to reflect these changes. While current speed setting methodology allows traffic engineers to consider other factors when setting speed limits, the 85th percentile speed remains the primary factor used in determining posted speed limits regardless of the mixture of modes accommodated on a street. Given that speed is the leading predictor of whether someone survives a crash, changing speed setting methodologies has significant potential for saving lives.

This November SCAG is planning to partner with NACTO to offer a *City Limits: Setting Safe Speeds on Urban Streets Guidance* workshop for practitioners. SCAG is also continuing to work with Caltrans and other stakeholders on identifying ways that locals can be provided with greater flexibility to set appropriate speed limits.

FISCAL IMPACT:

Funding for staff work on this issue is included in the OWP (050.0169A.02: Transportation Safety)

ATTACHMENT(S):

1. PowerPoint Presentation - City Limits

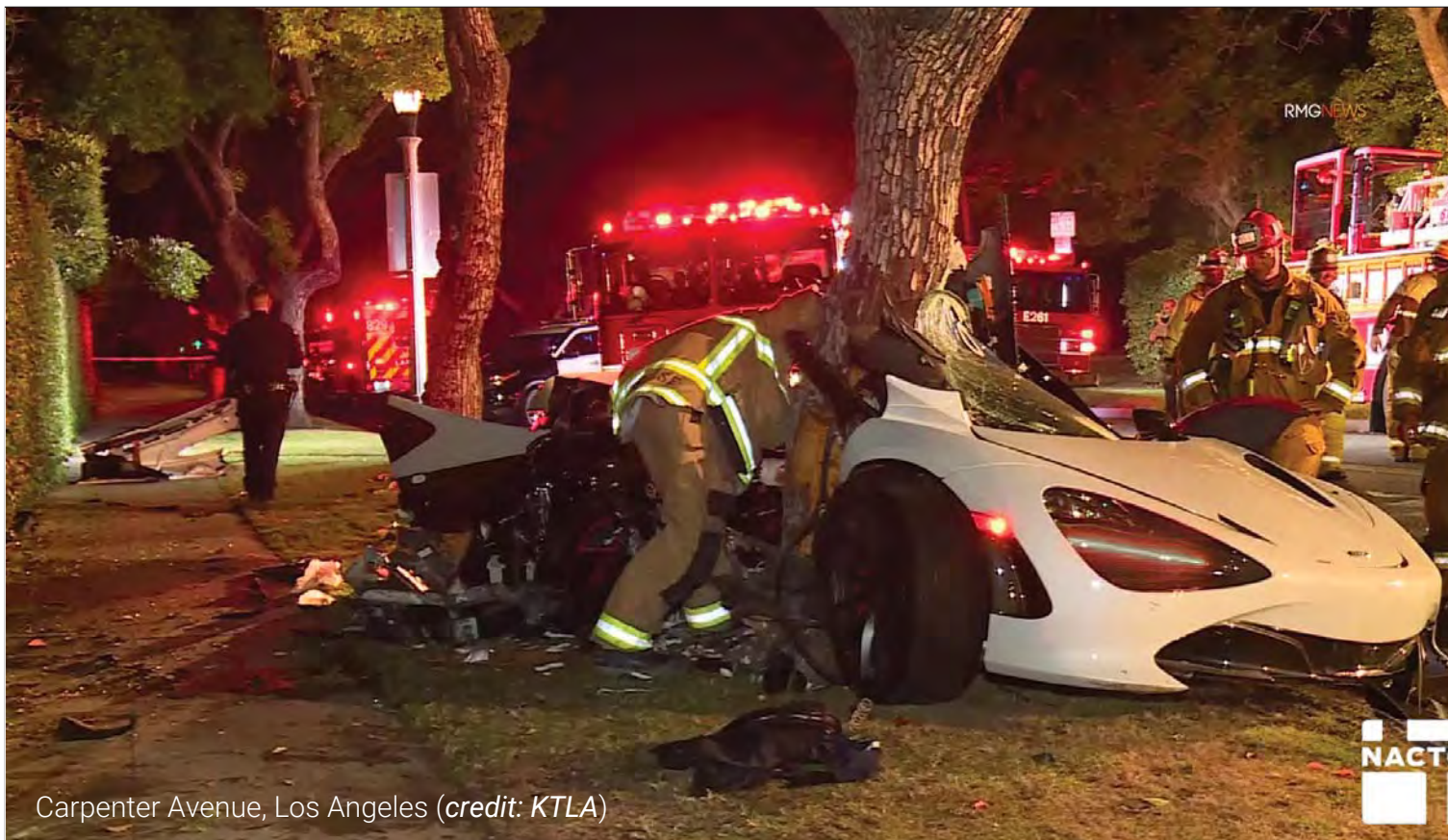
City Limits

Jenny O'Connell
NACTO

SCAG Transportation Committee | 10.1.2020



Attachment: PowerPoint Presentation - City Limits (NACTO City Limits: Setting Safe Speeds on Urban Streets Guidance)



Carpenter Avenue, Los Angeles (credit: KTLA)

36,560

people were killed in 2018

Carpenter Avenue, Los Angeles (credit: KTLA)

RMGNNEWS

NACTO



3,563

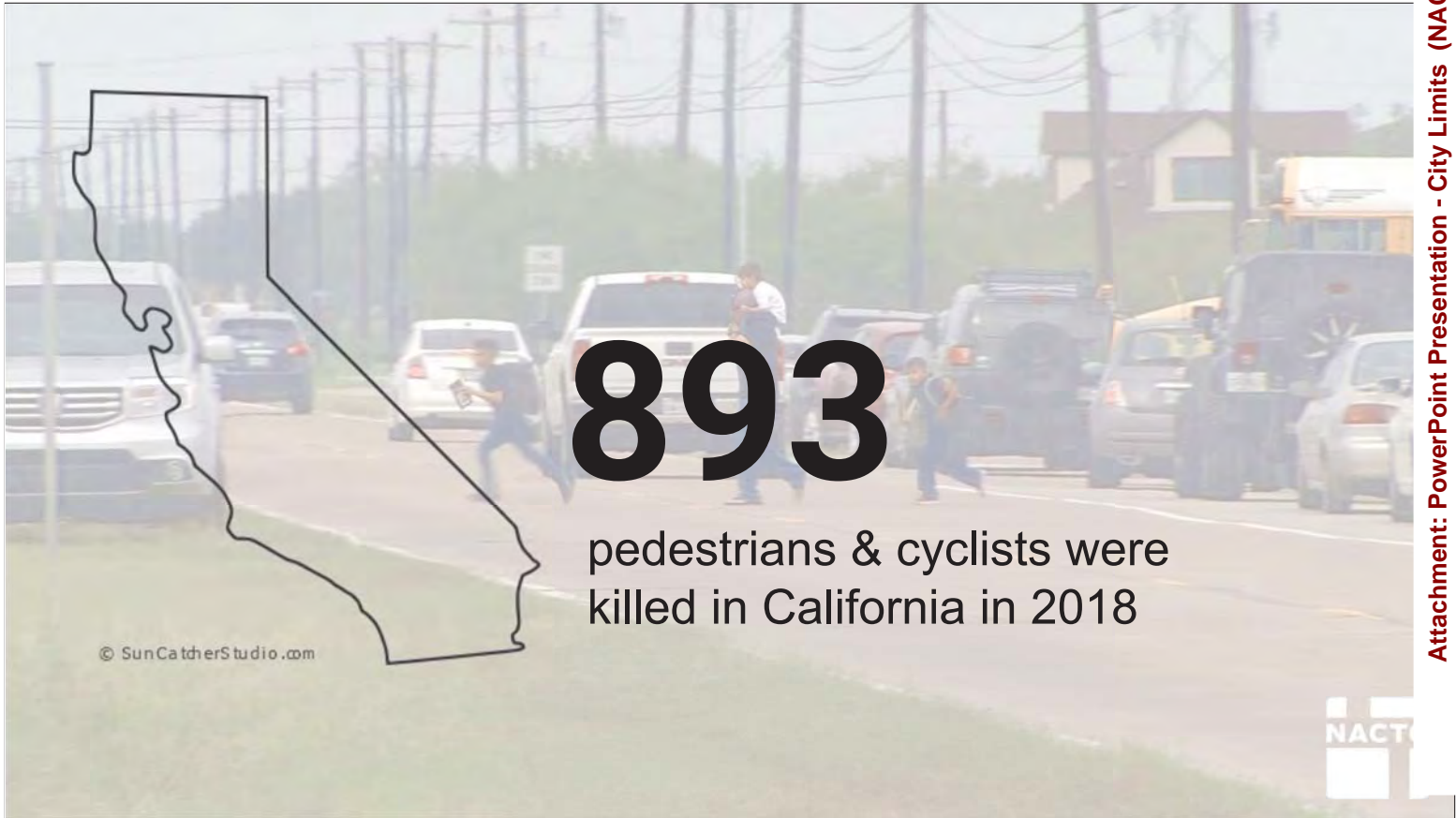
people were killed in California in 2018

Carpenter Avenue, Los Angeles (credit: KTLA)

RMGNNEWS

NACTO

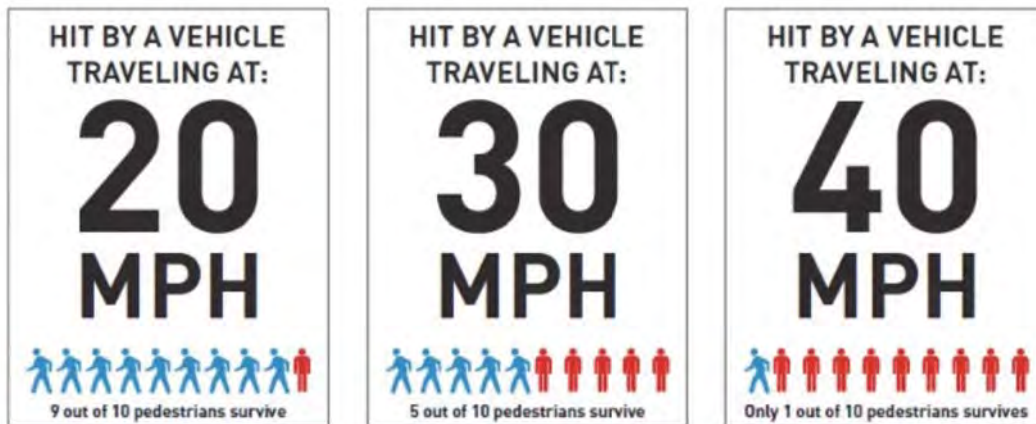
Attachment: PowerPoint Presentation - City Limits (NACTO City Limits: Setting Safe Speeds on Urban Streets Guidance)



Pedestrian Deaths from Traffic Crashes in the US Grew by 46% Between 2009-2018

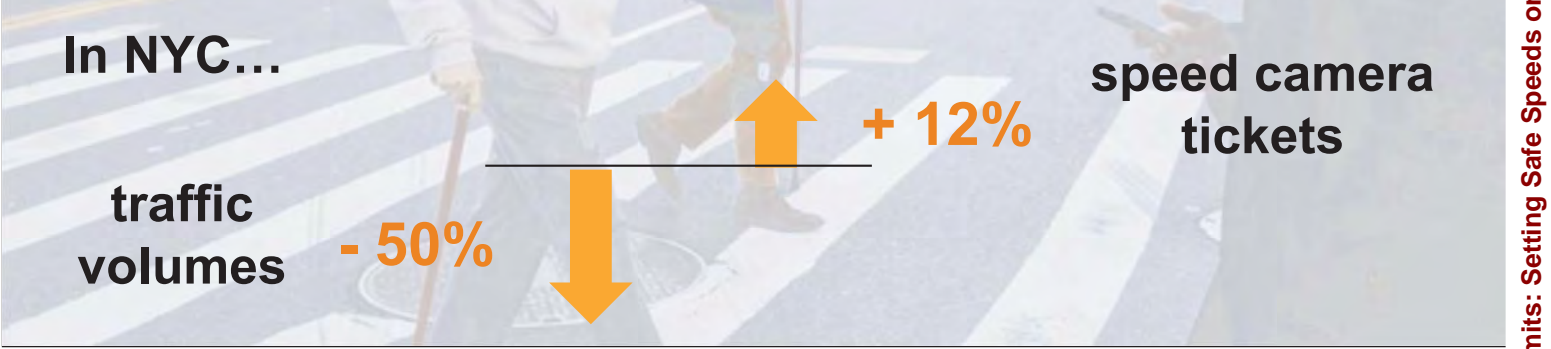


Speed is a critical factor in crash survivability.

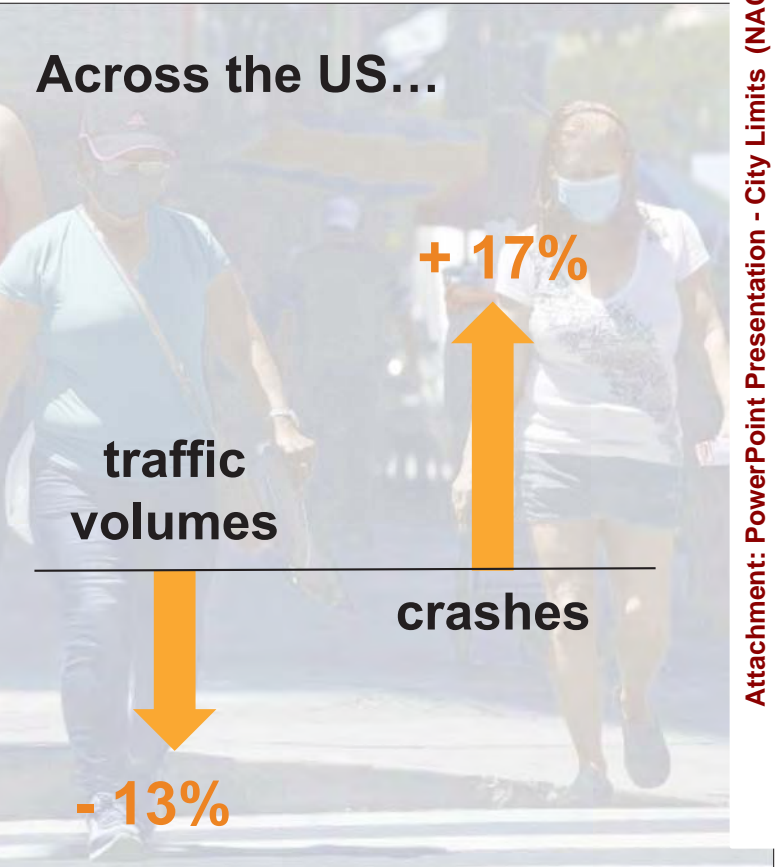




Credit: The New York Times



Credit: The LA Times



Attachment: PowerPoint Presentation - City Limits (NACTO City Limits: Setting Safe Speeds on Urban Streets Guidance)

Credit: The LA Times



Across the US...

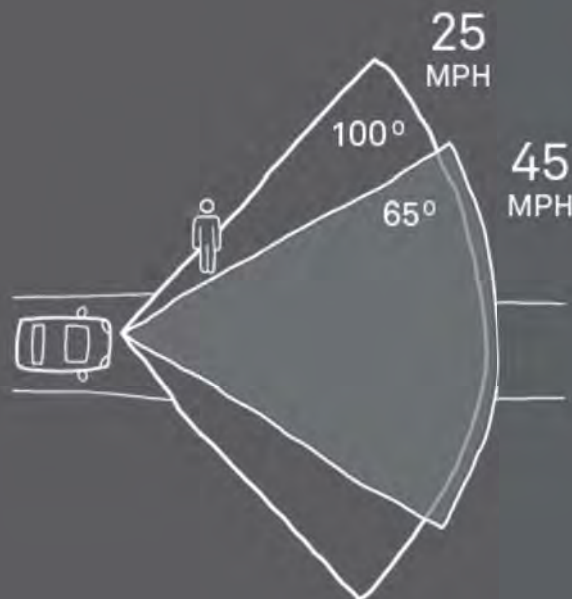
+ 34%



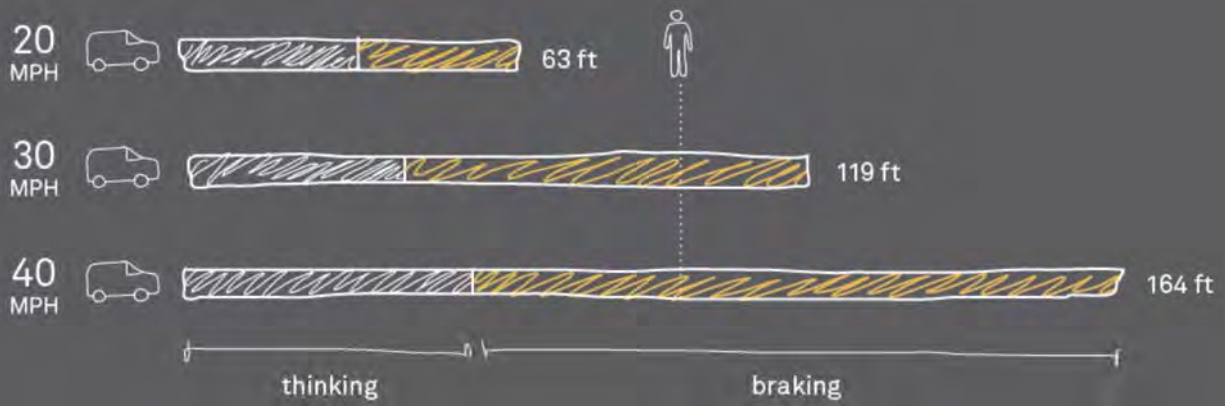
Traffic deaths
per 100 million
miles driven

Attachment: PowerPoint Presentation - City Limits (NACTO City Limits: Setting Safe Speeds on Urban Streets Guidance)

Speed kills because drivers traveling fast don't see well.



Speed kills because drivers traveling fast can't stop quickly.

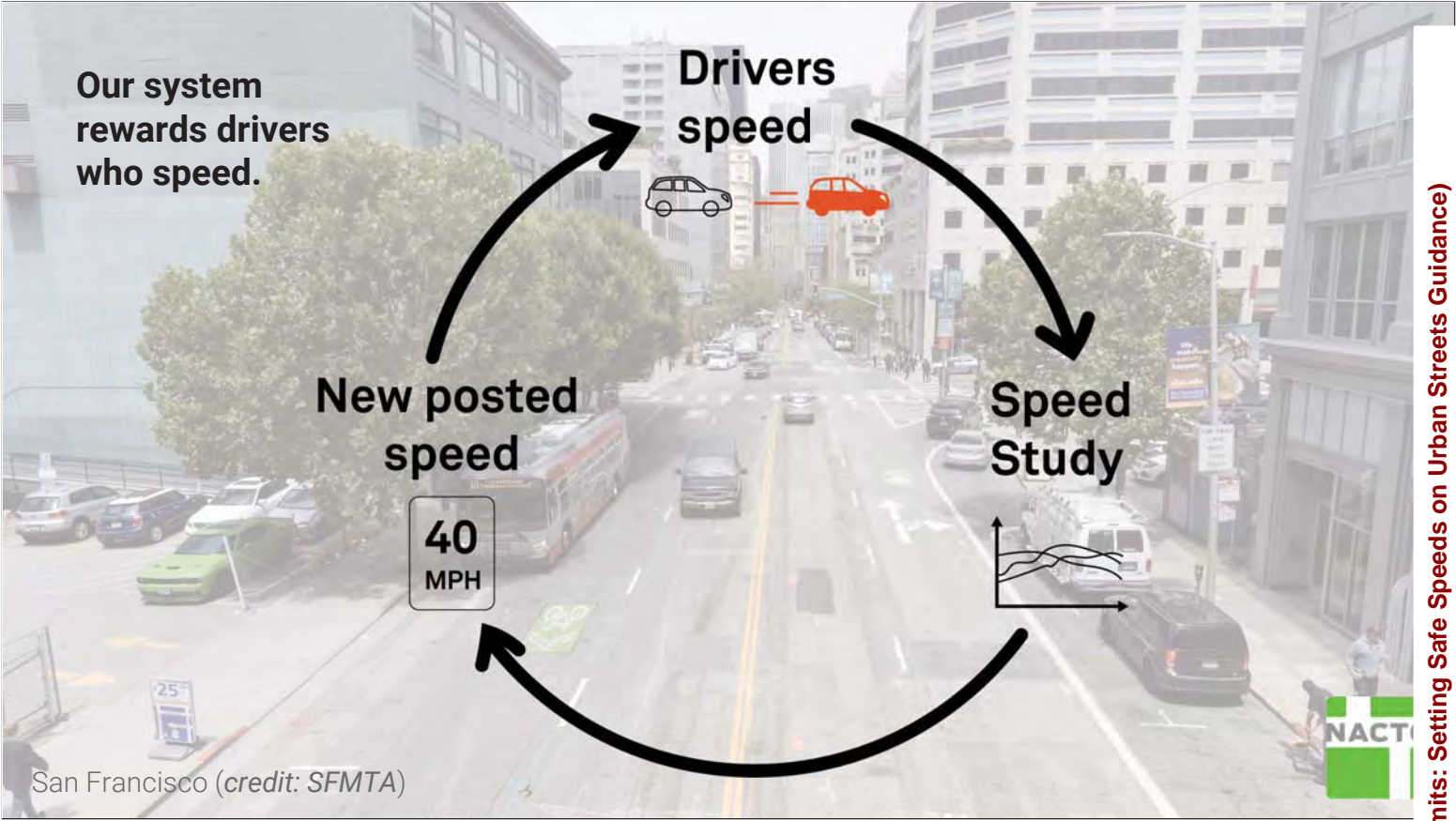


Speed kills because higher speed crashes are more forceful than lower speed crashes.



