



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

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County Transportation Authority

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Transportation  
Curt Hagman, San Bernardino  
County

## REGULAR MEETING

# TRANSPORTATION COMMITTEE

*Thursday, April 4, 2019*  
**10:30 AM - 12PM**

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

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

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



### Transportation Committee *Members – April 2019*

1. **Sup. Curt Hagman**  
TC Chair, San Bernardino County
  2. **Hon. Cheryl Viegas-Walker**  
TC Vice Chair, El Centro, RC District 1
  3. **Hon. Sean Ashton**  
Downey, RC District 25
  4. **Hon. Rusty Bailey**  
Riverside, RC District 68
  5. **Hon. Kathryn Barger**  
Los Angeles County
  6. **Hon. Ben Benoit**  
Air District Representative
  7. **Hon. Will Berg**  
Port Hueneme, VCOG
  8. **Hon. Russell Betts**  
Desert Hot Springs, CVAG
  9. **Hon. Austin Bishop**  
Palmdale, North L.A. County
  10. **Hon. Drew Boyles**  
El Segundo, President's Appt.
  11. **Hon. Art Brown**  
Buena Park, RC District 21
  12. **Hon. Joe Buscaino**  
Los Angeles, RC District 62
  13. **Hon. Ross Chun**  
Aliso Viejo, OCCOG
  14. **Hon. Jonathan Curtis**  
La Canada Flintridge, RC District 36
  15. **Hon. Diane Dixon**  
Newport Beach, OCCOG
  16. **Hon. Emily Gabel-Luddy**  
Burbank, AVCJPA
-



## TRANSPORTATION COMMITTEE AGENDA

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- 17. Hon. James Gazeley**  
Lomita, RC District 39
  - 18. Hon. Lena Gonzalez**  
Long Beach, RC District 30
  - 19. Hon. Jack Hadjinian**  
Montebello, SGVCOG
  - 20. Hon. Jan Harnik**  
RCTC
  - 21. Hon. Dave Harrington**  
Aliso Viejo, OCCOG
  - 22. Hon. Carol Herrera**  
Diamond Bar, RC District 37
  - 23. Hon. Steven Hofbauer**  
Palmdale, RC District 43
  - 24. Hon. Jose Huizar**  
Los Angeles, RC District 61
  - 25. Hon. Jim Hyatt**  
Calimesa, RC District 3
  - 26. Hon. Mike Judge**  
VCTC
  - 27. Hon. Trish Kelley**  
Mission Viejo, OCCOG
  - 28. Hon. Paul Krekorian**  
RC District 49/Public Transit Rep.
  - 29. Hon. Linda Krupa**  
Hemet, WRCOG
  - 30. Hon. Randon Lane**  
Murrieta, RC District 5
  - 31. Hon. Clint Lorimore**  
Eastvale, RC District 4
  - 32. Hon. Steve Manos**  
Lake Elsinore, RC District 63
  - 33. Hon. Ray Marquez**  
Chino Hills, RC District 10
-



## TRANSPORTATION COMMITTEE AGENDA

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- 34. Hon. Larry McCallon**  
Highland, SBCTA
  - 35. Hon. Marsha McLean**  
Santa Clarita, RC District 67
  - 36. Hon. Dan Medina**  
Gardena, RC District 28
  - 37. Hon. LDennis Michael**  
Rancho Cucamonga, RC District 9
  - 38. Hon. Fred Minagar**  
Laguna Niguel, RC District 12
  - 39. Hon. Carol Moore**  
Laguna Woods, OCCOG
  - 40. Hon. Ara Najarian**  
Glendale, SFVCOG
  - 41. Hon. Frank Navarro**  
Colton, RC District 6
  - 42. Hon. Chuck Puckett**  
Tustin, RC District 17
  - 43. Hon. Teresa RealSebastian**  
Monterey Park, RC District 34
  - 44. Hon. Dwight Robinson**  
Lake Forest, OCCOG
  - 45. Hon. Crystal Ruiz**  
San Jacinto, WRCOG
  - 46. Hon. Ali Saleh**  
Bell, RC District 27
  - 47. Hon. Damon Sandoval**  
Morongo Band of Mission Indians
  - 48. Hon. Tim Sandoval**  
Pomona, RC District 38
  - 49. Hon. Marty Simonoff**  
Brea, RC District 22
  - 50. Hon. Thomas Small**  
Culver City, WSCCOG
-



## TRANSPORTATION COMMITTEE AGENDA

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- 51. **Hon. Karen Spiegel**  
Riverside County
  
  - 52. **Hon. Cynthia Sternquist**  
Temple City, SGVCOG
  
  - 53. **Hon. Jess Talamantes**  
Burbank, RC District 42
  
  - 54. **Hon. Alan Wapner**  
SBCTA
  
  - 55. **Hon. Alicia Weintraub**  
Calabasas, LVMCOG
  
  - 56. Mr. Paul Marquez  
Caltrans District 7
-

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# TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 – Regional Council Room  
Los Angeles, California 90017  
**Thursday, April 4, 2019**  
**10:30 AM**

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

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

**PUBLIC COMMENT PERIOD**

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

**REVIEW AND PRIORITIZE AGENDA ITEMS**

<b>ACTION/DISCUSSION ITEM</b>	<b>PAGE NO.</b>	<b>TIME</b>
1. Election of Chair and Vice Chair		

**CONSENT CALENDAR**

Approval Items

2. Minutes of TC Meeting, March 7, 2019	8	
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Receive and File

3. RHNA Methodology Survey Packet	13	
4. May is National Bike Month	30	
5. Sustainable Communities Strategy Framework Update	32	

**INFORMATION ITEMS**

6. Connect SoCal: How Will We Connect? <i>(Brian Taylor, UCLA)</i>	45	30 Mins.
7. Mobility Go Zone & Pricing Feasibility Study Overview and Findings <i>(Annie Nam, Manager, Goods Movement)</i>	46	15 Mins.
8. 2019 SCAG Regional Active Transportation Program <i>(Rye Baerg, SCAG Staff)</i>	58	5 Mins.

**CHAIR'S REPORT**  
*(The Honorable Curt Hagman, Chair)*

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## TRANSPORTATION COMMITTEE AGENDA

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### **METROLINK REPORT**

*(The Honorable Art Brown)*

### **STAFF REPORT**

*(John Asuncion, SCAG Staff)*

### **FUTURE AGENDA ITEMS**

### **ANNOUNCEMENT/S**

### **ADJOURNMENT**

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

**ITEM NO. 2**

TRANSPORTATION COMMITTEE  
MINUTES OF THE MEETING  
THURSDAY, March 7, 2019

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

The Transportation Committee (TC) met at SCAG, 900 Wilshire Blvd., 17<sup>th</sup> Floor, Los Angeles, CA 90017. The meeting was called to order by Chair Hon. Randon Lane, Murrieta. A quorum was present.

**Members Present:**

Hon. Sean Ashton, Downey	District 25
Hon. Rusty Bailey, Riverside	District 68
Hon. Ben Benoit, Wildomar	South Coast AQMD
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Drew Boyles	El Segundo
Hon. Art Brown, Buena Park	District 21
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Emily Gabel-Luddy	AVCJPA
Hon. James Gazeley, Lomita	District 39
Hon. Jack Hadjinian, Montebello	SGVCOG
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Jim Hyatt, Calimesa	District 3
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Linda Krupa, Hemet	WRCOG
Hon. Randon Lane, Murrieta	District 5
Hon. Clint Lorimore, Eastvale	District 4
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon, Highland	SBCTA
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Ara Najarian, Glendale	AVCJPA
Hon. Frank Navarro, Colton	District 6

Hon. Charles Puckett, Tustin	District 17
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Carlos Rodriguez, Yorba Linda	President's Appointment
Hon. Ali Saleh, Bell	GCCOG
Hon. Marty Simonoff, Brea	District 22
Hon. Thomas Small, Culver City	Culver City
Hon. Karen Spiegel	Riverside County
Hon. Jess Talamantes	SFVCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Mr. Paul Marquez, Caltrans District 7	Ex-Officio Member