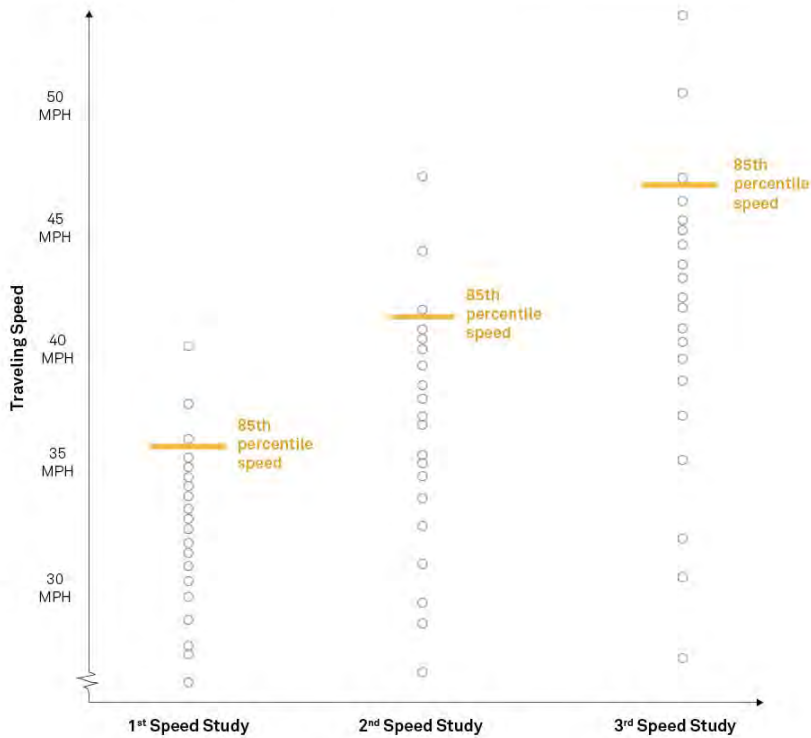
Credit: Ellis Clinic



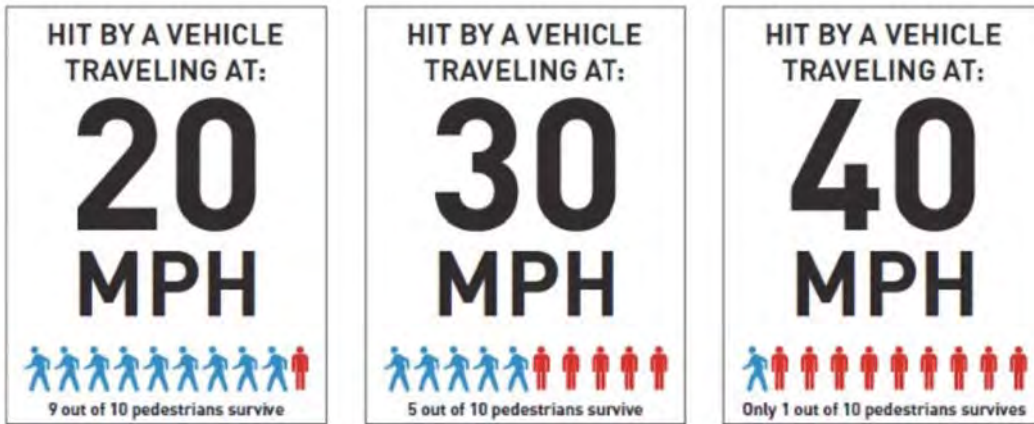


USING PERCENTILES TO DETERMINE SPEED LIMITS RESULTS IN INCREASED SPEEDS OVER TIME

○ = 5 vehicles (out of 100) recorded in speed study

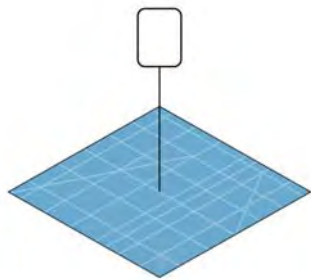
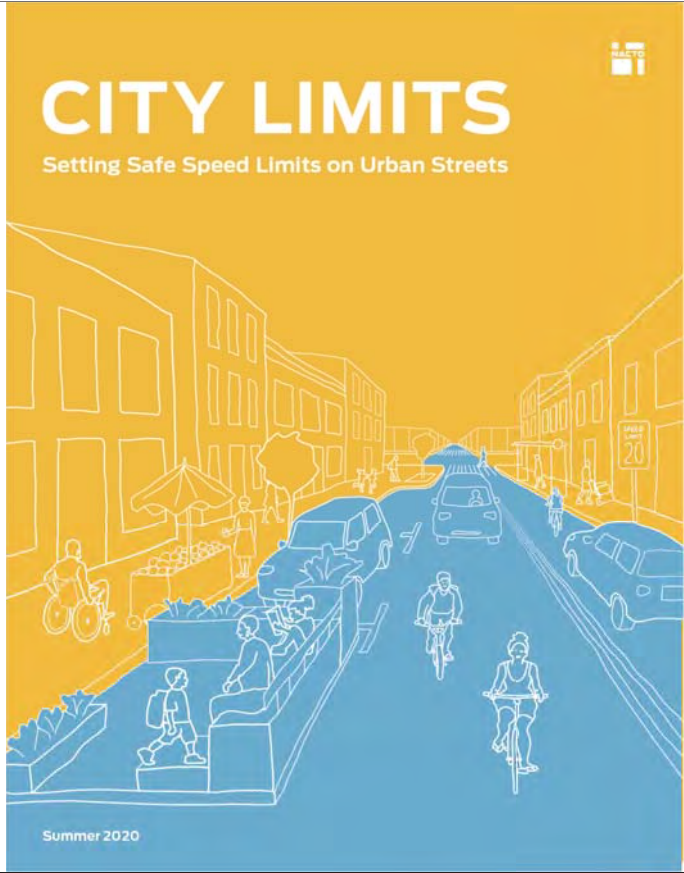


This matters.

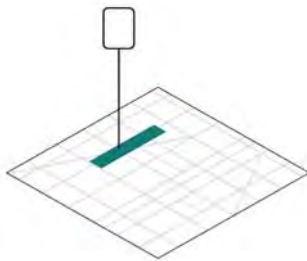


Safety for all road users must be set as the foremost goal, and all decisions must be made based on how well they advance work toward zero deaths.

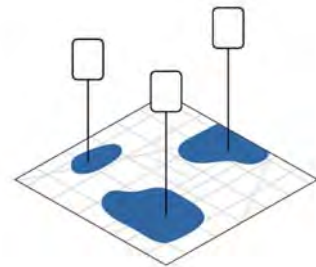
Seattle (credit: SDOT)



Default Speed Limits



Corridor Speed Limits



Slow Zones



Speed limits should be set based on a street's:



Conflict Density

(how frequently potential conflicts arise on a given street)



Activity Level

(potential pedestrian, bicycle, transit, and stationary / public space use on a street)



Connecticut (credit: CTDOT)





New York City (credit: NYCDOT)

Recommended Maximum Limits for Urban Streets

10
MPH

SHARED STREETS
& ALLEYS

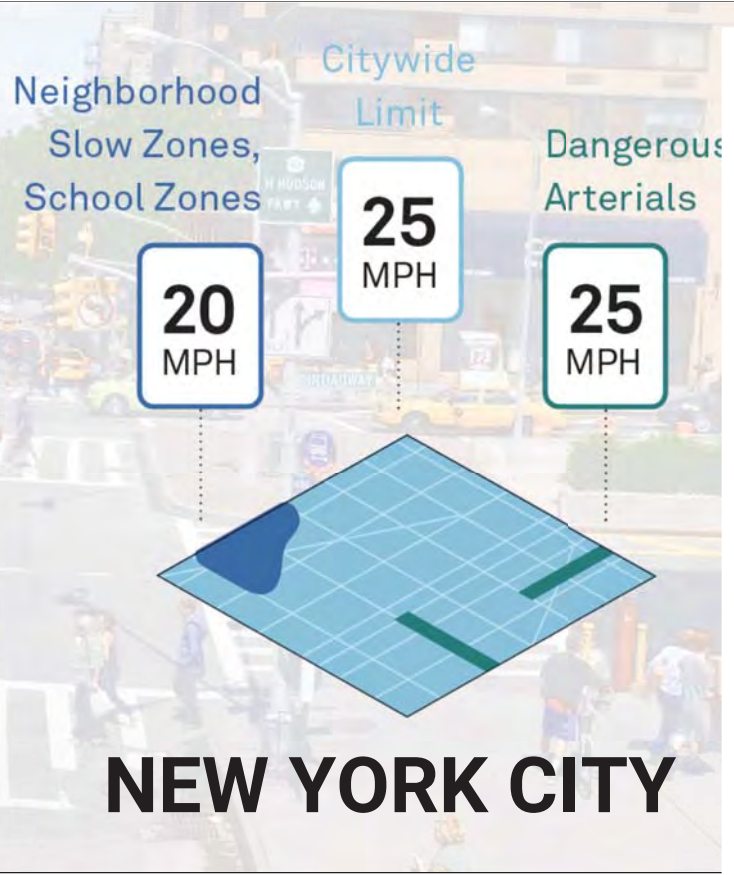
20
MPH

MINOR
STREETS

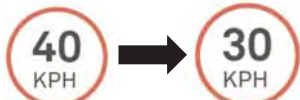
25
MPH

MAJOR
STREETS

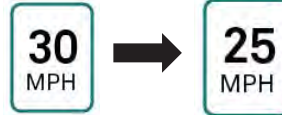
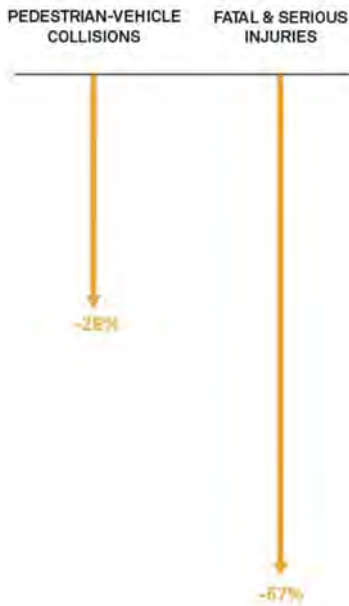




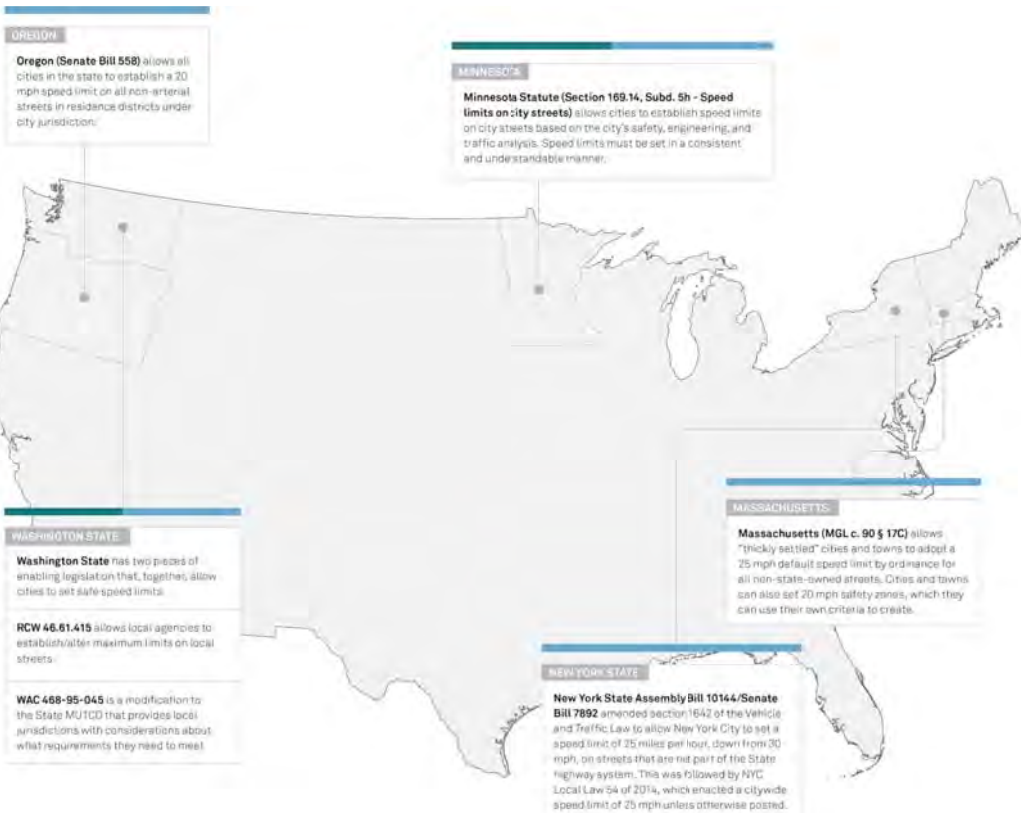
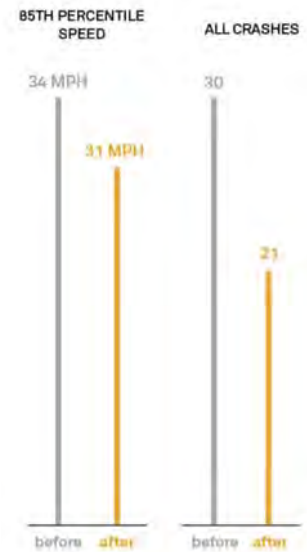
Attachment: PowerPoint Presentation - City Limits (NACTO City Limits: Setting Safe Speeds on Urban Streets Guidance)



in TORONTO

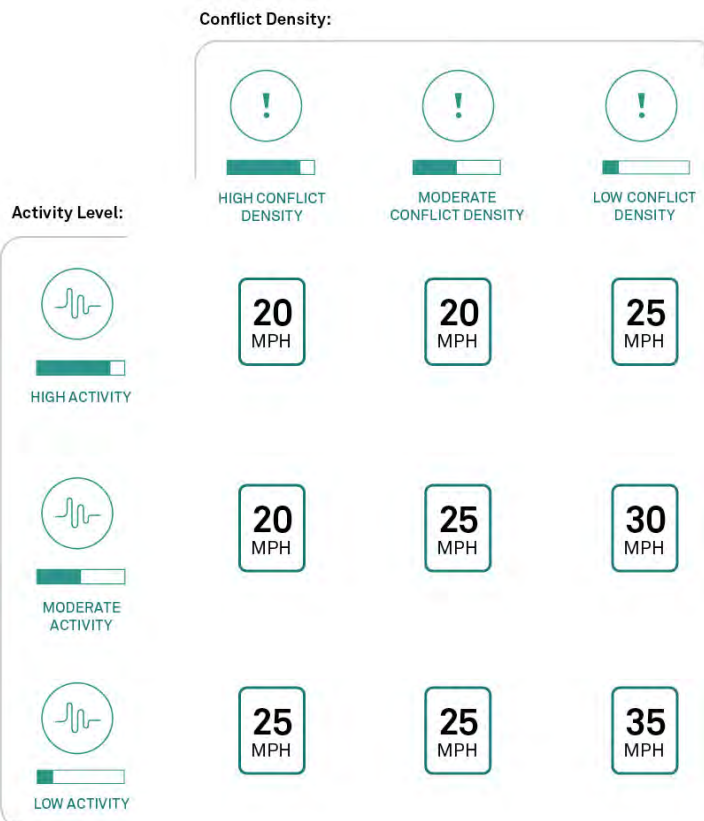


in SEATTLE

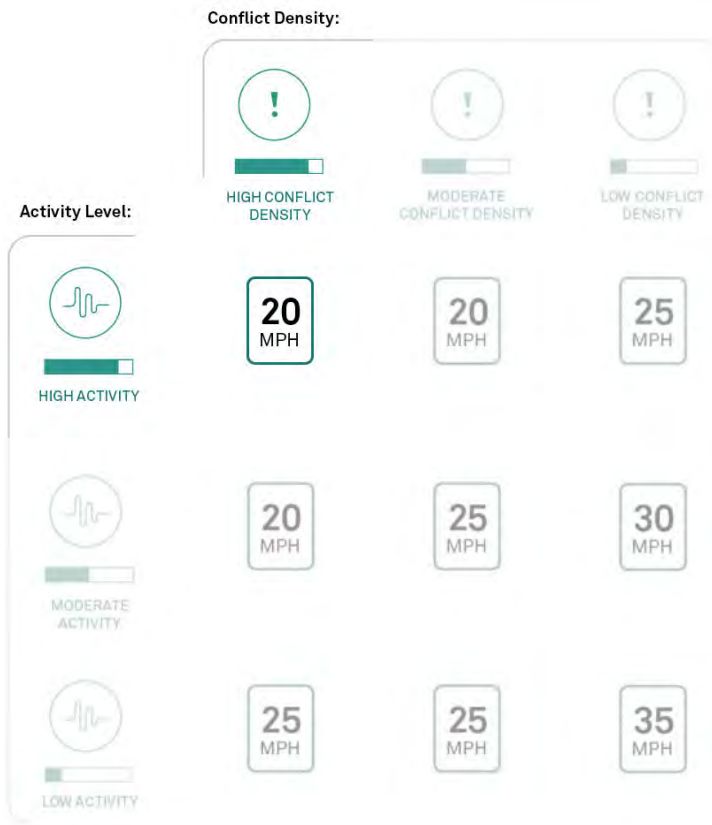




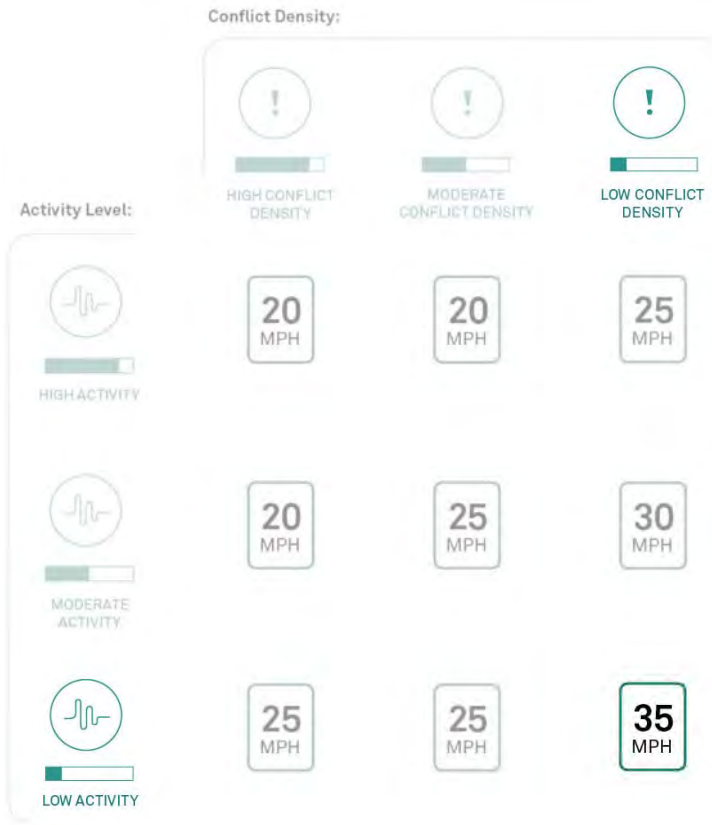
Safe Speed Study Risk Matrix



Safe Speed Study Risk Matrix



Safe Speed Study Risk Matrix





High modal mixing



Frequent crossing demand



High conflict density

Attachment: PowerPoint Presentation - City Limits (NACTO City Limits: Setting Safe Speeds on Urban Streets Guidance)



Downtown context with high-density residential, commercial, and retail land uses along both sides of the corridor