**Members Not Present:**

Hon. Kathryn Barger	Los Angeles County
Hon. Will Berg, Port Hueneme	VCOG
Hon. Austin Bishop, Palmdale	North L.A. County
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Diane Dixon, Newport Beach	OCCOG
Hon. Lena Gonzalez, Long Beach	District 30
Hon. Curt Hagman <b>(Chair)</b>	San Bernardino County
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Jose Huizar, Los Angeles	District 61
Hon. Paul Krekorian	District 49
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Tim Sandoval, Pomona	District 38
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Cheryl Viegas-Walker, El Centro <b>(Vice Chair)</b>	District 1
Hon. Alicia Weintraub, Calabasas	LVMCOG

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Randon Lane, Murrieta, called the meeting to order at 10:39 a.m. Hon. Karen Spiegel, Riverside County, led the Pledge of Allegiance.

**PUBLIC COMMENT**

No members of the public requested to comment.

**CONSENT CALENDAR**

1. Minutes of the February 7, 2019 Meeting

**Receive and File**

2. SCAG Sustainable Communities Program
3. Sustainable Communities Strategy Framework Update
4. Report on SCAG's Bottom-Up Local Input and Envisioning Process for Connect SoCal and RHNA

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

AYES: Ashton, Bailey, Benoit, Betts, Boyles, Brown, Chun, Curtis, Gabel-Luddy, Gazeley, Harnik, Hofbauer, Hyatt, Judge, Kelley, Krupa, Lane, Lorimore, Manos, Marquez, McCallon, McLean, Medina, Michael, Minagar, Moore, Najarian, Navarro, Puckett, Real Sebastian, Rodriguez, Spiegel, Talamantes, Tercero (34)

NOES: None (0)

ABSTAIN: Simonoff (1)

## **INFORMATION ITEMS**

### 5. Emerging Regional Issues: Where Will We Grow?

Oliver Chi, City Manager, City of Monrovia, reported on the GoMonrovia mobility plan. Mr. Chi stated that concerns about mobility due to increasing housing supply density brought about the development of GoMonrovia. He noted GoMonrovia is a partnership with Lyft ridesharing that provides participants subsidized rides within specific geographic areas of Monrovia and a discounted option to rent Lime bikes. Mr. Chi reported that the city's previous dial-a-ride service was not well used and operated at a high per-ride cost and a \$1 million yearly budget. The Lyft partnership began March 2018 providing 4,921 rides in the first month with ridership growing to 70,946 by December. He noted 18,749 participants signed up for the Lyft program and the majority of their rides are under 4 miles in length. Further, the most popular usage time is midday and evenings with 30% of riders beginning or ending at either Old Town or the Gold Line Station. Additionally, 4,363 users signed up for the Lime bike sharing program.

Mr. Chi noted county sales tax measures can be used to assist funding the program and that marketing and community outreach were important to a successful launch. He reviewed important takeaways noting that the Lyft program is more cost effective with a \$4 cost per-ride compared to \$20 for the dial-a-ride program. Its success has addressed community concerns about traffic and parking from increased housing and density. Additionally, the bikeshare program has added an extra mobility option for the city and it has highlighted the need to integrate transportation into public sector planning.

Hon. Sean Ashton, Downey, asked about ADA assistance. Mr. Chi responded that Lyft does not accommodate well those who are not ambulatory and a separate program by phone request is operated for those needing that service. He stated an effort is underway to integrate ADA service requests into the Lyft mobile application.

Hon. Carlos Rodriguez, Yorba Linda, asked about the age of rideshare users and if there has been an increase in traffic in areas that are frequent destinations. Mr. Chi responded that rider age is not specifically known as there is a need to protect user privacy but groups such as seniors are becoming regular users. He also noted there is an increase in Lyft vehicles in the downtown area but without a corresponding request to increase parking.