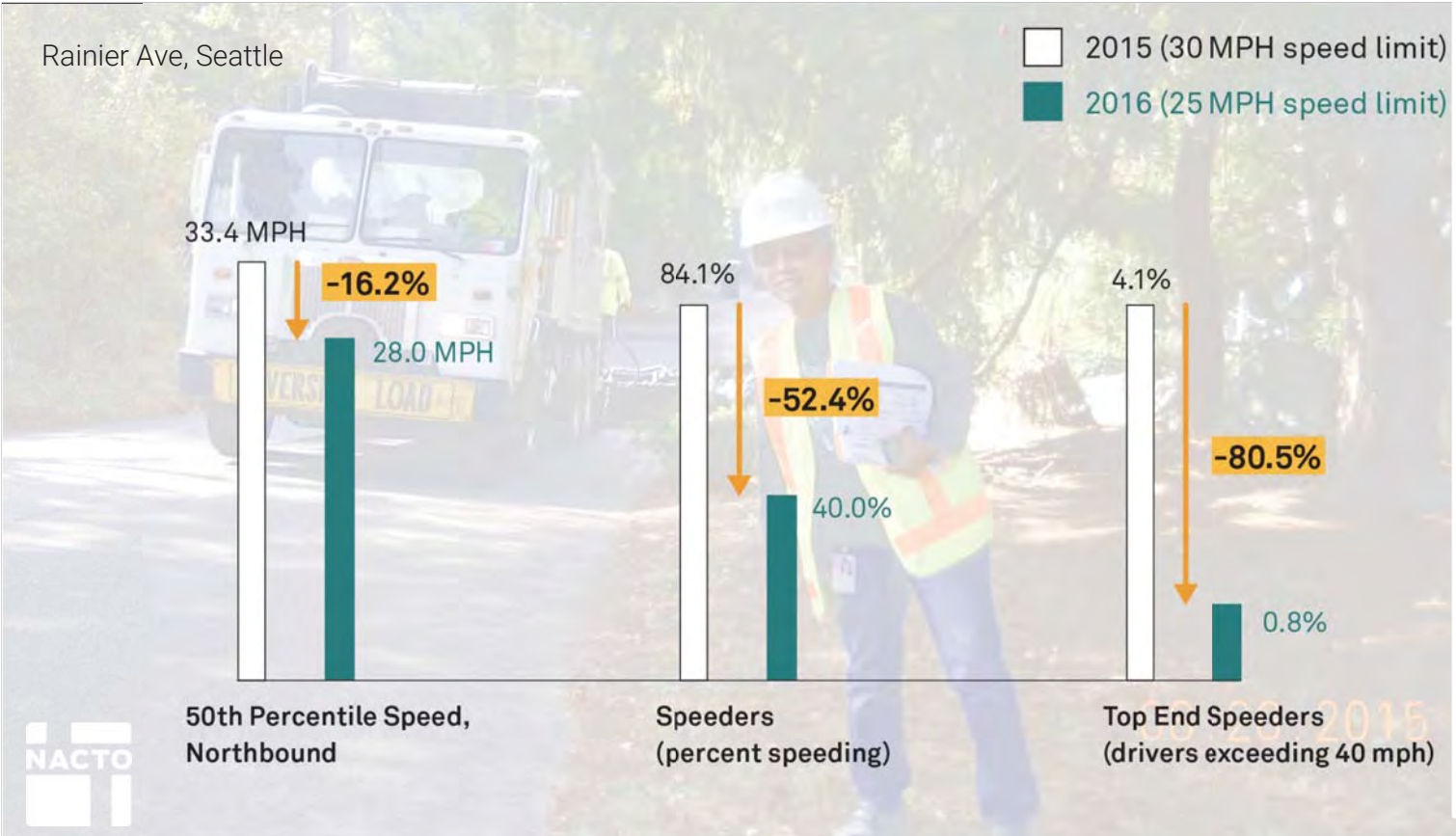


High activity





Seattle (credit: SDOT)





New York City (credit: NYCDOT)



Austin (credit: City of Austin)



Seattle (credit: SDOT)



Denver (credit: NRDC)



New Orleans (credit: City of New Orleans)



Denver (credit: NRDC)



Thanks!
jenny@nacto.org

New Orleans (credit: City of New Orleans)



Southern California Association of Governments
Remote Participation Only
October 1, 2020

To: Executive/Administration Committee (EAC)
Transportation Committee (TC)

From: Andres Carrasquillo, Community Engagement Specialist,
(213) 630-1401, carrasquillo@scag.ca.gov

Subject: Highlights and Outcomes of the 2020 Go Human Safety and
Engagement Campaign

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Information Only - No Action Required.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

EXECUTIVE SUMMARY:

On May 1, 2014, the General Assembly adopted a resolution in support of endorsing a regional effort to promote a pedestrian and bicycle safety initiative. To pursue this effort, SCAG launched Go Human, a Regional Active Transportation Safety and Encouragement Campaign, with funding from the Active Transportation Program. To extend campaign efforts, SCAG has secured Pedestrian/Bicycle Safety funds from the Office of Traffic Safety annually since 2016. Most recently, SCAG secured a grant in the amount of \$1,000,000 to conduct a fourth round of Go Human safety programming and outreach across the region. With this funding, Go Human launched a regional safety advertising campaign, achieving 300 million impressions, and provided resources to jurisdictions across the region through co-branding and technical assistance, as well as mini grant opportunities to community-based organizations to implement street level safety strategies for people walking and biking.

BACKGROUND:

The SCAG region, like California and the nation, 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, on average between 2012 and 2016, 1,500 people are killed, 5,200 are seriously injured, and 136,000 are injured in traffic collisions each year. About 73

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percent of those killed between 2001 and 2016 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 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.

The *Go Human* program has been funded annually through the California Office of Traffic Safety for the past four years. During the most recent grant period, ending September 30, 2020, with \$1,000,000 in funding, *Go Human* implemented a variety of strategies to improve the safety of residents walking and biking across the region.

This item is being presented to inform SCAG Policy Members of the highlights and outcomes of *Go Human's* recent grant activities, including the regional advertising campaign, message co-branding with jurisdictions, the Resilient Streets program, and the *Go Human's* Safety Mini Grant Program.

Advertising Campaign

SCAG launched *Go Human's* paid regional advertising campaign during the month of August 2020 with updated, stakeholder-tested messaging, in anticipation of the time of year with the highest rate of collisions due to reduced daylight hours. The media purchases targeted drivers with a "point of engagement" strategy, utilizing billboards, gas pump toppers, convenience store sheets, bus shelters, digital and social media ads, among others, with messaging reminding drivers to slow down and watch for pedestrians. The campaign flight achieved over 300 million impressions (each time someone views the advertisement). To date, *Go Human* has achieved over 1.3 billion impressions related to traffic safety messaging across the region. Additionally, SCAG completed an evaluation of the campaign effectiveness and found that over 80 percent of drivers found the ads motivating.

Co-Branding & Leveraging Strategies

To extend the reach of the paid advertising campaign, *Go Human* implemented a local co-branding strategy with partners. *Go Human* developed 17 partnerships, distributing over 2,800 material. Campaign creative was utilized outside of the SCAG region, including in Placer County in support of their Active Transportation Program funded project, complementing infrastructure strategies with safety messaging. Other strategies leveraged the advertisement campaign to advance a message of safety. The SCAG Safety Pledge called on local governments to commit to improving safety by adopting a Vision Zero plan, hosting a pop-up safety demonstration, implementing a safety outreach campaign, among other actions. The Pledge was signed by 44 signatories representing 32 jurisdictions. The *Go Human* Safe Driver Pledge encouraged drivers to keep everyone on the road safe and was signed by 122 residents of the SCAG region. SCAG's highly successful *Go Human* Twitter Chat further engaged stakeholders in virtual safety conversations, reaching over 80,00 unique viewers and building over 430,000 impressions.

Local Community Engagement and Safety Mini-Grant Program

In conjunction with the advertising campaign, *Go Human* launched the Local Community Engagement and Safety Mini-Grants (Mini-Grants) program. Developed as funding program to improve safety for people walking and biking, the program expanded the concept of traffic safety in response to the pandemic and efforts to reduce the transmission. *Go Human* awarded more than \$210,000 in funding to 28 projects across the region. Awarded projects spanned a wide range of creative engagement activities that prioritized the mobility and transportation needs of those most impacted by COVID-19. Projects included storytelling radio series focusing on transit, virtual workshops for youth, free bike match and repair for essential workers and families, and co-creation of community resilience and safety resources, among many other creative and impactful projects. Mini-Grant awardee efforts reached an additional 76,500 people to support safety and street level resiliency planning.

Kit of Parts and Resilient Streets

Go Human's Kit of Parts is an engagement tool for jurisdictions to temporarily demonstrate safety infrastructure. Designed with modular elements, the Kit, through a no-cost loaner program, supports planning efforts by showcasing potential and planned street design treatments that support public space, improve equity, and enhance community resiliency. Inclusive of five different design treatments (protected bike lanes, parklets, crosswalks, pedestrian refuge islands and bulb-outs), as well as signage and evaluation tools, the Kit was deployed 16 times throughout the past 12 months (prior to the onset of the pandemic). As a result of the growing demand, *Go Human*

designed and developed two additional Kits, to be housed in four different Counties in the following grant year, managed by community-based partners.

As a response to the impacts of the pandemic, SCAG launched its Resilient Streets Technical Assistance program in recognition of emerging needs and practices. Across the country, jurisdictions and community stakeholders have repurposed street space for aid distribution, resource delivery, and temporary infrastructure for bus rapid transit (BRT), among other purposes. Resilient Streets utilize street space for community resiliency, recovery, and resource delivery that prioritizes disadvantaged and vulnerable communities.

To provide technical assistance to jurisdictions, SCAG hosted a Resilient Streets webinar series that reached a total of 129 practitioners and community members. SCAG has also developed a robust Resilient Streets Toolkit that functions as an integrated programmatic component of the Kit of Parts. The Toolkit demonstrates ways of adapting components of the Kit of Parts to support resilient street projects and identifies case studies, funding sources, and other practical considerations for planning and implementation.

FISCAL IMPACT:

All costs associated with this item are included in the FY 2020-21 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.

ATTACHMENT(S):

1. PowerPoint Presentation - SCAG Go Human 2020 Regional Advertisement Campaign Update

SCAG Go Human 2020 Regional Advertisement Campaign Update

Andrés Carrasquillo

Planning Strategy

October 1, 2020

www.scag.ca.gov



Agenda

- Go Human Overview
- Regional Safety Advertising Campaign Overview
- Co-Branding and Leveraging Strategies
- Local Community Engagement and Safety Mini-Grant Program
- Kit of Parts
- Resilient Streets Technical Assistance & Toolkit

Go Human: Active Transportation Safety & Encouragement Campaign



Regional Advertising Campaign & Co-Branding

Temporary Safety Demonstrations & Programming

Safety Workshops, Webinars & Technical Assistance

Background & Framing



- SCAG launched *Go Human* in 2015 to reduce traffic collisions and encourage people to walk and bike more.
- Yearly averages for traffic collisions in the SCAG region between 2012 and 2016:
 - 1,500 fatalities
 - 5,200 serious injuries
 - 136,000 injuries
- Walking and biking comprises 12% of daily trips in the region yet 27% of all fatalities are people walking and biking.

SCAG Resolution to Close the Gap of Racial Injustice



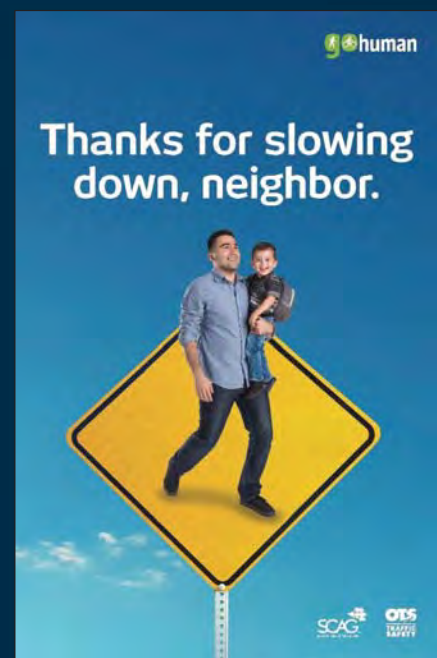
From Resolution No. 20-623-2:

“SCAG stands in solidarity with those working toward a fair and just society, and with those calling for systemic change to eliminate all barriers that reduce opportunity and undermine Southern California’s shared values and ability to thrive.”

Regional Advertising Campaign Overview



Core message	Slow down driving and watch for people walking.
Details	<ul style="list-style-type: none">• 4 week run• English and Spanish• Reach 1 in 5 residents across the region (280 million impressions)
Methodology	Targeted ads using High Injury Network (HIN), CalEnviroScreen 3.0 data on disadvantaged communities
Call-to-Action	Go Human Safe Driving Pledge



Audience-Tested Messages



go human

Baja la velocidad.
El vecindario no es una pista de carreras.

SCAG OTS

go human

Gracias por bajar la velocidad, vecino.

SCAG OTS

go human

It's not just a sign,
watch for people at intersections.

SCAG OTS

Go Human Safe Driver Pledge



go human

Thanks for slowing down, neighbor.

Take Action

SCAG

SCAG go human

Go Human Safe Driver Pledge / Compromiso del conductor seguro de Go Human

SCAG's Go Human campaign aims to reduce traffic collisions to improve safety in communities across Southern California. **Commit to driving practices that create safe streets for vulnerable users, particularly those who walk and bike.**

La campaña Go Human de la Asociación de Gobiernos del Sur de California (SCAG) tiene como objetivo reducir los accidentes de tránsito para mejorar la seguridad en las comunidades del sur de California. **Comprométase a prácticas de manejo que generen calles seguras para los usuarios vulnerables, particularmente para aquellos que caminan o andan en bicicleta.**

To help create a safer Southern California, I will:/Para ayudar a que el sur de California sea más seguro, me comprometo a realizar lo siguiente: *

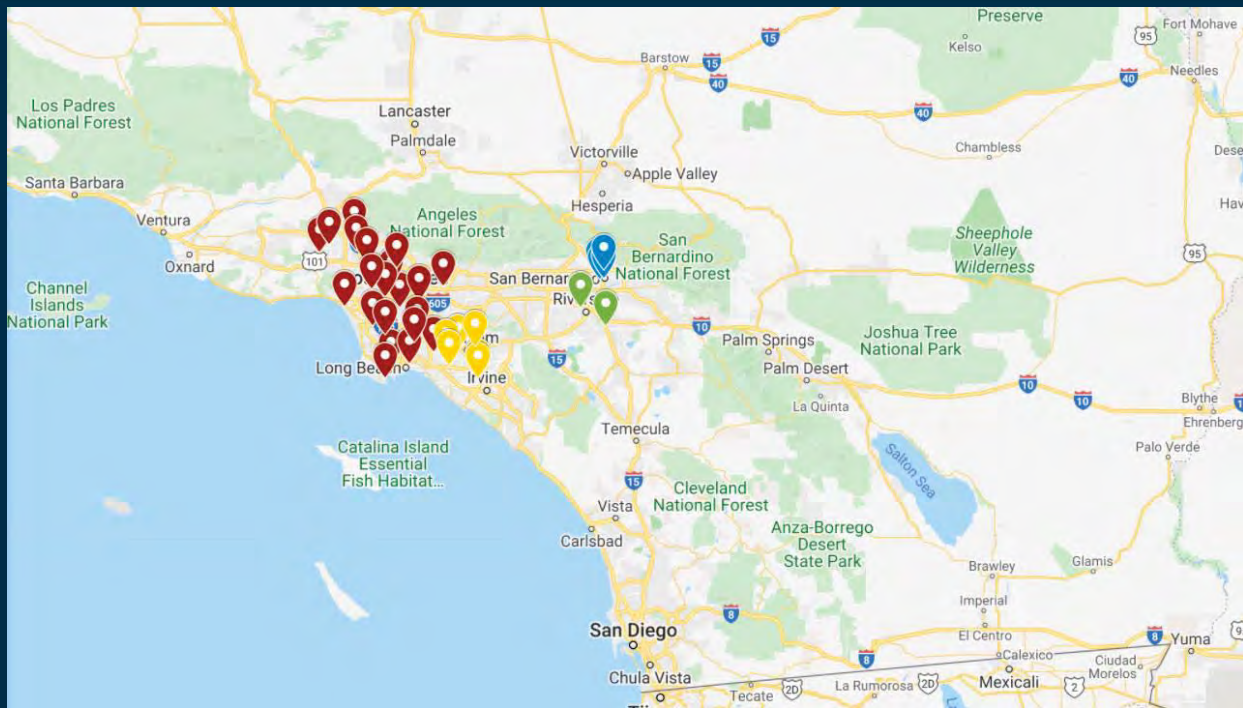
- Slow down and drive the speed limit or less./Bajar la velocidad y manejar a la velocidad máxima permitida o una velocidad menor.
- Look for people walking or biking before turning./Estar atento a las personas que caminan o andan en bicicleta antes de doblar.
- Remember, every intersection is a crosswalk, even if unmarked./Recordar que cada intersección es un cruce peatonal, incluso si no está señalizada.
- Give people biking at least 3 feet when passing./Dejar un espacio a las personas que andan en bicicleta de al menos 3 pies al pasar a su lado.
- Stay alert and put the cell phone away./Estar alerta y guardar el celular.
- When parallel parked, look for people biking before opening the door./Estar atento a los ciclistas antes de abrir la puerta al estacionar en paralelo.

Please share with your friends, family, and neighborhood organizations. Together, we can

Virtual Stickers for those that Pledge!

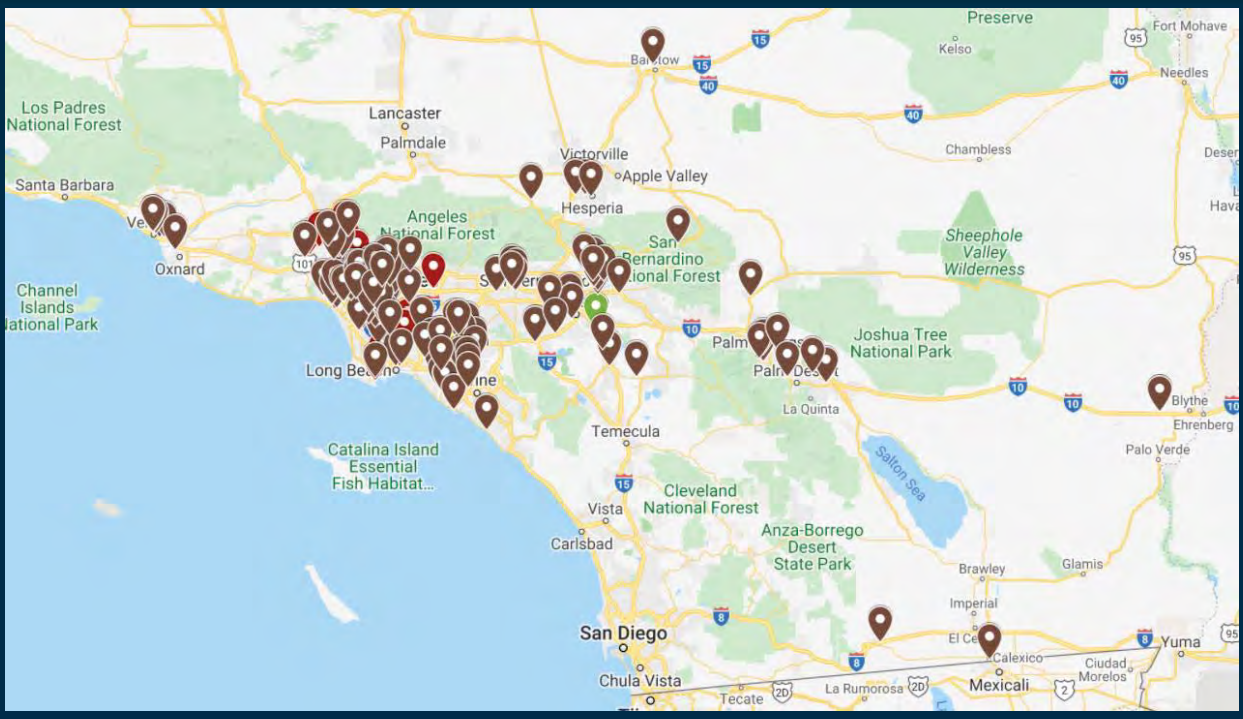


Outdoor Ad Locations -- Billboards



Attachment: PowerPoint Presentation - SCAG Go Human 2020 Regional Advertisement Campaign Update (Highlights and Outcomes of the

Outdoor Ad Locations – Billboards + Small Ads



Outdoor Advertisements



Attachment: PowerPoint Presentation - SCAG Go Human 2020 Regional Advertisement Campaign Update (Highlights and Outcomes of the

Regional Campaign Outcomes

- This campaign reached over 320 million impressions across six counties, far exceeding the 280 million target.
- Total impressions to date for *Go Human* exceeds 1.25 billion.
- Post campaign survey (600) shows 80% of respondents found the messaging motivating.



Co-Branding & Leveraging Strategies

	Co-Branded Safety Material	SCAG Safety Pledge	Go Human Safe Driver Pledge	Go Human Twitter Chat
Description	Neighborhood-level messaging that provides additional coverage.	Calls on local governments to commit to improving safety	Encourages drivers to keep everyone on the road safe	Engaged stakeholders in virtual safety conversations
Reach	2,861 materials distributed to 17 partners	44 signatories representing 32 jurisdictions	Signed by 122 residents of the region	Reached 80,000 unique viewers and built over 430,000 impressions

Thank you to Jurisdictions & Agencies that Committed to the Safety Pledge!