## **INFORMATION ITEMS**

### 6. Update on the SCAG Regional Aviation Work Program

Hiroshi Ishikawa, SCAG staff, provided an update on the aviation element of the 2020 RTP/SCS (Connect SoCal). Dr. Ishikawa stated that the key components of the aviation element include a

description of the airports in the SCAG region, the regional demand forecast, airport ground access improvements, and the economic benefits of regional airports. He noted current activities include visits to most of the commercial airports in the region, reconvening of the Aviation Technical Advisory Committee, and collecting data on regional aviation activity and forecasts. Dr. Ishikawa noted that in 2017 there were 110 million annual commercial air passengers traveling in the SCAG region. Although the annual growth rate in the SCAG region from 2000 to 2017 was 1.3%, the overall growth during that time period was impacted by the depressions caused by 9/11 and the housing recession. Following the housing recession of 2006 to 2009, air travel picked up at an accelerated annual rate of 5.12% from 2012 to 2017. SCAG staff are currently working on a regional aviation forecast with a horizon year of 2045, a base year of 2017, and a yet to be determined projected annual growth rate.

It was reported that the aviation element also looks at air cargo and general aviation trends. He noted that, according to the Federal Aviation Administration (FAA), air cargo is projected to increase at an annual 1.9% growth rate. He also reported that, according to the FAA, general aviation operations are projected to grow at a relatively flat .22% from 2017 to 2045. Finally, he noted that although SCAG does not have authority over airport planning and operations, the passenger and freight traffic coming to and from the airports impacts the region's surface transportation system.

Hon. Drew Boyles, El Segundo, asked if there was a breakdown of the passenger forecasts for each regional airport. Dr. Ishikawa noted that those details will be provided in future months as the aviation element is fully developed.

Hon. Karen Spiegel, asked if the aviation element only includes passenger and cargo volume. Dr. Ishikawa responded that passenger, cargo, and general aviation data are the main data sets collected for the aviation element.

**METROLINK REPORT**

Hon. Art Brown, Buena Park, reported that Metrolink saw a slight decline in ridership November 2018. He noted reduced on-time performance, the holiday and decreasing gasoline prices potentially contributed to this. The system-wide loss was -0.5%. December ridership however bounced back, with a system-wide increase of 2.9% year-over-year. The San Bernardino Line ridership was up a significant 10.6%, mostly due to the fare discount. Additionally, the City of Orange welcomed the recently completed five-level Old Towne West Metrolink Parking Structure. The 608-stall garage is aligned with the ambiance of the Old Towne Orange Historical District.

**ADJOURNMENT**

Hon. Randon Lane, Murrieta, adjourned the meeting at 11:59 a.m.