Altadena
Banning
Beaumont
Buena Park
Calimesa
Calipatria
Cathedral City
Chino Hills
Costa Mesa
Culver City
El Centro
Glendora

Hemet
Imperial County
Transportation
Commission
La Cañada Flintridge
Long beach
Los Angeles
Lynwood
Maywood
Mission Viejo
Moreno Valley
OCTA

Orange
Palm Desert
Palm Springs
Palmdale
Pasadena
Placentia
Rosemead
San Jacinto
Thousand Oaks
West Hollywood
Wildomar

Local Community Engagement and Safety Mini-Grants

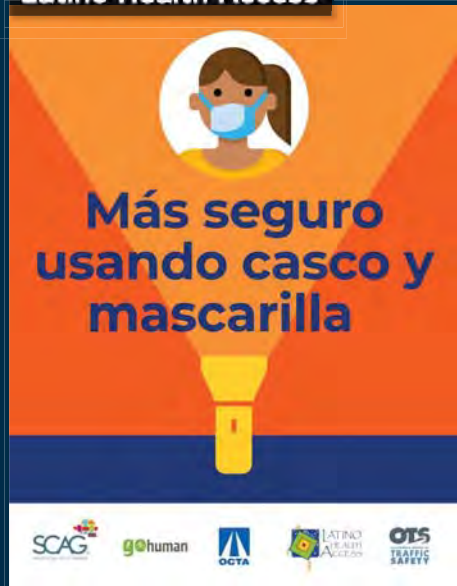


- Expanded the concept of traffic safety in response to the pandemic and efforts to reduce transmission.
- SCAG provided over **\$210,000** to **28 community-driven projects**.
- Small, targeted investments led to big, ambitious projects, through partnerships between SCAG, community-based organizations, and elected official champions.

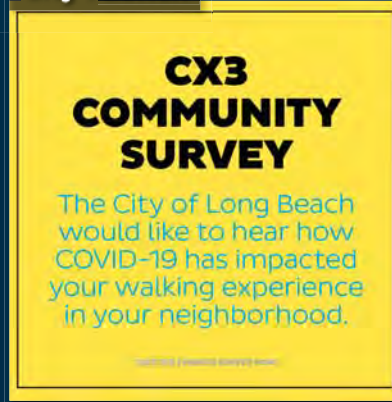


Material Produced by Mini-Grant Awardees

Latino Health Access



City Fabrick



Central City Neighborhood Partners



Day One

Material Produced by Mini-Grant Awardees

Central City Neighborhood Partners



Bike Ventura



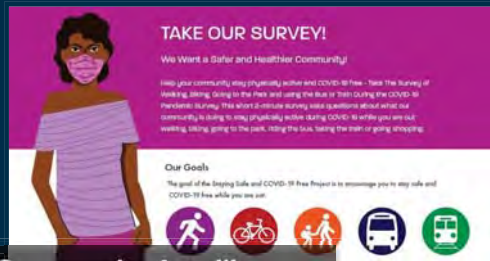
T.R.U.S.T South LA



Attachment: PowerPoint Presentation - SCAG Go Human 2020 Regional Advertisement Campaign Update (Highlights and Outcomes of the

Material Produced by Mini-Grant Awardees

Echo Park Film Center



Community Intelligence

Los Angeles Walks

Hola buenas tardes Dulce,
Espero que se encuentren bien.
Aquí está el enlace para el grupo de Facebook para los talleres:
<https://www.facebook.com/groups/tallereswilmingtonscfs>
Por favor ingrésese para aceptarla y para que se actualice. Dígame si tiene preguntas 😊 gracias!

Yesterday 8:27 AM

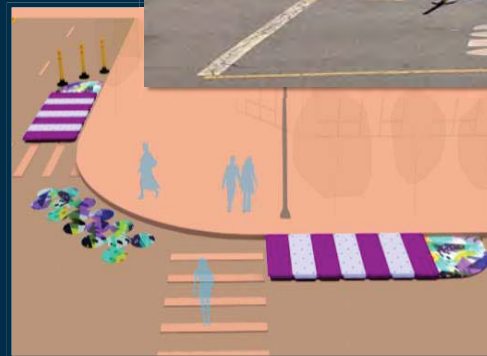
Hola buen día gracias 🙏
bendiciones 🙏

Kit of Parts

- No-cost loaner program includes materials that allow for 5 different street treatments that, when combined, create a temporary Complete Street demonstration on an otherwise typical street:

 1. Parklet
 2. Curb Extension
 3. Artistic Crosswalk
 4. Separated Bike Lane
 5. Median Refuge Island

- Deployed 16 times throughout the past 12 months (prior to the pandemic)
- Expanding Fall 2020 with the addition of 2 new, CBO-managed kits (from 2).



Resilient Streets Technical Assistance

- Resilient Streets is the use of street space for community resiliency, recovery, and resource delivery that prioritizes disadvantaged and vulnerable communities, such as
 - Black, Indigenous and People of Color
 - Frontline workers
 - Street vendors
- Emphasis on community-driven co-creation, where community engagement is ongoing for a project.
- July webinar series reached 129 practitioners.

Resources Used for Framing

PolicyLink
[“Center Racial Equity”](#)

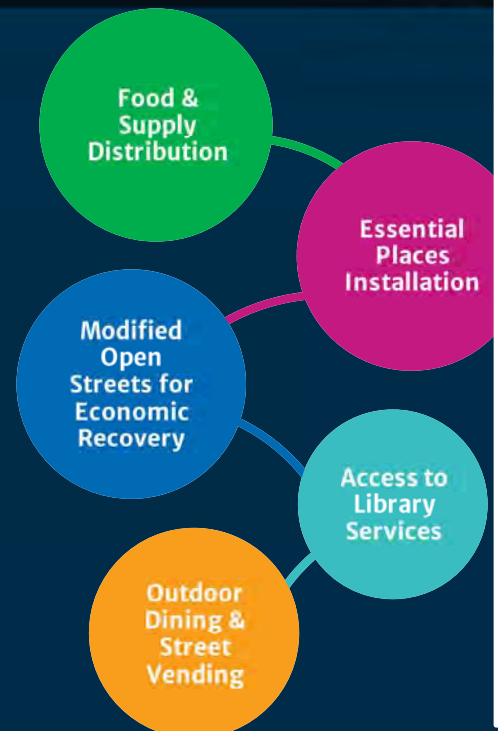
Untokening
[“Mobility Justice Responses to COVID-19”](#)

Safe Routes Partnership
[“Open Streets, Shared Streets, Healthy Streets—Creating Mobility and Physical Activity Solutions Now and for the Future”](#)

NACTO
[“Streets for Pandemic Response & Recovery”](#)

Resilient Streets Toolkit

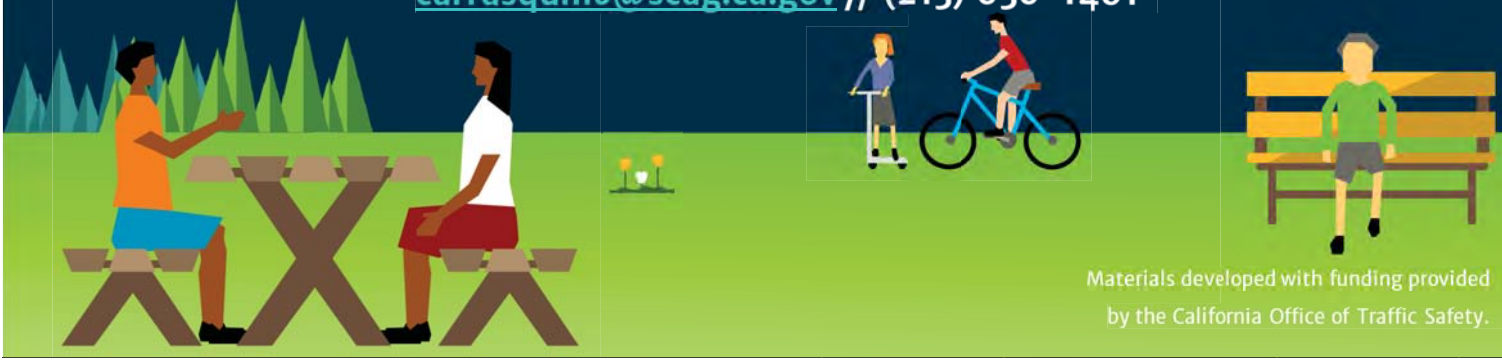
- Resilient Street Toolkit identifies how jurisdictions can use Kit of Parts towards pandemic response and resilient economic recovery.
- Identifies project examples, practical considerations for implementation, and potential funding sources.



Thank you for being champions for safety in your city and region!

More information on the advertising campaign visit gohumansocal.org
And follow @gohumansocal on Twitter, Instagram, and Facebook.

Andrés Carrasquillo
Community Engagement Specialist
carrasquillo@scag.ca.gov // (213) 630-1401



Materials developed with funding provided by the California Office of Traffic Safety.

Additional Material

Kit of Parts: Parklet

- Prototypes outdoor engagement
- Allows physical distancing
- Provides shaded seating



Kit of Parts: Curb Extension

- Prototype outdoor engagement
- Demonstrate physical distancing
- Shortens the crossing distance



Kit of Parts: Artistic Crosswalk

- Support safer crossing
- Provide more room for physical distancing when crossing (stripes are spaced at 6 feet)



Kit of Parts: Separated Bike Lane

- Provide more room for physical distancing



Kit of Parts: Median Refuge Island

- Support safer crossing
- Provide more room for physical distancing



Kit of Parts: Signage & Survey Tool

- Each treatment includes an educational sign that describes the treatment in Spanish and English.
- The Kit includes 5 signs in total.
- Go Human has a feedback/survey form available which can be used to assess support for designs, needs assessments and other feedback, if collection is feasible.
- Lending form for the Kit is located [here](#).

PARKLETS

are tiny street plazas that extend the sidewalk and create more space to eat, relax and hang out.

MINIPARQUES

son pequeñas plazas en la calle que extienden la acera y crean más espacio para comer, relajarse y pasar el rato.



IMPLEMENTATION & INSPIRATION – Food & Supply Distribution

East Side Riders – food distribution to vulnerable populations

<https://www.esrbc.org/>



IMPLEMENTATION & INSPIRATION – Essential Services

Accessing Library Services: Imperial County Library – [Raise a Reader Initiative](#)

- Family literacy packets delivered to participants of the program

Impact of lack of Broadband Access for student’s homework: [link here](#)

- Creating way-finding routes to support families who need printed materials due to lack of broadband internet access

Essential Places Installation (City of Oakland) [link here](#)

- Temporary traffic safety improvements to enable safer access for residents to the essential services in their neighborhood – including grocery stores, food distribution sites in public facilities, and COVID-19 test sites

IMPLEMENTATION & INSPIRATION – Outdoor Dining & Street Vending



IMPLEMENTATION & INSPIRATION – Modified Open Streets

Modified Open Streets for local economic recovery

- Short commercial street closures, not events, for safe social-distancing and promoting local business.





Southern California Association of Governments
Remote Participation Only
October 1, 2020

To: Community
Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
From: Scott Strelecki, Senior Regional Planner,
(213) 236-1893, strelecki@scag.ca.gov
Subject: Selections from Broadband Opportunity Review Project

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD:
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:
Freight flow efficiency continues to be a key focal point for the SCAG region, especially as new technologies including zero-emission and near zero-emission (ZE/NZE) vehicles and equipment, and autonomous and connected vehicles (AV/CV) increasingly are being tested and commercially deployed, with near-term integration into freight operations for various industries on the horizon. The kinds of infrastructure and connectivity required for these technologies continues to be an important consideration in order to support and enable widescale adoption.

To support regional freight flow efficiencies, SCAG’s systemwide goods movement strategies have consistently incorporated emerging technologies in addition to capital infrastructure improvements with the most recent trends and information being incorporated into Connect SoCal. In particular, the East West Freight Corridor (EWFC) Project examined the potential financial and delivery strategies targeting potential for ZE/NZE and other technologies to improve regional air quality and the efficient movement of goods.

In late 2019, the EWFC Project expanded the assessment of potential strategies to include broadband opportunities across the SCAG region, with a specific focus on major freight corridor facilities and infrastructure. This work has been timely in light of impacts from the COVID-19

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

OUR VISION
Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES
Be Open | Lead by Example | Make an Impact | Be Courageous

pandemic and subsequent stay-at-home orders driving increases for telecommuting, online job searching, remote learning, telemedicine, remote services and online shopping—consequently revealing the breadth of the digital divide.

Representatives from Ernst & Young will present their preliminary findings to the Committee focused on addressing the following key topical areas:

- *Broadband demand drivers and locations;*
- *Type of wireline broadband available to homes;*
- *Competitive landscape;*
- *Quality of cellular wireless service;*
- *Core Internet infrastructure within the SCAG service area;*
- *Attractiveness of areas to telecommunication firms for deploying infrastructure; and*
- *Implications of commercial findings and strategies to support broadband initiatives that could facilitate greater affordability and access.*

BACKGROUND:

The SCAG region has two critical elements which impact freight flow efficiency. First, the region is home to a large population which drives an abundance of freight activity to meet local consumption. Second, the region serves national demand as well, and is home to the largest seaport complex in North America and ninth largest in the world, and other major air cargo and railroad facilities, including supporting highway networks, warehouse, distribution, fulfillment and other transportation and logistics services.

To support regional freight flow efficiencies, SCAG’s systemwide goods movement strategies have consistently incorporated emerging technologies in addition to capital infrastructure improvements with the most recent trends and information being incorporated into Connect SoCal. In particular, the EWFC Project examined potential financial and delivery strategies targeting the potential for ZE/NZE and other technologies to improve regional air quality and the efficient movement of goods.

In late 2019, the EWFC Project expanded the assessment of potential strategies to include broadband opportunities across the SCAG region, with a specific focus on major freight corridor facilities and infrastructure. The pivot to assessing broadband within the EWFC Project and more broadly across the SCAG region focused on leveraging the financial strategy work to date, including some options for public private partnerships and asset monetization. The current study highlights the distinction between broadband infrastructure and supply, customer demand, and the competitive landscape of service providers. In order to frame broadband opportunities, the assessment considers the dynamics between consumers and service providers to uncover possible gaps, and then scrutinizes the investment viability through both capital costs of required infrastructure along major corridors, as well as the expected annual return on investment, leading to initial levels of prospective areas.

In identifying the opportunities for broadband deployment in the region, the technical analysis can serve as a foundational assessment of affordability and access considerations as well. Though internet usage and broadband availability are at all-time highs, there has been much discussion of late on the digital divide and its challenges—the breadth of which has been revealed as a result of impacts from the COVID-19 pandemic and subsequent stay-at-home orders. Key findings from this study suggests that even in the densest parts of the region, there is a lack of competition that allows cost to rise, often resulting in affordability and accessibility issues. Although more information and analysis are needed on where broadband household access gaps exist, the work to date serves as a technical foundation for understanding broadband supply and demand as well as opportunities for investments and public private partnerships.

SCAG’s work with Ernst & Young through the EWFC Project sets a foundational step in identifying broadband investment issues and opportunities at the corridor level, including characteristics for counties and cities. Upcoming SCAG work with the Inland Empire Regional Broadband Consortium is anticipated to complement these efforts, demonstrating the benefits of broadband planning, including broadband infrastructure in Caltrans’s “dig once” policy.

FISCAL IMPACT:

Work associated with this item is included in the FY 2020-21 Overall Work Program (OWP) budget under project number 21-130.0162.13, Southern California P3 Financial Capacity Analysis and Business Case Development.

ATTACHMENT(S):

1. PowerPoint Presentation - Selections from Broadband Opportunity Review Project 2spp



DRAFT

Emerging Technology Presentation

Selections from Broadband Opportunity Review Project

October 1, 2020

Project Objectives and Key Activities

DRAFT

The Southern California Association of Governments (“SCAG”) is performing a broadband market assessment for the 6 county service area

Project Background

- SCAG is in the process of guiding regional policy and supporting members to enable and maximize the benefits of current and future broadband applications, while also minimizing required public investment and disruption to other initiatives.
- This report intends establish SCAG’s effort by providing ① a baseline perspectives on the state of broadband in the SCAG area, ② broadband investment opportunities, and ③ deployment strategy deployment.

Key Project Questions

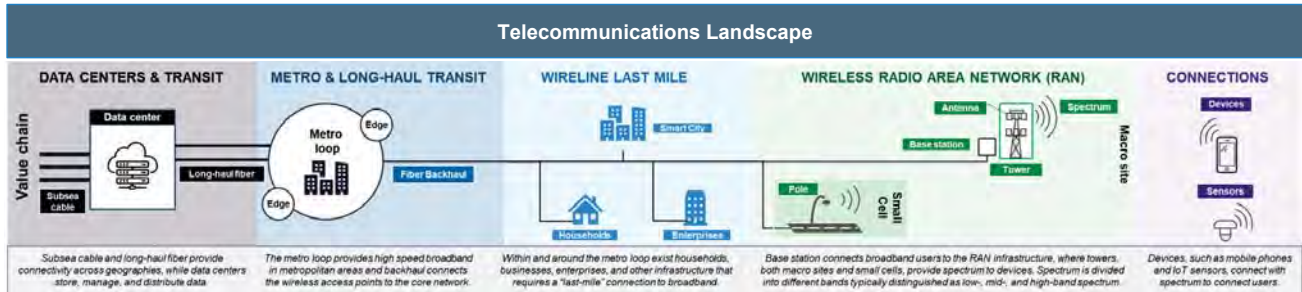
- ▶ Where are **broadband demand centers** located, and what drives demand in these areas?
- ▶ What **types of wireline broadband are available to homes** across various SCAG members?
- ▶ How much **customer choice** of providers is available for wireline home broadband?
- ▶ What is the general **quality of cellular wireless service** across carriers and SCAG geography?
- ▶ What core internet infrastructure exists and where is it located within SCAG’s service area?
- ▶ What areas, may be **attractive to telecommunication firms** for deploying various types of infrastructure?
- ▶ How attractive are these areas and why?
- ▶ What are the **implications of the commercial findings**, and what strategies should be explored to **support broadband initiatives**?
- ▶ What **other considerations** should be kept in mind as SCAG and its members plan a path forward?

Attachment: PowerPoint Presentation - Selections from Broadband Opportunity Review Project 2spp (Selections from Broadband Opportunity

Telecommunication Landscape

The telecom space is diverse, with significant subsegment interdependencies required to enable BB networks

ILLUSTRATIVE



Stakeholders directly affecting the telecommunication ecosystem



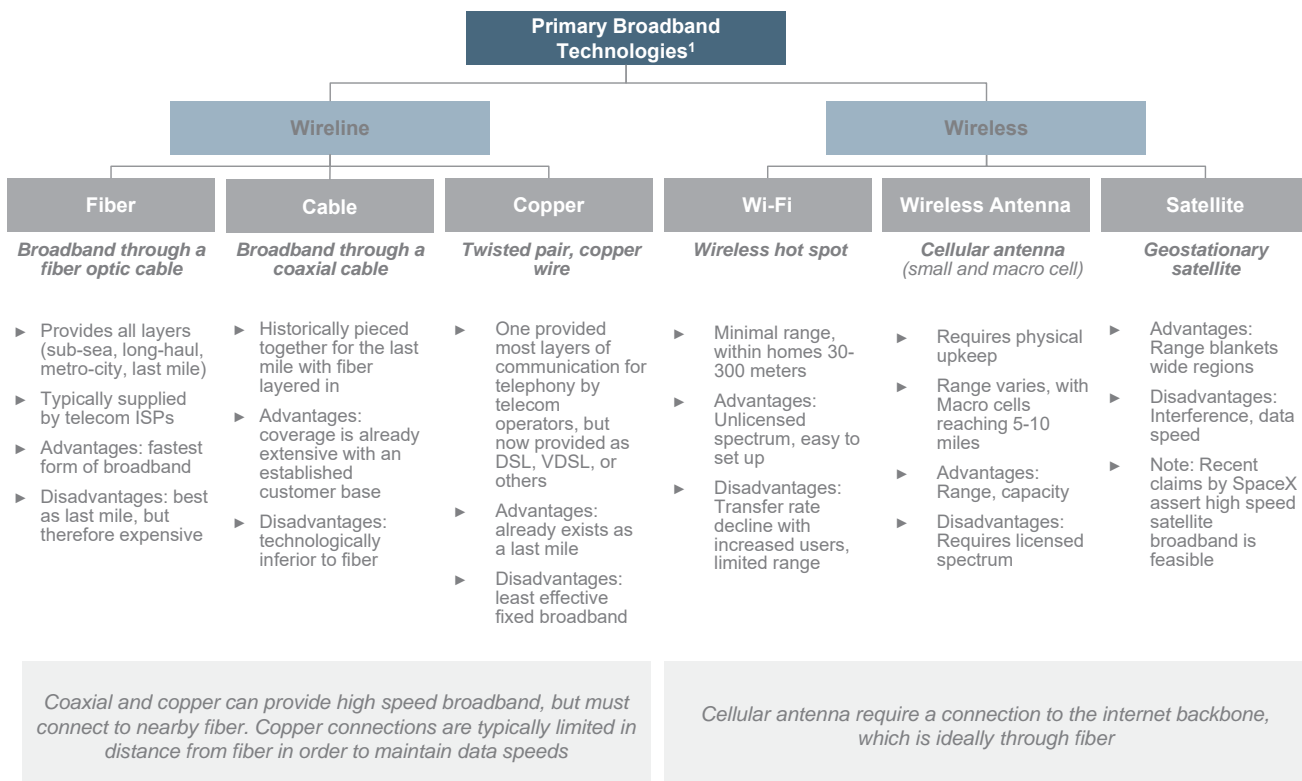
The telecommunications landscape continues to evolve as technology improves, demand evolves, new use cases are developed

Notes: Telecommunications in this context refers primarily to infrastructure
Sources: NTIA, Company websites, SCAG team analysis

Market Technologies

Fiber is a key enabler of improved service across networks for numerous technology types

ILLUSTRATIVE

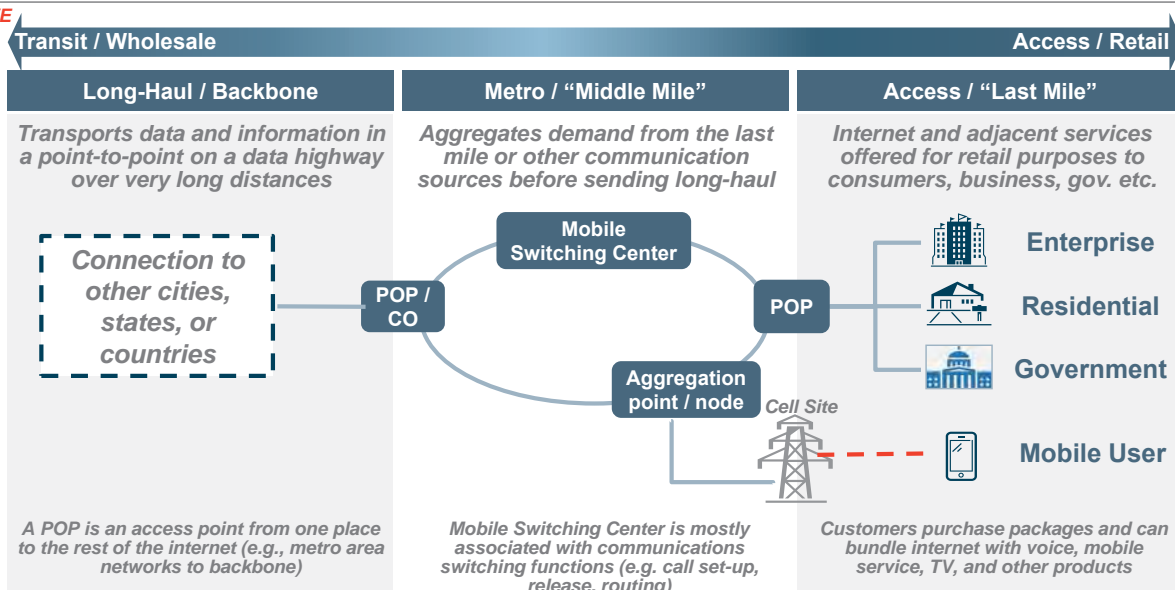


Notes: Speeds continue to improve on the same physical infrastructure through technological advancements; does not include fixed wireless
Sources: IDC Worldwide Blackbook 3rd Platform Addition, IDC Outlook for 5G¹ Stepwise Development and Commercialization, Credit Suisse

Wireline Overview

Broadband networks consist of long-haul, middle-mile, and last-mile, each with varied functions and business models

ILLUSTRATIVE



Business Model	Lease fiber strands (per strand, per mile) with maintenance fees. Paid upfront (Indefensible Right of Use "IRU") or expense	Lease fiber strands or a ring (per strand, per mile) with maintenance fees. Paid upfront (Indefensible Right of Use "IRU") or expense.	Sell internet services and adjacent services to individual customers typically on a subscription basis
Providers	Zayo, Level 3	CenturyLink, Windstream, AT&T, Verizon	Verizon "Fios", AT&T "U-verse"
Transportation Analogy	Long distance transportation (ocean or rail shipment)	Trucking / tractor trailer freight to larger distribution center or	USPS / courier last-mile service of package or mail to a premise

Note: Point of presence = "POP"

Source: Market Research Fiber to the Home: Capital Costs and Viability of Verizon's FIOS

Southern California Association of Governments | Page 5

Wireline Customer Sets

Wireline customers are highly varied, but all are increasing their demand for fiber

ILLUSTRATIVE

Customer Type	Demand	Providers
Consumer	Households with a fiber connection (or DSL/Cable that use fiber backbone) now require a high speed data connection	<ul style="list-style-type: none"> Incumbent local exchange carriers ("ILEC") and most competing local exchange carriers ("CLEC") providing fiber to the X ("FTTX")
Office/Home Office and Small/Medium Sized Enterprises	Companies with up to 250 FTEs with a fiber connection (or DSL/Cable that use fiber backbone) require high speed data to operate	<ul style="list-style-type: none"> ILECs or CLECs providing FTTX
Corporate Enterprises	Companies with up to 250 FTEs with a fiber connection (or DSL/Cable that use fiber backbone) require high speed data to operate and some have a dedicated fiber line.	<ul style="list-style-type: none"> ILECs or CLECs providing FTTX Providers or resellers of dark fiber
Government, Public, Other Sites	Local authorities and public institutions (e.g. libraries, schools hospitals) with a fiber connection (or DSL/Cable that use fiber backbone) in increasingly required	<ul style="list-style-type: none"> ILECs, CLECs, other middle mile internet service provider ("ISP") with ethernet, dark fiber or other solutions
Datacenters / Web-hosts	Datacenters providing cloud and hosting services typically use fiber to address their broadband network needs and often leverage a dedicated fiber line.	<ul style="list-style-type: none"> Typically a CLEC, middle mile ISP, or long-haul provider able to offer a dedicated line
Large Telco Operators	Operators provide B2B/B2C services and offer direct to the customer, resell to the customer, or connect their network. The demand is to handle trunk traffic.	<ul style="list-style-type: none"> Typically a CLEC, with middle mile / long haul off-net offerings
Wireless and Tower Operators	Mobile operators often use or pay for access to fiber backhaul to transport wireless derived data.	<ul style="list-style-type: none"> ILECs and CLECs transport to the control center through backhaul (often fiber)

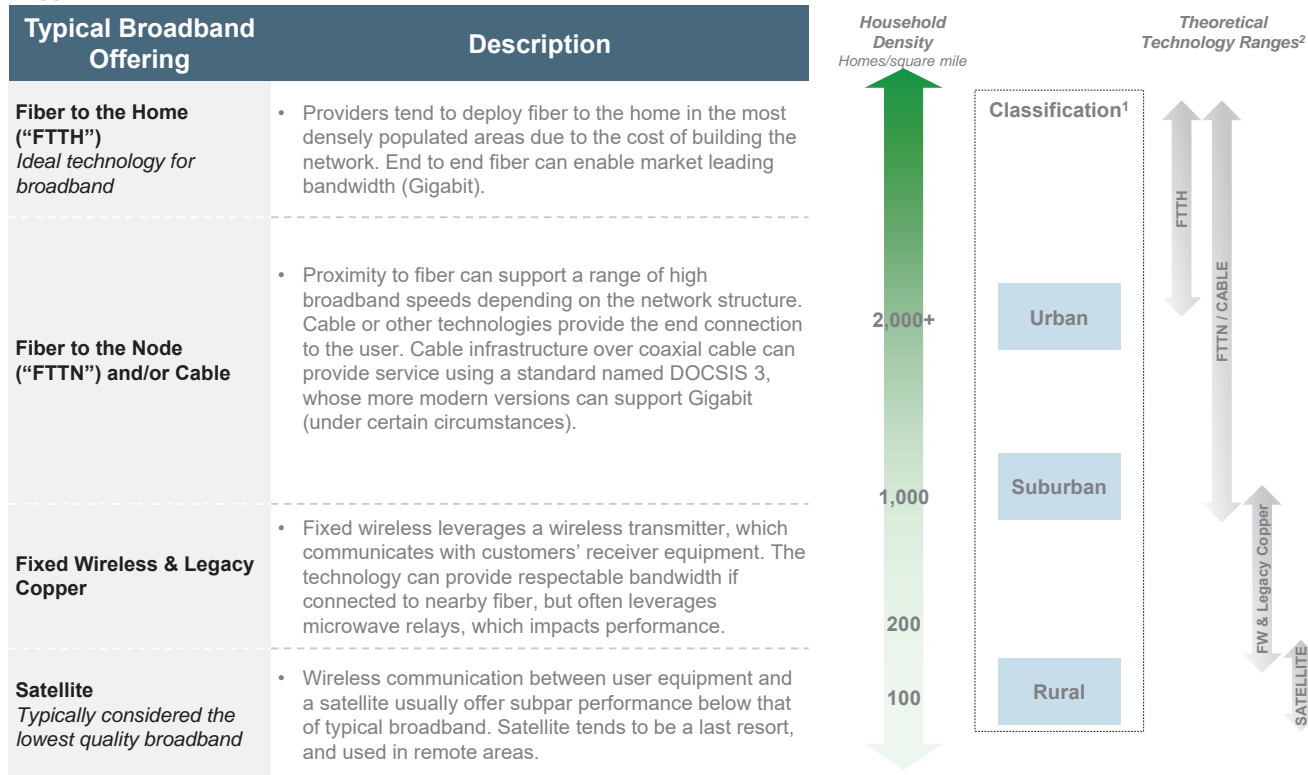
Sources: Pew Research, Vertical Systems Group

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Wireline Availability Drivers

BB availability is typically driven by user density and the average cost to build per household or business passed

ILLUSTRATIVE

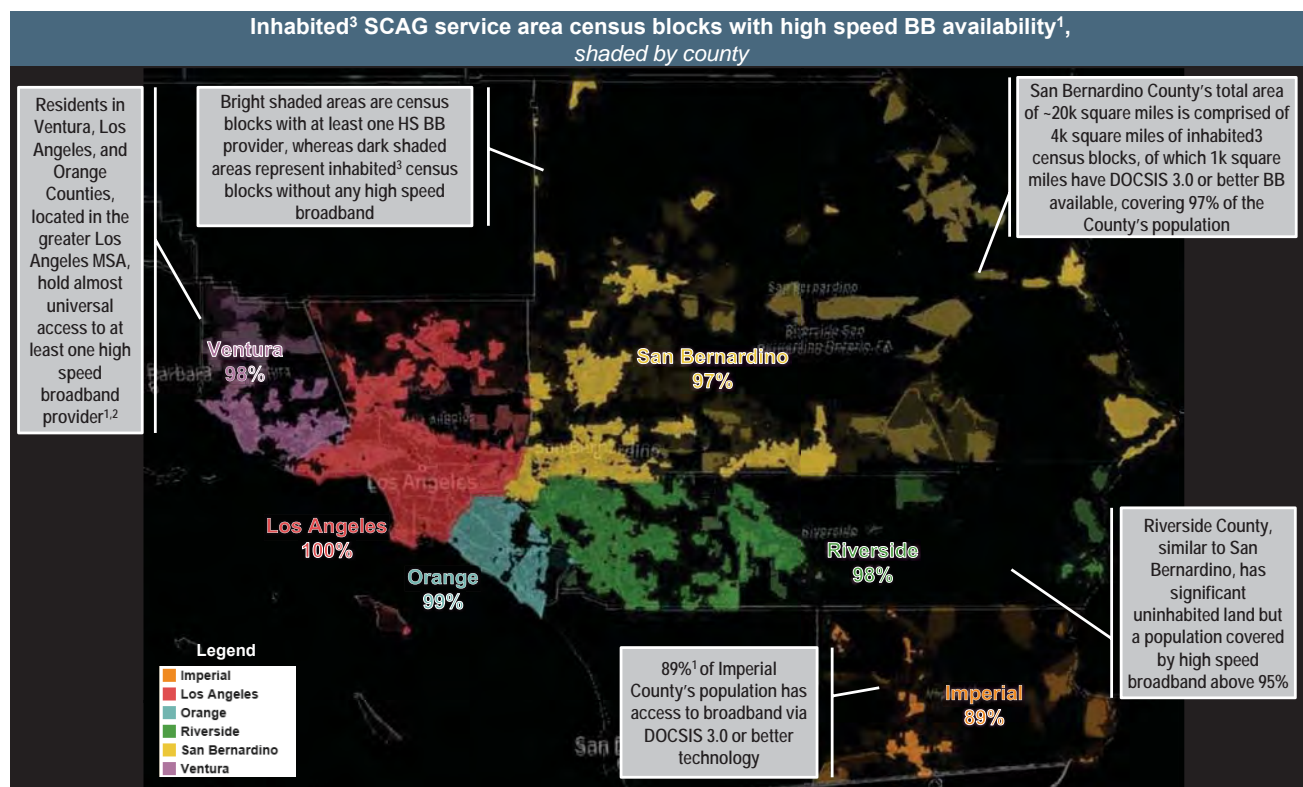


Notes: 1) Official classifications lack formal definitions. FiveThirtyEight survey definition is Rural = >100 households per square mile, Sub-urban = ~100-2000 households per square mile, and Urban = +2,000 households per square mile. 2) Cost/household passed or connected and customer lifetime value would also be considered

Sources: FiveThirtyEight, US Census, US Department of Agriculture, Statista, S&P Market Intelligence

Executive Summary: SCAG Baseline – Last Mile Consumer Broadband

The majority of the SCAG service area population reportedly has availability of at least one high speed broadband provider^{1,2} in the last mile access network



Notes: 1) Availability based on company reported data to FCC on offerings by census block 2) High speed BB referenced here based on technology offering and may not always translate to user experience of high speeds 3) Population >=1

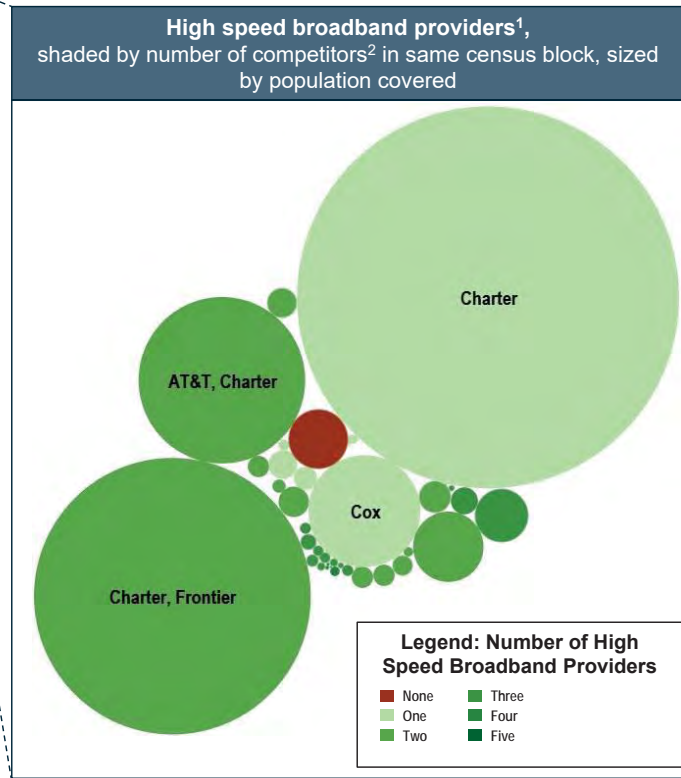
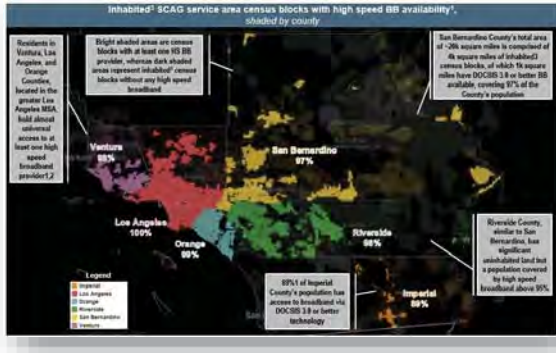
Sources: US Census, FCC, Market Research, SCAG, SCAG team analysis

Executive Summary: SCAG Baseline – Last Mile Consumer Broadband

Despite having at least one provider, low competitive intensity suggest that the broadband quality is likely poor

DRAFT

Attachment: PowerPoint Presentation - Selections from Broadband Opportunity Review Project 2spp (Selections from Broadband Opportunity



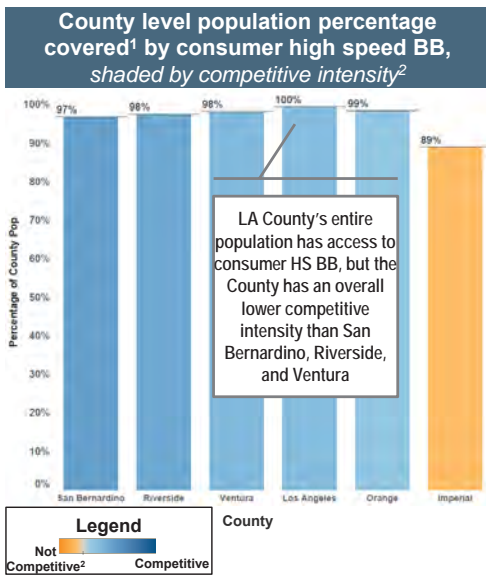
Southern California Association of Governments | Page 9

Sources: US Census, FCC, Market Research, SCAG, SCAG team analysis

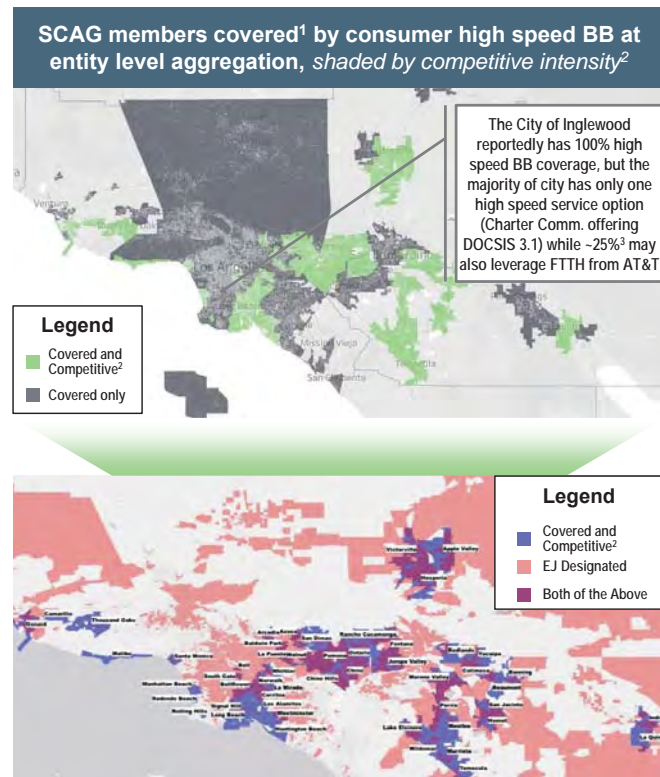
Supply: Competitive Intensity & Consumer Choice

Competitive intensity, evaluated primarily by breadth of customer choice, enables further differentiation

DRAFT



Of those covered by high speed BB only a subset benefit from provider competition



- ▶ San Bernardino County appears to experience more intense competition due to the presence of multiple providers in a handful of cities, particularly Ontario, Upland, and Rancho Cucamonga
- ▶ Imperial County's demand center around El Centro sits far from urban areas, impacting BB availability and competitive intensity