**[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]**

TC ATTENDANCE

2019

MEMBERS	CITY	Representing	2019												Total M Attend To Date	
			JAN (dark)	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC		
Ashton, Sean	Downey	District 25		1	1											2
Bailey, Rusty	Riverside	WRCOG			1											1
Barger, Kathryn	Los Angeles County	Los Angeles County		1												1
Benoit, Ben	Wildomar	South Coast AQMD			1											1
Berg, Will	Port Hueneme	VCOG		1												1
Betts, Russell	Desert Hot Springs	CVAG		1	1											2
Bishop, Austin	Palmdale	North L.A.		1	1											2
Boyles, Drew	El Segundo	El Segundo		1	1											2
Brown, Art	Buena Park	District 21		1	1											2
Buscaino, Joe	Los Angeles	District 62														0
Chun, Ross	Aliso Viejo	OCTA		1	1											2
Curtis, Jonathan	La Cañada Flintridge	District 36		1	1											2
Dixon, Diane	Newport Beach	OCCOG														0
Gabel-Luddy, Emily	Burbank	AVCJPA		1	1											2
Gazeley, James	Lomita	District 39		1	1											2
Hadjinian, Jack	Montebello	SGVCOG		1	1											2
Hagman, Curt	County of San Bernardino	County of San Bernardino		1												1
Harnik, Jan	Palm Desert	RCTC			1											1
Harrington, Dave	Aliso Viejo	OCCOG														0
Herrera, Carol	Diamond Bar	District 37														0
Hofbauer, Steven	Palmdale	District 43		1	1											2
Huizar, Jose	City of Los Angeles	District 61														0
Hyatt, Jim	Calimesa	District 3		1	1											2
Judge, Mike	Simi Valley	VCTC		1	1											2
Kelley, Trish	Mission Viejo	OCCOG		1	1											2
Krekorian, Paul	Public Transit Rep	District 49														0
Krupa, Linda	Hemet	WRCOG			1											1
Lane, Randon	Murrieta	District 5		1	1											2
Lorimore, Clint	Eastvale	District 4		1	1											2
Manos, Steve	Lake Elsinore	District 63		1	1											2
Marquez, Paul	Caltrans District 7	Ex-Officio		1	1											2
Marquez, Ray	Chino Hills	District 10		1	1											2
McCallon, Larry	Highland	SBCTA		1	1											2
McLean, Marsha	No. L.A. County	District 67		1	1											2
Medina, Dan	Gardena	District 28		1	1											2
Michael, L. Dennis	Rancho Cucamonga	District 9			1											1
Minagar, Fred	Laguna Niguel	District 12		1	1											2
Moore, Carol	Laguna Woods	OCCOG		1	1											2
Najarian, Ara	Glendale	AVCJPA		1	1											2
Navarro, Frank	Colton	District 6			1											1
Puckett, Charles	Tustin	District 17		1	1											2
Real Sebastian, Teresa	Monterey Park	SGVCOG		1	1											2
Robinson, Dwight	Lake Forest	OCCOG														0
Rodriguez, Carlos	Yorba Linda	President's Appointment		1	1											2
Ruiz, Crystal	San Jacinto	WRCOG		1												1
Saleh, Ali	City of Bell	GCCOG		1	1											2
Sandoval, Damon	Morongo Mission Indians	Morongo Mission Indians														0
Sandoval, Tim	Pomona	District 38		1												1
Simonoff, Marty	Brea	District 22			1											1
Small, Thomas	Culver City	Culver City			1											1
Spiegel, Karen	Riverside County	Riverside County			1											1
Sternquist, Cynthia	Temple City	SGVCOG		1												1
Talamantes, Jess	Burbank	SFVCOG		1	1											2
Tercero, Brent	Pico Rivera	GCCOG		1	1											2
Viegas-Walker, Cheryl	El Centro	District 1		1												1
Wapner, Alan	Ontario	SBCTA		1	1											2
Weintraub, Alicia	Calabasas	LVMCOG		1												1

Attachment: Minutes of TC meeting, March 7 2019 (Minutes of TC Meeting, March 7, 2019)

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

April 4, 2019  
ITEM NO. 3

**To:** Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Community, Economic and Human Development Committee (CEHD)  
**From:** MaAyn Johnson, Senior Regional Planner, Compliance & Performance Monitoring, (213) 236-1975, johnson@scag.ca.gov  
**Subject:** RHNA Methodology Survey Packet

INTERIM  
EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR CEHD:**

For Information Only – No Action Required

**RECOMMENDED ACTION FOR EEC and TC:**

Receive and file.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*As part of the development of the proposed RHNA methodology, on March 19, 2019 SCAG distributed a survey packet to local jurisdictions with three surveys: (1) Local planning factor survey; (2) affirmatively furthering fair housing (AFFH) survey; and (3) replacement need survey. State law requires that SCAG survey its jurisdictions on local planning factors prior to the development of its proposed RHNA methodology along with information on fair housing analyses to affirmatively further fair housing. The due date for jurisdictions to return the survey packet to SCAG is April 30, 2019.*

**BACKGROUND:**

Government Code Section 65584.04(b) requires that SCAG survey its jurisdictions on local planning factors no more than six months prior to the development of its proposed RHNA methodology. Formerly known as “AB 2158 factors” due to the eponymous 2004 State legislation, these factors cover a range of planning opportunities and constraints that will allow the development of a methodology and are listed in Government Code Section 65584.04(e). SCAG is required to review each of these factors in its proposed RHNA methodology. The RHNA Subcommittee reviewed the survey packet at its February 4 and March 4, 2019 meetings and approved survey distribution at its March 4, 2019 meeting.