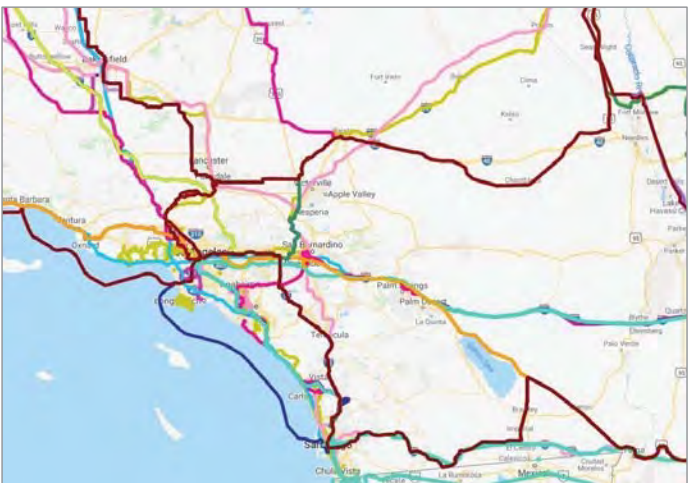
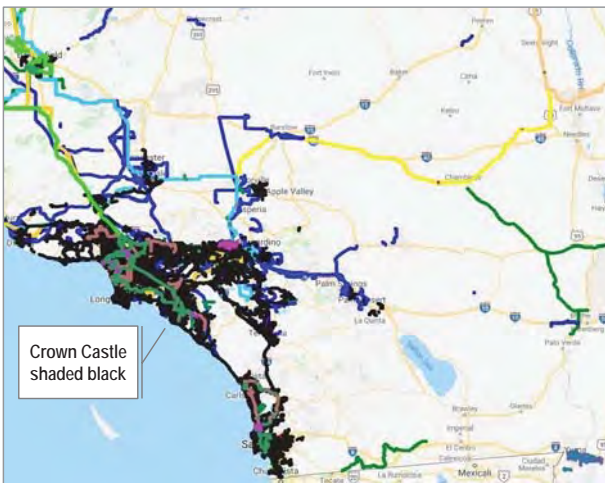
Notes: 1) Availability based on company reported data to FCC on offerings by census block 2) Competitive intensity based on score driven by number of providers by broadband technology offering by census block, aggregated to city or county level; score cutoff for competitive intensity is 1.6; 3) An additional ~50% of Inglewood pop also has AT&T VDSL offering, which may provide HS BB, made more likely by AT&T's nearby offering of FTTH

Sources: US Census, FCC, Market Research, SCAG, SCAG team analysis

Southern California Association of Governments

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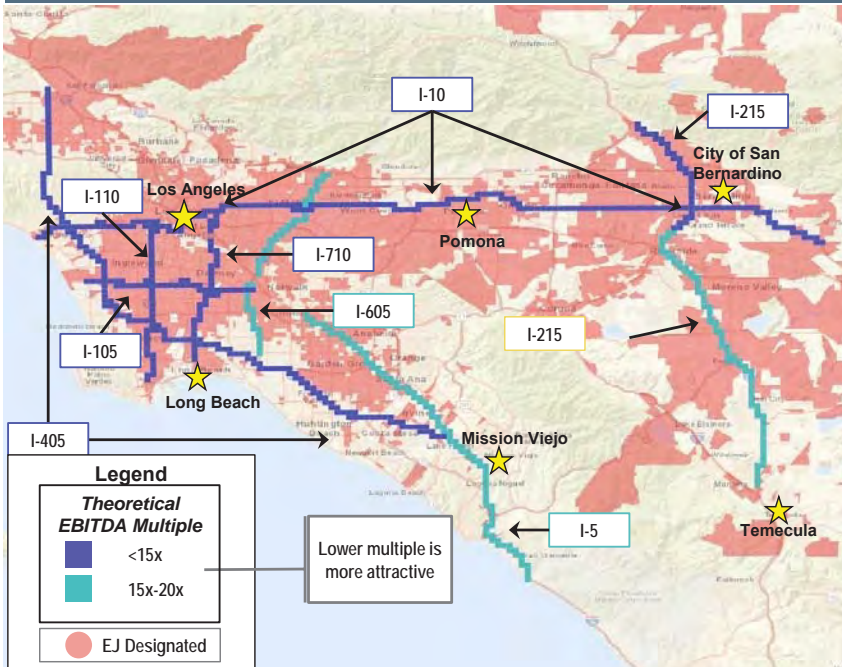
Long haul and middle-mile fiber provide the infrastructure that enables both the access networks for consumers and SCAG infrastructure connectivity

Long Haul Fiber	Middle-Mile Fiber
	
<ul style="list-style-type: none"> ▶ Major fiber providers such as AT&T, CenturyLink, Level 3, Sprint, Windstream and Zayo have long-haul networks running alongside major interstates connecting the region such as I-5, I-15, I-10, I-8, I-40. ▶ Smaller players also have long-haul network assets in the service area. 	<ul style="list-style-type: none"> ▶ Outside of Los Angeles, San Bernardino and Irvine cities, middle-mile fiber presence in the rest of Riverside, San Bernardino and Imperial counties is relatively sparse ▶ Crown Castle has a very dense middle-mile network in the LA and San Bernardino region

Notes: Review of fiber located on interstate RoW is preliminary and not exhaustive
 Source: Fiberlocator, Market Research, SCAG, SCAG team analysis

Executive Summary: SCAG Opportunities Commercially attractive segments may encourage a private sector build for middle-mile fiber, a key enabler of high speed access broadband

Interstates in SCAG Service Area split by county, shaded by theoretical run rate EBITDA multiple



Legend

Theoretical EBITDA Multiple

- <15x
- 15x-20x

EJ Designated

Lower multiple is more attractive

Segments that may be viable without public subsidy
 (Investment to anticipated EBITDA run rate multiple <15x)

County	Interstate Name	CapEx/Run Rate EBITDA (Idealized Multiple)	Total CapEx Per Mile
Los Angeles	I-10	13	\$1.6M
	I-105	11	\$1.6M
	I-110	13	\$1.6M
	I-405	14	\$1.6M
	I-710	12	\$1.6M
San Bernardino	I-10	8	\$0.4M
	I-215	9	\$0.4M
Grand Total		12	\$1.3M

Segments that may be viable with public subsidy
 (Investment to anticipated EBITDA run rate multiple 15x-20x)

County	Interstate Name	CapEx/Run Rate EBITDA (Idealized Multiple)	Total CapEx Per Mile
Los Angeles	I-605	19	\$1.6M
Orange	I-5	18	\$1.6M
	I-405	15	\$1.6M
Riverside	I-215	17	\$0.3M
Grand Total		17	\$1.3M

Notes: Miles referenced are a simplified estimation of route miles based on assumption of rd.. length of 1 km ≈ .6 miles for every mgrs grid square; results of analysis have not yet been finalized and delivered
 Sources: US Census, FHWA, FCC, Fiberlocator, OpencellID, CPUC, SCAG, Caltrans, Market Research, ITU, SCAG team analysis

Southern California Association of Governments

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Attachment: PowerPoint Presentation - Selections from Broadband Opportunity Review Project 2spp (Selections from Broadband Opportunity

Target Metric

A run rate EBITDA multiple of 15x¹ serves as a cutoff filter to provide preliminary views on RoW commercial viability

ILLUSTRATIVE

Commentary

- ▶ There is data available for a handful of deals for purchase of fiber routes announced around 2016 and 2017¹
- ▶ Deal prices can be viewed through the lens of a forward year cash flow multiple, meaning that a buyer values a fiber route mile to be worth a certain number of years of future cashflows²
- ▶ Of 10-15 deals reviewed³ two were valued at a multiple of 15, six valued at a multiple between 10-14, and four below 10

▶ After incorporating simplifying assumptions, the above multiple can be used as a directional cutoff to identify RoW that may be commercially attractive based on a segment build cost equal to **15x run rate EBITDA**^{4,5}

Illustrative Example

Metric	Caltrans District α	Caltrans District β
Estimated Wireline Capital Cost	\$1,500k per mile	\$300k per mile
Cutoff Multiple	15x	15x
Minimum EBITDA ^{4,5}	\$100k per mile per year	\$20k per mile per year

Notes: 1) Based on historical fiber deal values combined with simplified modeling assumptions; 2) One deal referenced herein was announced in 2015; 3) This is a simplified interpretation of the CF metric, and doesn't describe all details including assumed inflation, price changes, other value derived from an asset, etc.; 4) Only minimal information was available on the transactions, and the deals had a mix of metro and long haul fiber; 5) EBITDA is used as a directional proxy for cash-flow, and uses simplified assumption of no ramp period, for customer acquisition, construction, etc.; 6) The small cell lease direct contribution to financials is included in EBITDA based on the observation that it has a far less meaningful impact than wireline; Caltrans districts blinded

Sources: S&P Market Intelligence, Caltrans, Market Research, SCAG team analysis



Southern California Association of Governments
Remote Participation Only
October 1, 2020

To: Community
Economic & Human Development Committee (CEHD)
Transportation Committee (TC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Future of the Office After COVID-19

RECOMMENDED ACTION FOR CEHD AND TC:

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:

Ms. Amber Schiada, Senior Director of Research and Insight at JLL, will provide the committee with a macro level overview of the future of the office, including a discussion of the cyclical and secular (ie. persisting over a long period) drivers of demand for office space, and the potential long-term impacts from the COVID-19 pandemic. Ms. Schiada specializes in real estate economics, industry trends and real estate forecasting and leads all research initiatives for JLL's U.S. High-Tech Practice Group.

BACKGROUND:

As reported in the September 3, 2020 staff report to the Joint Policy Committees and Regional Council on emerging issues and trends, it is estimated that 35.2 percent of workers who were employed in early March switched to working at home by the first week of April.¹ To the extent that teleworking levels may remain elevated once the pandemic is contained, this could have a multitude of implications for planning, including reconsidering land use needs (e.g., less demand for office space and repurposing old office space), and transportation (e.g., reduced congestion, VMT and emissions). While it is important to recognize that 63 percent² of jobs cannot be performed entirely from home, the increased participation rates of those who *can* telework may push the

¹ <https://www.nber.org/papers/w27344.pdf>

² https://bfi.uchicago.edu/wp-content/uploads/BFI_White-Paper_Dingel_Neiman_3.2020.pdf

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

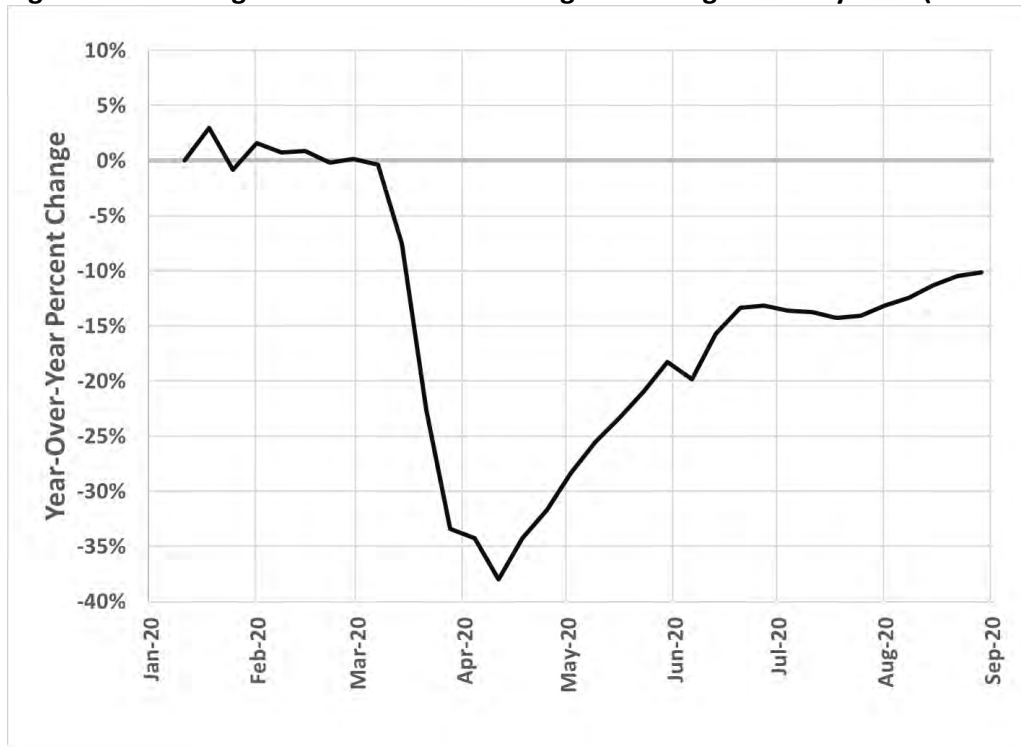
OUR CORE VALUES

Be Open | Lead by Example | Make an Impact | Be Courageous

digitalization of our economies and society even further and potentially alter our transportation and land use needs.

Data showing increases in vehicle miles traveled (VMT), however, should be cause for some concern in this regard. Despite double-digit unemployment rates, restrictions in place for what businesses can reopen, and most schools closed for in-person instruction, by August 2020, VMT was nearing pre-pandemic levels³. See Figure 1 below.

Figure 1. SCAG Region Year-Over-Year Change in Average Freeway VMT (2019 versus 2020)



Source: Caltrans Performance Measurement System (PeMS)

As reported in the September 3 staff report, the question of whether the significantly higher levels of teleworking will persist post-pandemic does not have a clear answer. Some researchers maintain that these higher levels of teleworking are unlikely to persist post-pandemic. They point to past events such as earthquakes and transit stoppages that have not resulted in sustained changes, and they note that there are clear benefits to in-person work, such as face-to-face interactions and communication, and limitations to telework such as home/internal constraints.⁴ Others assert that

³ http://www.scag.ca.gov/Documents/scag-COVID-19-Transportation_Impacts.pdf

⁴ <https://uttri.utoronto.ca/files/2020/06/Mokhtarian-iCity-CATTS-symp-Wkg-from-home-will-it-be-different-thistime.pdf>

this sustained experience (ie., not a short-term event, with a clear beginning and end) is different from past work disruptions and cannot be considered a temporary aberration. They argue that the experience this time has been different because in many organizations, everyone has been required to telework and all employees have strived to figure out how to overcome the challenges.

The answer will likely fall somewhere in between. A Gensler survey of over 2,300 office workers from April 16 to May 4, 2020, found that only 12 percent of workers want to work from home full-time.⁵ Gensler noted that most people want to return to the workplace, but with significant changes to address distancing and concerns over noise and cleaning protocols, and notably, more flexibility and opportunity to work from home than existed prior to the pandemic.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation - Future of the Office After COVID-19 2

⁵ <https://www.gensler.com/research-insight/blog/insights-from-genslers-u-s-work-from-home-survey-2020>

The Future of Office in a Post-Pandemic World

Amber Schiada
Senior Director
JLL Research

Prepared for SCAG
October 1, 2020



Topics

- Economic landscape
- Office trends and the future of work
- Retail disruption accelerates



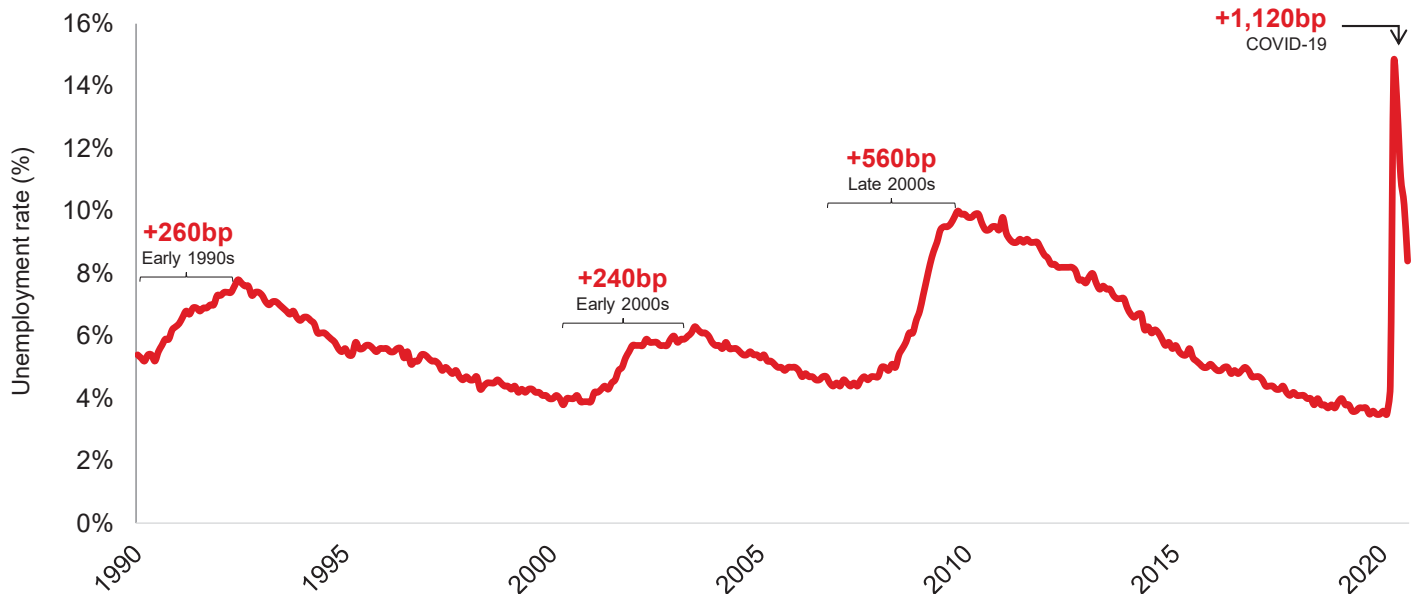
Pandemic containment issues are shifting the labor market trajectory to a check mark rather than a V



Source: JLL Research, Bureau of Labor Statistics, September 2020

3

At 8.4%, U.S. unemployment is back in the single digits for the first time since March

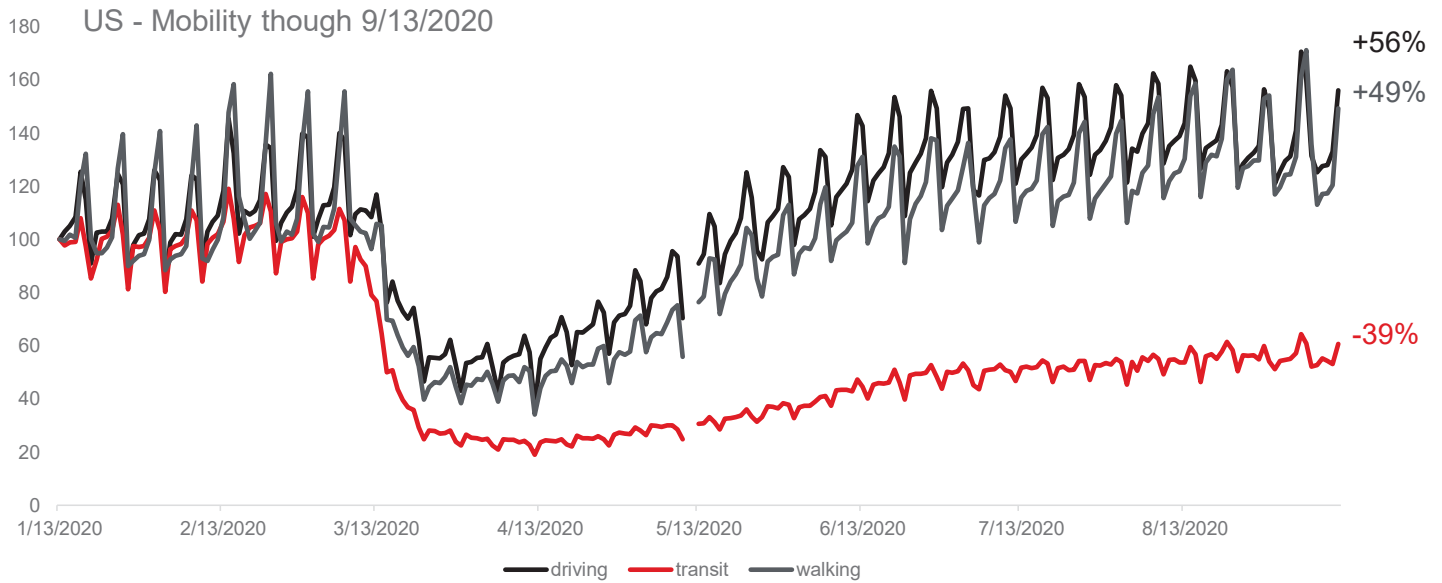


Source: JLL Research, Bureau of Labor Statistics, September 2020

4

Attachment: PowerPoint Presentation - Future of the Office After COVID-19

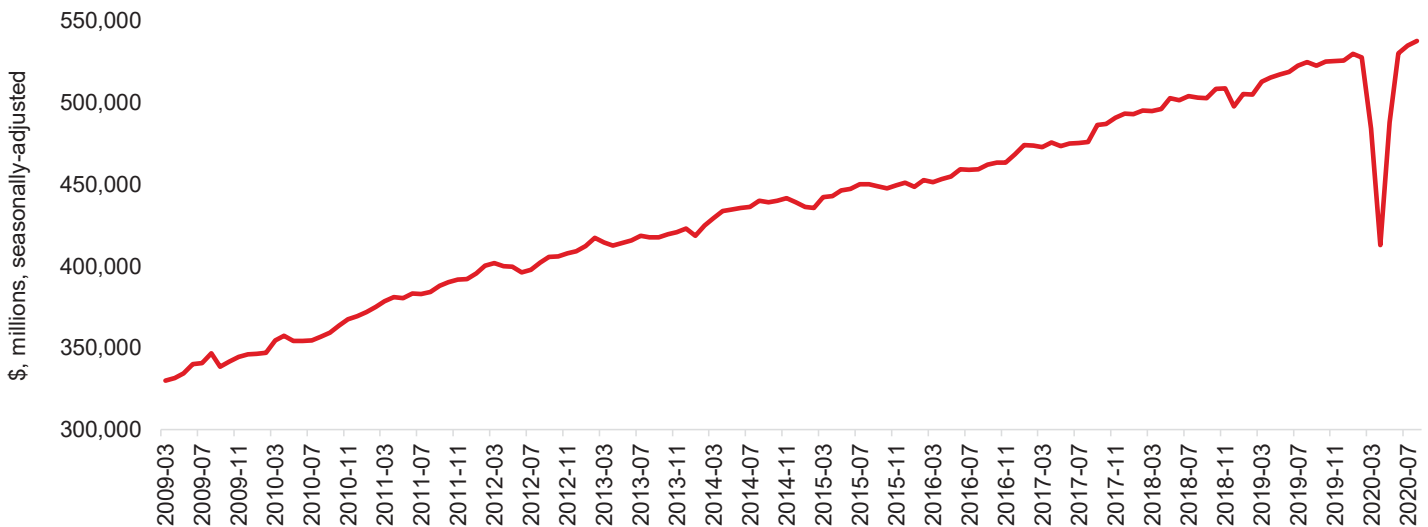
Mobility trends are encouraging, but public transit use lags amid continued work-from-home trends and health concerns