Subsequent to receiving their draft RHNA allocation, jurisdictions may file an appeal to their own draft allocation or the allocation of another jurisdiction within the region. Per Government Code Section 65584.05(b)(1), an appeal may be filed based on the claim that SCAG did not adequately consider the information submitted under the proposed methodology planning factor survey. For an appeal to be based on the planning factors listed in subsection (e) of Government Code 65584.04, a jurisdiction is required to have submitted a local planning factor survey with input on the corresponding local planning factors.

There are fourteen (14) specific planning factors listed in Government Code Section 65584.04(e) that are required to be included in the proposed methodology survey. The full language of each factor is listed in the appendix for the attached draft survey and generally described as follows:

- (1) Existing and projected jobs and housing relationship, particularly the number of low-wage jobs and number of housing units affordable to low wage workers;
- (2) Lack of capacity for sewer or water service due to laws, regulations or actions made outside of the jurisdiction's control;
- (3) Availability of land suitable for urban development or for conversion to residential use – cannot be limited by existing zoning ordinances and local land use restrictions of a locality;
- (4) Lands protected from development under Federal or State programs or locally approved ballot measures, including to protect open space, farmland, and environmental habitats and resources;
- (5) County policies to preserve prime agricultural land subject to local approved ballot measure;
- (6) Distribution of household growth assumed for regional transportation planning and opportunities to maximize use of public transportation;
- (7) Agreements between a county and cities to direct growth to incorporated areas of the county;
- (8) Loss of low income units through mortgage prepayments, contract expirations or termination of use restrictions;
- (9) Percentage of existing households that pay more than 30% and more than 50% of their income in rent;
- (10) The rate of overcrowding;
- (11) The housing needs of farmworkers;
- (12) Housing needs generated by the presence of a university campus within the jurisdiction;
- (13) Loss of units during a declared state of emergency that have yet to be rebuilt or replaced at the time of the survey; and
- (14) The region's greenhouse gas emission targets provided by the California Air Resources Board.

SCAG may also elect to adopt other factors to include in the survey provided that the additional factors either (1) further one of the objectives of State housing law or (2) does not undermine the objectives, is applied equally to all household income levels, and that it is necessary to address significant health and safety conditions. No additional factors were added to the survey by the



RHNA Subcommittee. However, jurisdictions that would like to provide responses outside of the fourteen (14) factors may add them in the “Other Factors” field.

While jurisdictions can provide input on local planning conditions as part of the survey, there are several criteria that **cannot** be used to determine or reduce a jurisdiction’s RHNA allocation, per Government Code Section 65584.05 (g):

- (1) Any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits issued by the jurisdiction
- (2) Underproduction of housing units as measured by the last RHNA cycle allocation
- (3) Stable population numbers as measured by the last RHNA cycle allocation

Between October 2017 and October 2018, SCAG included these factors as part of the local input survey and surveyed a binary yes/no as to whether these factors impacted jurisdictions. For convenience, survey answers received by SCAG are pre-populated for each jurisdiction that submitted them. However, jurisdictions are encouraged to review these answers and provide any additional edits, as needed. Moreover, several factors added by recent legislation, including jobs-housing balance/fit, households that overpay in rent, rate of overcrowding, loss of units from a state of emergency, and regional greenhouse gas emission targets, have been added since the conclusion of the local input process.

Because a number of local planning factors are not confined solely within a jurisdiction’s boundaries, SCAG will distribute the survey to subregions to seek input on how these factors may impact multiple jurisdictions or subregions. The subregional survey on local planning factors uses the same template as the jurisdictional survey.

While SCAG will review all survey submissions, the intent of the survey is not to reduce the RHNA need for jurisdictions but rather to review housing data and trends and to develop an accurate RHNA methodology. Once the proposed methodology is adopted, it will be applied to the regional housing need determination as provided by the California Department of Housing and Community Development (HCD) to determine each jurisdiction’s draft RHNA allocation. Jurisdictions may refer to the local planning factors as a basis for an appeal to a draft RHNA allocation if they decide to file an appeal.