<https://www.apple.com/covid19/mobility>
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5

U.S. retail sales rebound shows the release of pent-up demand Consumers re-engage when they feel safe

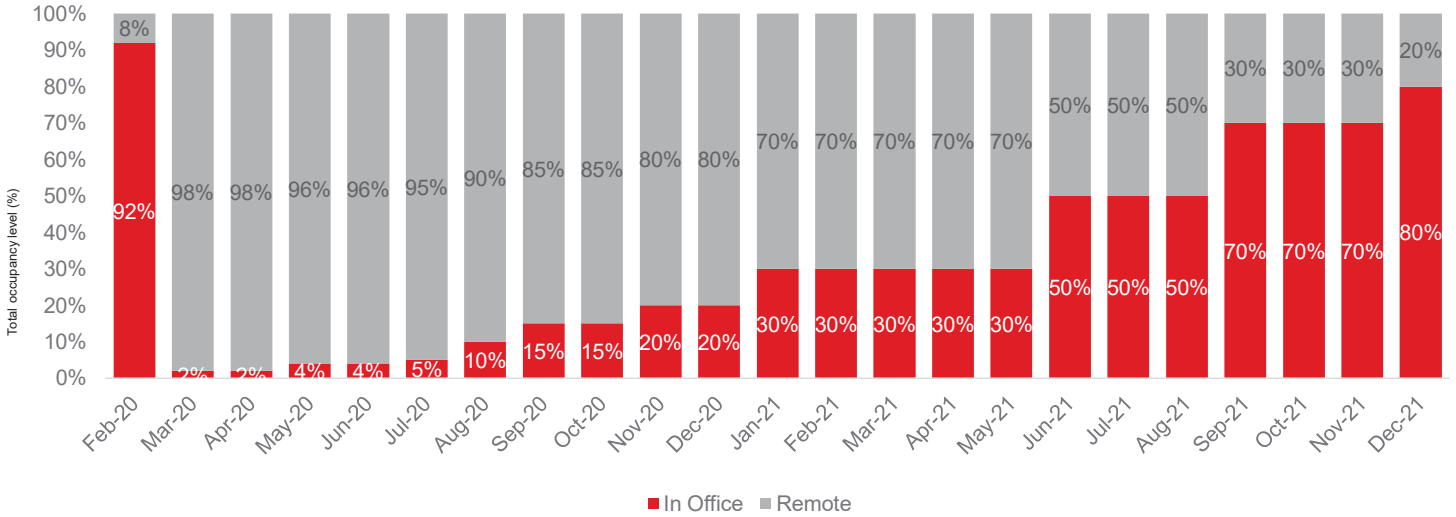


Sources: JLL Research, Census Bureau, August 2020

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U.S. office re-entry levels and forecast



Office re-entry is generally expected to be slow and methodical

Source: JLL Strategic Consulting Group

Corporate office re-entry timelines (as of 8/31/2020)

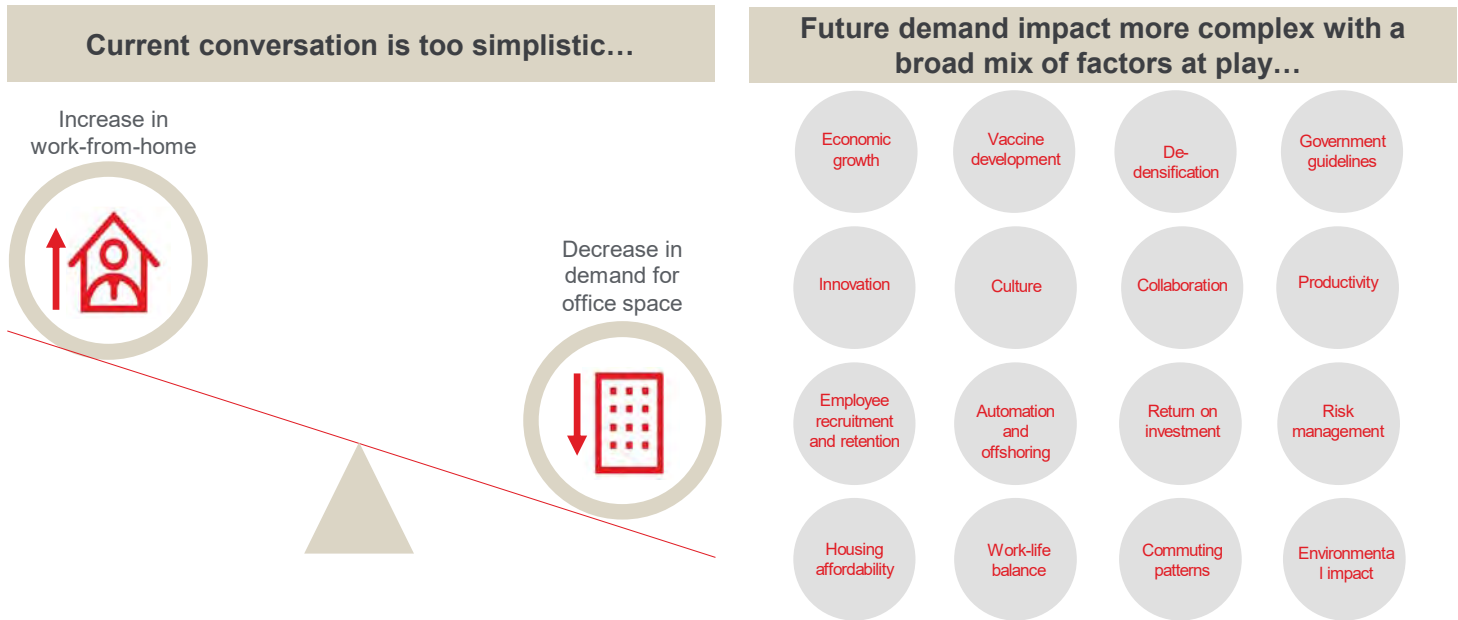


Q3 2020	Q4 2020	Q1 2021	Q2 2021	Indefinitely
<p>Blackstone: Return-to-office plans strongly encourage investment teams to come to the office, unless there's a "valid reason" to remain remote.</p>	<p>Amazon: "employees can come back around October"</p>	<p>Google: "Reopening more offices globally as early as June, but most Google employees would likely work from home until the end of this year."</p>	<p>Facebook: "Announced plans for permanent remote work for up to half of its staff of 45,000 employees."</p>	<p>Walmart: Announced that tech workers, who have been working remotely during the pandemic, don't have to return to the office anytime soon — or potentially, ever.</p>

Companies across sectors are setting different timelines for office re-entry

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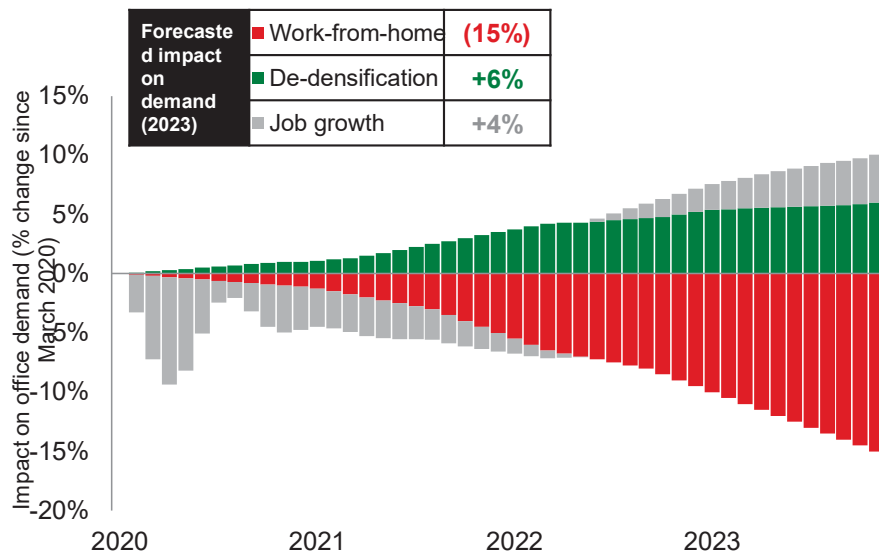
Future office demand will be determined by myriad factors



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Structural and cyclical shifts will both contribute to demand over the next three years



- Prior to the pandemic, approximately 10% of office employees worked primarily from home
- We expect the share of white-collar employees working primarily from home will more than double to 25% post pandemic
- We anticipate a rollback of the office densification movement and that some companies will redesign spaces to provide more distancing, as well as incorporate larger collaboration spaces
- Current job losses are concentrated in non-office sectors and economic forecasts project office-occupying job gains beginning in mid-2022





Future job creation and de-densification will counterbalance the impact of expanded work-from-home programs

Source: JLL Research, Bureau of Labor Statistics, Moody's

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Structural shifts impacting office demand



Theme	Impact
 Work from home	<ul style="list-style-type: none"> • Increase in WFH policies • Enhanced technologies and adoption • More employee flexibility and control
 Space design	<ul style="list-style-type: none"> • De-densification of office space • Rethinking of amenities
 Distributed work	<ul style="list-style-type: none"> • Hub-and-spoke models • Accelerated movement to lower-cost markets • Shifting back-office roles to lower-cost cities
 Urban vs. Suburban	<ul style="list-style-type: none"> • Suburban satellite offices • Urban footprints for talent acquisition

Future office demand will be impacted by a confluence of headwinds and tailwinds

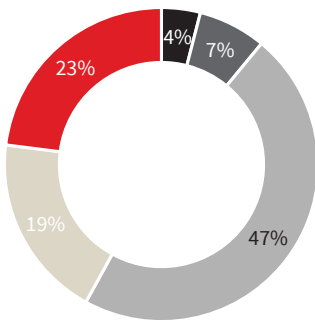
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Remote work will expand, but won't decimate office demand



What do your future office space needs look like?



- We will need a lot more space (an increase of more than 20%)
- We will need a little more space (an increase of 20% or less)
- Our company will need the same amount of office space
- We will need a little less space (a reduction of 20% or less)
- We will need a lot less space (a reduction of more than 20%)

47%

Expect to use about the same amount of space post-COVID

23%

Expect to *significantly reduce* the size of their office portfolio

11%

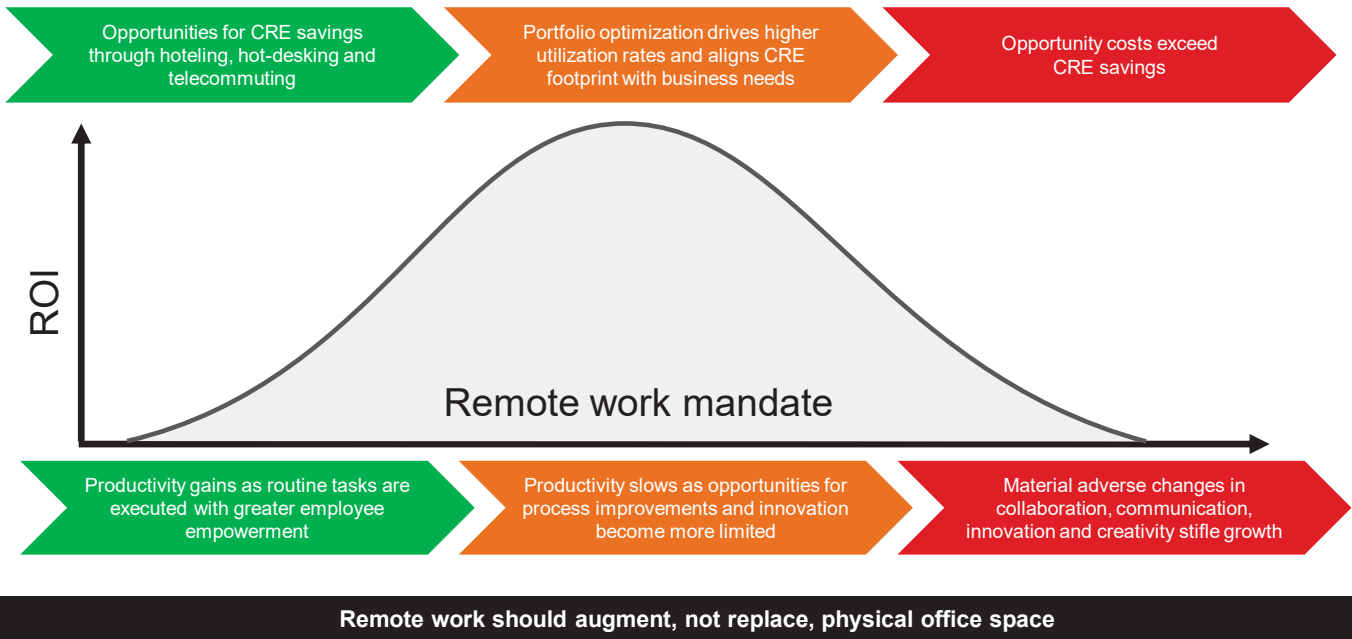
Expect to *expand* their office footprint to accommodate growth and provide greater distancing

Only 23% of companies plan to significantly reduce the size of their office portfolio

Source: JLL Research survey of 98 senior CRE corporate decision makers

12

Diminishing returns of work-from-home policies



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13

Early advocates of WFH have underperformed



THE WALL STREET JOURNAL.

Some Companies Rethink The Telecommuting Trend

At Yahoo, Working from Home Doesn't Work

IBM, a Pioneer of Remote Work, Calls Workers Back to the Office

Big Blue says move will improve collaboration and accelerate the pace of work

IBM YAHOO! xerox hp

20%

10-year return of early advocates of WFH

THE WALL STREET JOURNAL.

Apple's New Headquarters Is a Sign of Tech's Boom, Bravado

Lavish Perks Spawn New Job Category

At Tech Companies, Aim-to-Please Specialists Provide Yoga Classes, Jeff O Shots, 'We're Like Little Elves'

405%

10-year return of NASDAQ-100

Companies that initially championed WFH reversed course after experiencing a quantifiable decline in growth & innovation

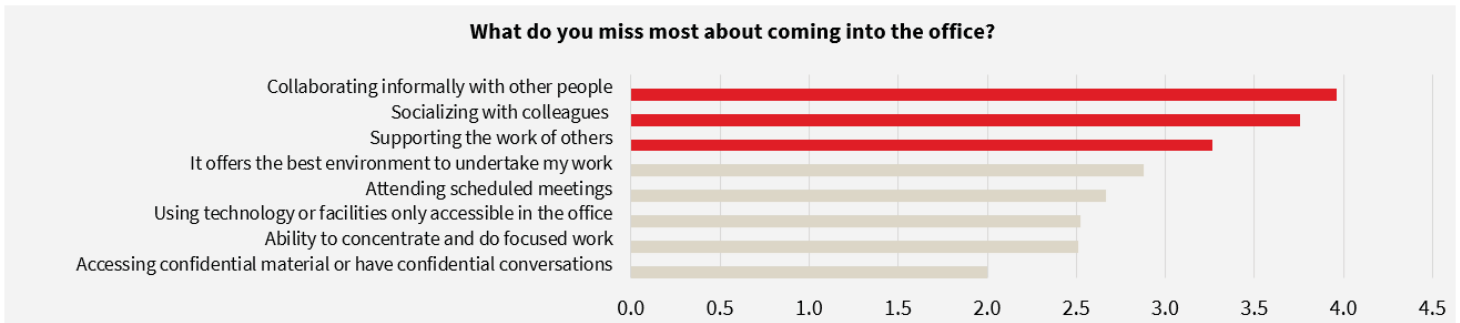
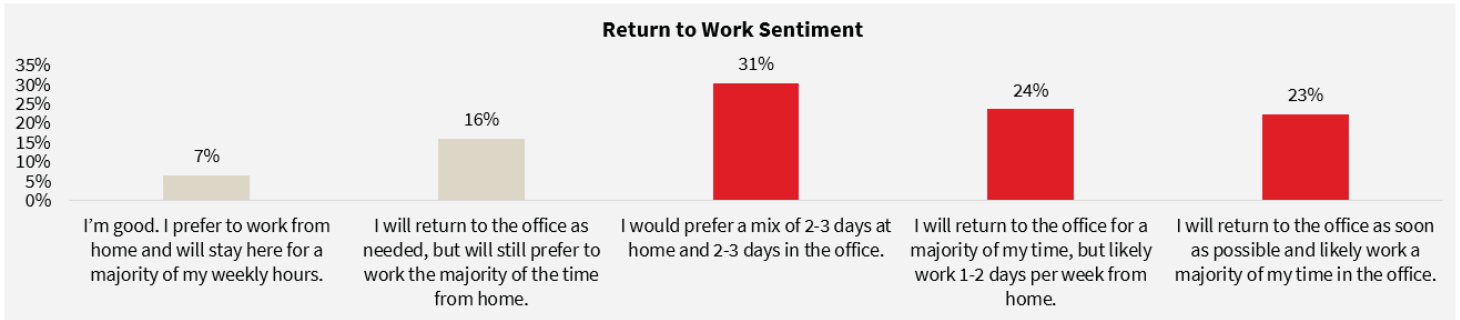
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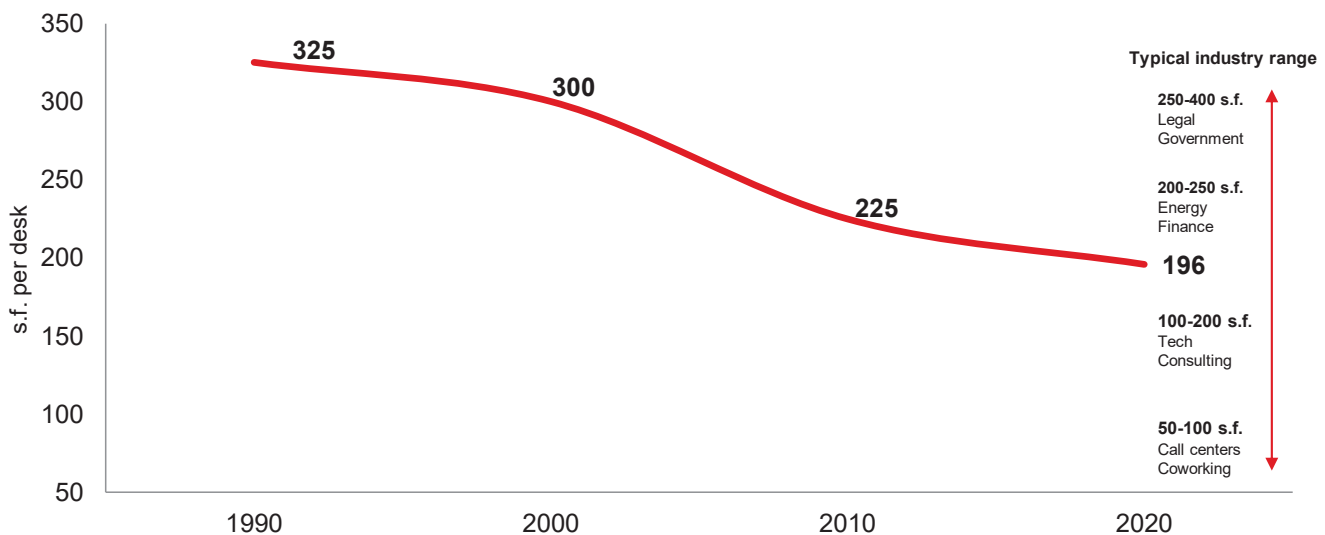
Employee sentiment on remote work highlights potential risks to company culture and collaboration



Source: JLL Workplace Employee Survey. Responses from more than 1,200 employees in 20 industries collected from April to July.