#### Affirmatively Furthering Fair Housing (AFFH)

In addition to local planning factors, the survey must now also review and compile fair housing issues, strategies, and actions of jurisdictions in respect to affirmatively furthering fair housing. Per Assembly 1771 (Bloom), SCAG is required to survey this information, as available, that are included in “an Analysis of Impediments to Fair Housing Choice or an Assessment of Fair Housing completed by any city or county or the department....and in housing elements” within the SCAG region.

AB 1771, codified under Government Code Section 65584(d)(5), added “affirmatively furthering fair housing” as a fifth objective to the four original RHNA objectives along with a general definition of

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AFFH, which closely mirrors the definition outlined by the U.S Department of Housing and Urban Development (HUD):

*(e) For purposes of this section, “affirmatively furthering fair housing” means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.*

Jurisdictions are required by HUD to conduct an Assessment of Fair Housing as an assessment tool as part of their requirement to receive certain HUD grants. However, in early 2018 HUD suspended this obligation for most jurisdictions until after 2020 due to the need for additional time and technical assistance to adjust to recent requirement updates. Because of this and the indication that not all jurisdictions are HUD grant recipients with familiarity with these requirements, it is expected that survey submission for affirmatively furthering fair housing will be limited. However, jurisdictions may also use information in their housing element to answer the AFFH survey.

After collecting survey responses, SCAG is required to report the results of the survey online and describe common themes and effective strategies employed by jurisdictions, including “common themes and trends related to avoiding the displacement of lower-income households.” The report must also identify significant barriers to address affirmatively furthering fair housing at the regional level and may recommend strategies or actions to overcome those barriers. The survey and the report may also be used for *Connect SoCal* (2020 Regional Transportation Plan/Sustainable Communities Strategy). Due to the new RHNA requirements of stronger integration with social equity issues, SCAG staff is planning to update the Environmental Justice Working Group (EJWG) after the survey distribution and again after the survey results have been collected.

#### Replacement Need Survey

In addition to local planning factors and AFFH, SCAG plans to also survey jurisdictions on replacement need. Demolition data, which are units that are destroyed due to complete rebuilding or natural disasters and reported by each jurisdiction to the State, is one of the data points used during the regional determination process with HCD. In prior RHNA cycles, units that were replaced after demolition were “credited” at the regional determination level and in the local RHNA allocation. While there is no guarantee that the consultation process with HCD, which will begin in Spring 2019 and must conclude by August 2019, will include units that have been replaced, SCAG is surveying its jurisdictions on replaced units in the event that this data can be considered during that process.

#### Timeline



All information submitted in the surveys will be reviewed by the RHNA Subcommittee during the development of the proposed RHNA methodology. SCAG staff distributed the survey to all planning directors on March 19, 2019. **Surveys will be due to SCAG by April 30, 2019.** SCAG staff will update the RHNA Subcommittee, Community, Economic & Human Development (CEHD) Committee, Technical Working Group (TWG), and the EJWG on the survey results, as needed.

Attached to this staff report is a sample survey packet (cover letter, RHNA timeline, planning factor survey, AFFH survey, and replacement need survey) that was distributed. Survey packets for all SCAG jurisdictions can be downloaded by county using the following links. For optimal accessibility, it is recommended to use Microsoft Internet Explorer.

**Imperial County:** [https://scag-my.sharepoint.com/:f/g/personal/johnson\\_scag\\_ca\\_gov/Ete7wE0405tEhDMEpyGPCTIBLed2tv3T8JrrB9tM63ZdEw?e=gi2jea](https://scag-my.sharepoint.com/:f/g/personal/johnson_scag_ca_gov/Ete7wE0405tEhDMEpyGPCTIBLed2tv3T8JrrB9tM63ZdEw?e=gi2jea)

**Los Angeles County:** [https://scag-my.sharepoint.com/:f/g/personal/johnson\\_scag\\_ca\\_gov/EghT-OSgAoJOhdJyp\\_r2TqYBHM2Eo8JHSJwL66pkTqOmJQ?e=Dv5PvN](https://scag-my.sharepoint.com/:f/g/personal/johnson_scag_ca_gov/EghT-OSgAoJOhdJyp_r2TqYBHM2Eo8JHSJwL66pkTqOmJQ?e=Dv5PvN)