15

Seating density has increased 13% over the past decade, but new distancing protocols may reverse this trend

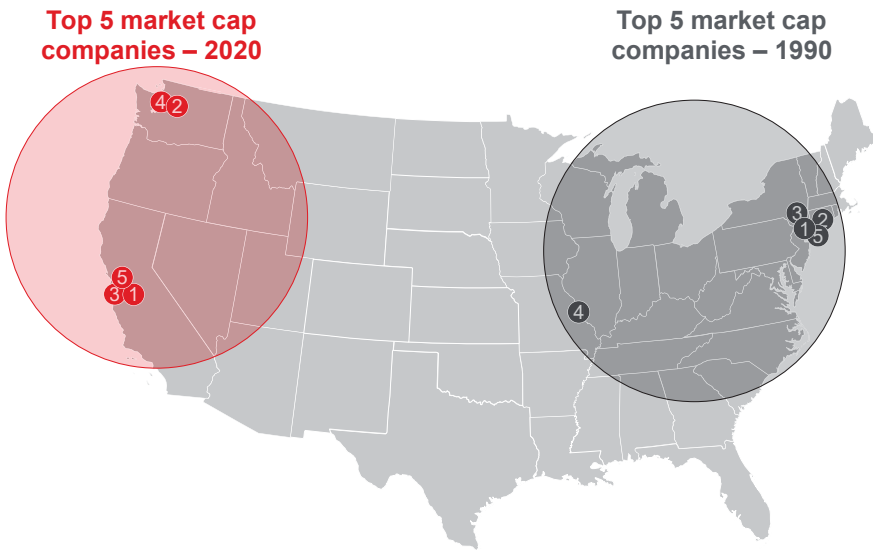


Space redesign may result in more square footage per person

Source: JLL Research

16

The center of the U.S. economy shifted westward over the past 30 years to tech-driven clusters



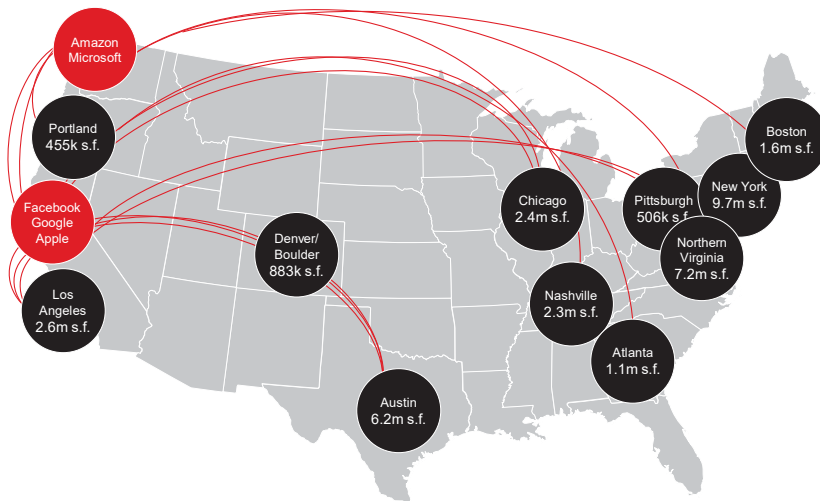
Rank	Company	HQ location (1990)	Market cap as of 1/1990 (billion USD)
1	Exxon	New York, NY	\$62.6
2	General Electric	Fairfield, CT	\$58.2
3	IBM	Armonk, NY	\$54.5
4	AT&T	St. Louis, MO	\$48.9
5	Philip Morris	New York, NY	\$38.6

Rank	Company	HQ location (2020)	Market cap as of 1/2020 (billion USD)
1	Apple	Cupertino, CA	\$1,387.5
2	Microsoft	Redmond, WA	\$1,243.9
3	Alphabet	Mountain View, CA	\$986.3
4	Amazon	Seattle, WA	\$940.4
5	Facebook	Menlo Park, CA	\$624.1

Labor scarcity, rising costs and regulatory challenges in West Coast tech hubs have spurred a need for distributed work

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Hub-and-spoke models had already gained significant traction and COVID may accelerate this trend



* Circles represent total market presence by 5 largest tech companies

Distributed work will continue to drive tenant demand across both primary and secondary markets

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Facebook Bets Big on Future of N.Y.C., and Offices, With New Lease

Construction on Amazon HQ2 begins in Northern Virginia

Amazon Inks Massive Operations Center Lease At Nashville Yards

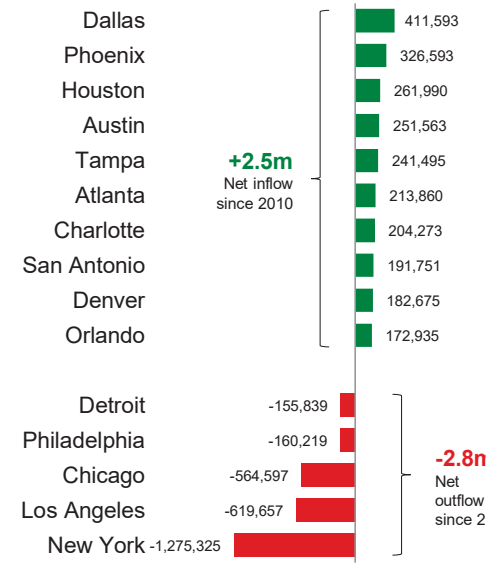
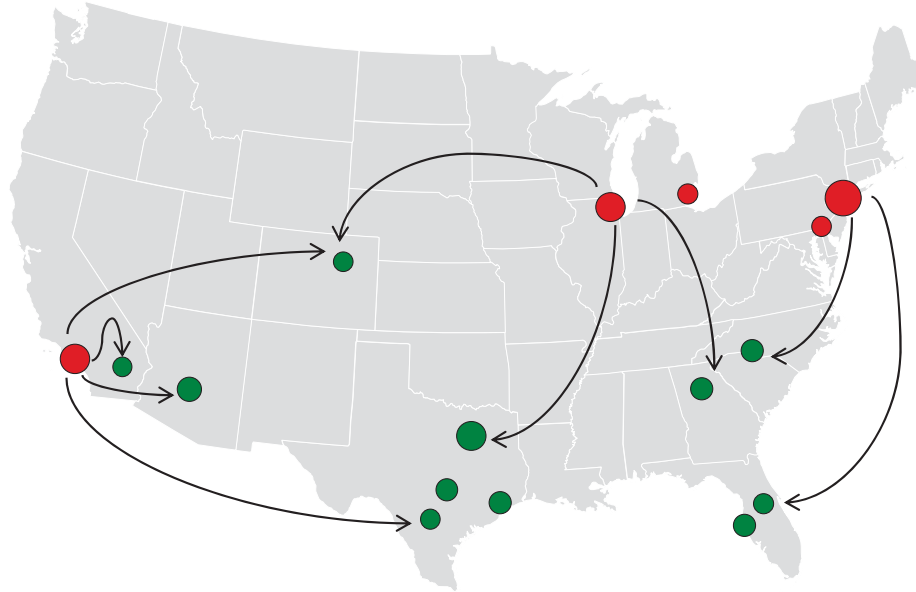
Apple to build new campus in Austin and add jobs across the US

Facebook, Google, Uber and Amazon embrace Manhattan as an East Coast hub

Google eyeing massive Fulton Market expansion

Microsoft expanding in Atlanta, creating 1,500 jobs

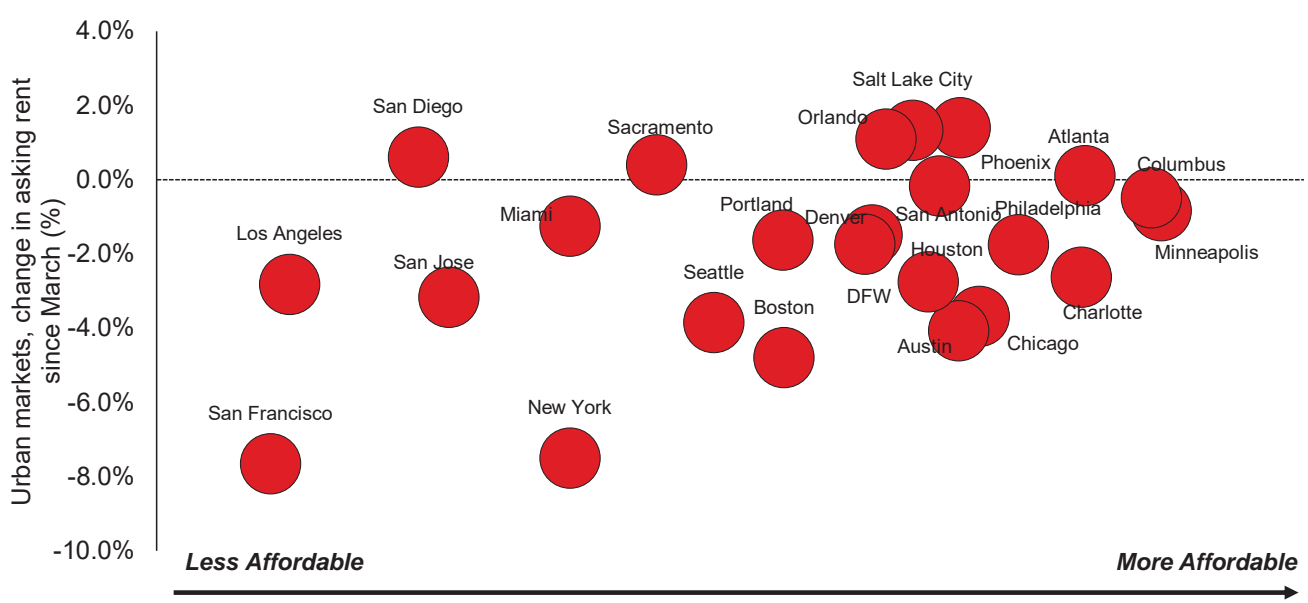
Talent movement to lower-cost geographies may accelerate post-COVID



Acceleration of talent movement to lower-cost locales may emerge with more companies adopting work from home policies

Source: JLL Research, U.S. Census Bureau

Softening of average apartment rents more pronounced in expensive urban markets



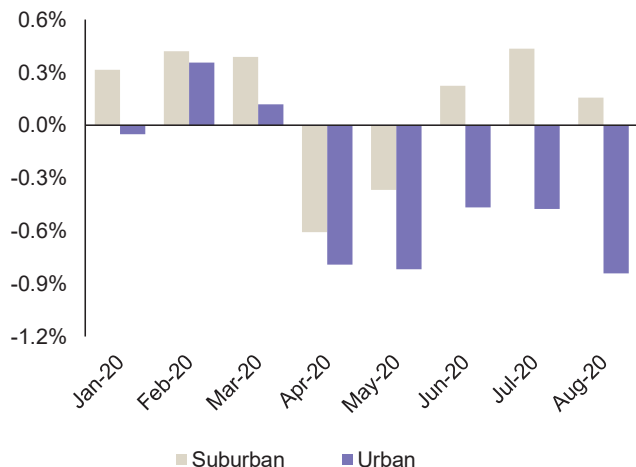
Source: JLL Research, Axiometrics
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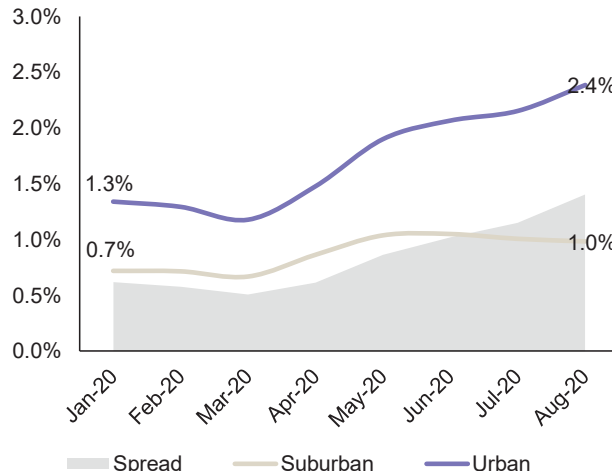
Rent gap between urban and suburban apartments widens during the pandemic



Asking rent growth, month-over-month (%)
Urban vs. Suburban



Concessions as a % of monthly rent (%)
Urban vs. Suburban



Source: JLL Research, Axiometrics
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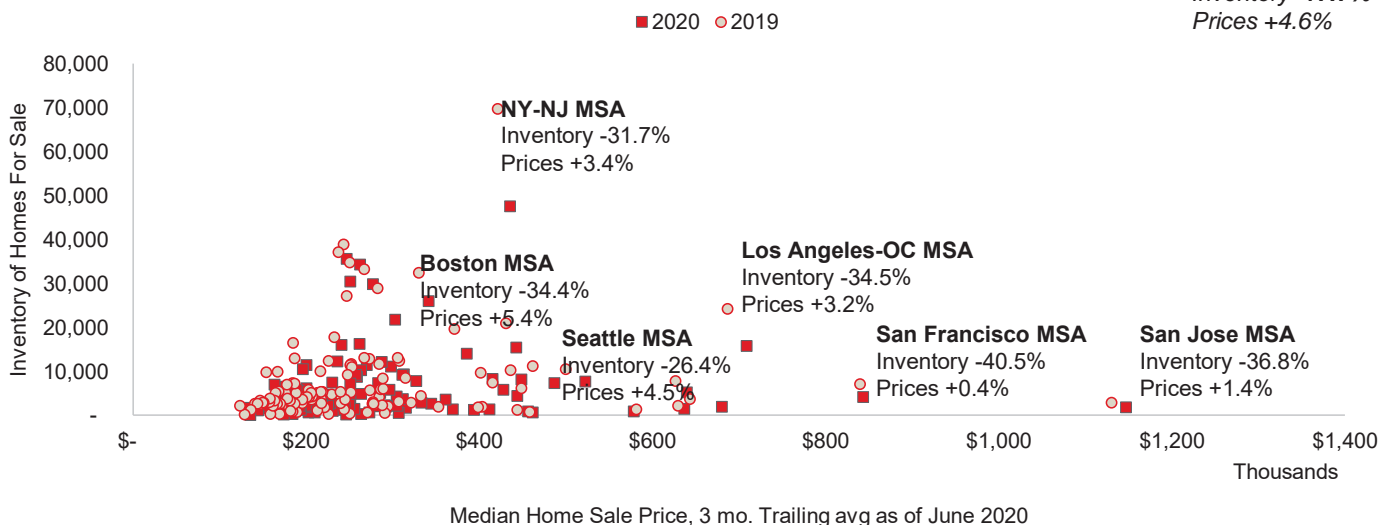
Homebuying maintains a strong clip through the crisis

Inventory is down significantly, and low rates are keeping buyers interested...for now



Median single family sale price versus available homes for sale, June 2020

United States
Inventory -17.7%
Prices +4.6%



Source: JLL Research, Zillow

22

Could more homebuyers seek out the suburbs?

Urbanites working from home may drive this trend further post-COVID



**Click to go to articles*



REAL ESTATE | HOMES

East Coasters Are Snapping Up Vacation Homes Amid Coronavirus

Sales in resort and rural areas are surging as home buyers look for getaways from Covid

U.S.

Suburban Home Prices Are Rising. But So Are Most Urban Home Prices

Median urban home prices were flat from a year earlier, dragged down by weak demand in San Francisco and Manhattan

MONEY

Buying Their First Home During Coronavirus



Markets **Bloomberg**

Manhattan Lags With Suburban Shift Fueling Region's Home Sales

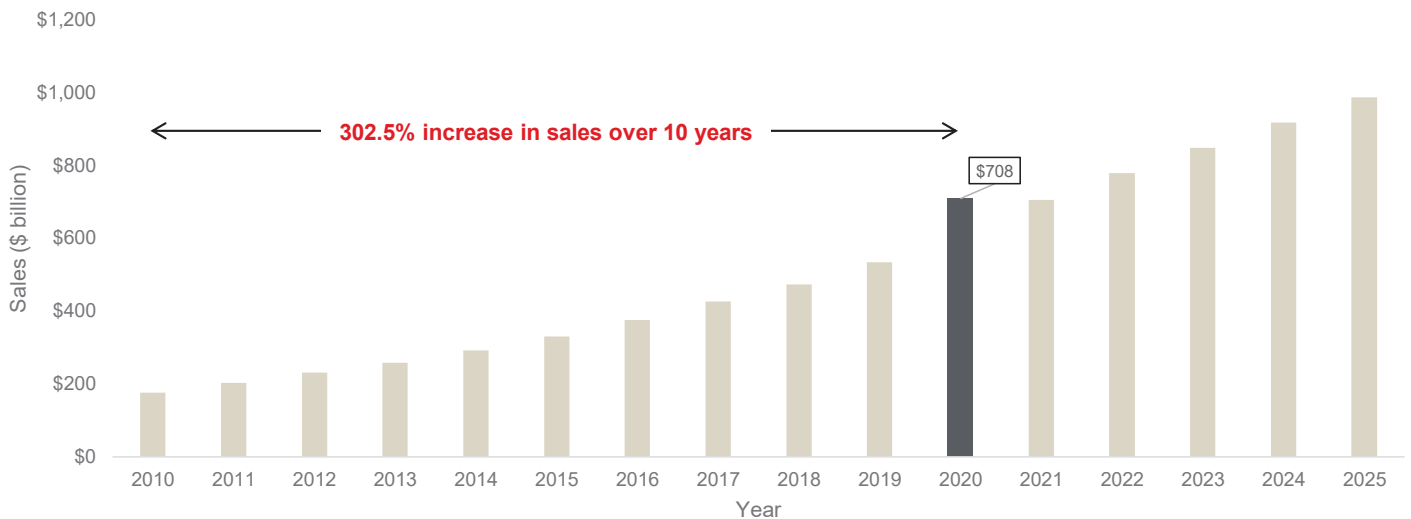
By Qshrat Carmiel
August 5, 2020, 9:01 PM PDT

Source: JLL Research

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E-commerce sales surge in response to COVID-19

Since 2019 e-commerce sales have increased 32.7 percent and are expected to continue an upward trajectory as consumers adopt new shopping habits



Source: JLL Research, IBISWorld

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Creative supply chain solutions and space conversions



Kroger Co. plans to set up an e-commerce marketplace open to third-party merchants this fall with non-perishable grocery items

JCPenney

J.C. Penney has started to transform under-performing retail properties into fulfillment centers



Walmart converted its retail space into mini distribution hubs to shorten the last mile for customers.



Target converted its retail space into mini distribution hubs to shorten the last mile for customers



Lowe's announced plans to add four additional e-commerce fulfillment centers and seven bulk distribution sites to its portfolio.

Source: JLL Research, U.S. Census Bureau

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COVID-19 will impact each retail sector differently



	Sector	Viewpoint	Real estate impact
Positive	Mass merchandise	Mass merchandisers will benefit from price-sensitive shoppers as economic hardships continue.	Power centers, freestanding retail
	Grocery	Grocery saw unprecedented demand at the start of the pandemic but demand has begun to return to pre-COVID levels and should remain constant.	Neighborhood centers
	Home improvement	More time at home means consumers will continue with home projects.	Power centers
	Pharmacies & drugstores	Pharmacies and drugstores are essential businesses that have continued operations during the pandemic and demand for their services will continue.	Neighborhood and community centers, freestanding retail
Neutral	Sporting goods & outdoor	Outdoor stores have a steadier outlook as people return to outdoor (socially-distant) activities. Sporting goods stores rely on student teams and will rebound when schools and team sports resume.	Power centers and freestanding retail; some operate in malls
	Consumer electronics	Telecommuting and home-schooling has caused a demand for consumer electronics.	All property types
	Cosmetics & beauty	Salons and cosmetics supply retailers will see dramatically reduced sales in the first half of the year but will rebound as people return to work and social gatherings resume.	All property types
	Home décor & furniture	Budget-conscious consumers will be less likely to purchase big-ticket items like furniture, especially without an in-store experience.	Power centers, malls, freestanding retail
Negative	Dining	Quick-service-restaurants have done well as they are more adept at takeout, delivery and drive-thru. Casual and fine dining will continue to struggle with reduced capacity restrictions.	All property types
	Fitness	Social distancing will significantly reduce gym and studio capacity and consumers are likely to cancel costly gym and studio memberships during a recession.	All property types
	Entertainment & theaters	When movie theaters reopen, social distancing and a lack of new content will significantly hinder the sectors rebound. Demand for entertainment concepts will return, albeit slowly.	All property types
	Apparel & accessories	Cash-strapped consumers will flock to discount and value apparel, while mid-priced apparel will suffer.	Malls, power centers
	Department stores	High-end and value-oriented department stores will more quickly find a footing, while mid-priced department stores will struggle.	Malls

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Final thoughts...



1. *The pandemic will dictate all*
2. *Offices will be just as relevant, but new choices regarding location and function will drive demand*
3. *New online habits push retail disruption further along*

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For more information:

Amber Schiada
Senior Director – Research
Amber.Schiada@am.jll.com