**Orange County:** [https://scag-my.sharepoint.com/:f/g/personal/johnson\\_scag\\_ca\\_gov/EIH8CAGNBelMIZupiqbxpe0B3rvivrUXJ1g5wPG9F6aU3g?e=Fx91kE](https://scag-my.sharepoint.com/:f/g/personal/johnson_scag_ca_gov/EIH8CAGNBelMIZupiqbxpe0B3rvivrUXJ1g5wPG9F6aU3g?e=Fx91kE)

**Riverside County:** [https://scag-my.sharepoint.com/:f/g/personal/johnson\\_scag\\_ca\\_gov/Eg9AWthpXwJDkrdYNTgQ1RABICPrb4qIKdlchUipmujJiw?e=9EAJdl](https://scag-my.sharepoint.com/:f/g/personal/johnson_scag_ca_gov/Eg9AWthpXwJDkrdYNTgQ1RABICPrb4qIKdlchUipmujJiw?e=9EAJdl)

**San Bernardino County:** [https://scag-my.sharepoint.com/:f/g/personal/johnson\\_scag\\_ca\\_gov/EhSFPneqQVFIqm6zwy-nMJEBN8-yCeRoCPsJXyEuO-kDnw?e=hxhZvl](https://scag-my.sharepoint.com/:f/g/personal/johnson_scag_ca_gov/EhSFPneqQVFIqm6zwy-nMJEBN8-yCeRoCPsJXyEuO-kDnw?e=hxhZvl)

**Ventura County:** [https://scag-my.sharepoint.com/:f/g/personal/johnson\\_scag\\_ca\\_gov/EjlvAK1XyUVMuWwSP\\_PqZckB5X8PSafbylutoSd6yZct2g?e=YQArxG](https://scag-my.sharepoint.com/:f/g/personal/johnson_scag_ca_gov/EjlvAK1XyUVMuWwSP_PqZckB5X8PSafbylutoSd6yZct2g?e=YQArxG)

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. Letter Brawley
2. RHNA2020\_Timeline
3. Local Planning Factor Survey\_Brawley
4. AFFH Survey
5. Housing Demolition Data Survey



March 19, 2019

Gordon Gaste  
Development Services Director  
City of Brawley  
383 W. Main St.  
Brawley, CA 92227-2491

Subject: Regional Housing Needs Assessment (RHNA) Methodology Survey Packet

Dear Planning Director,

As you may be aware, SCAG is in the process of developing the 6<sup>th</sup> cycle RHNA allocation, which will cover your housing element’s planning period October 2021 through October 2029. The planned adoption date for the 6<sup>th</sup> RHNA Allocation Plan is October 2020. In the meantime, SCAG is beginning to develop a proposed RHNA methodology, which will be used to determine each jurisdiction’s draft RHNA allocation. As part of the methodology, SCAG is surveying its local jurisdictions on local opportunities and constraints that might affect the methodology.

Attached to this letter are three surveys we are requesting that your jurisdiction take time to review and answer: (1) Planning factor survey; (2) Affirmatively Furthering Fair Housing (AFFH) survey and; (3) Replacement need survey. SCAG will use the information collected through these surveys as part of the development of the proposed RHNA methodology.

State housing law requires that SCAG survey all of its jurisdictions on local planning factors, as listed in Government Code Section 65584.04 (e), as part of the development of the proposed methodology. These questions were asked in a binary yes/no format as part of the local input process that concluded in October 2019. For your convenience, the attached survey has pre-populated your jurisdiction’s response. If you have answered the local input survey, we request that you provide more detail about the planning factors in the attached survey.

New for the 6<sup>th</sup> RHNA cycle, SCAG must also review and compile fair housing issues, strategies, and actions of jurisdictions with respect to AFFH. This information can be collected from available Assessment of Fair Housing analyses or your local jurisdiction’s housing element or General Plan. For the third survey, the replacement need survey is not a requirement of RHNA, but will provide SCAG information on housing units that have been replaced on sites of demolition throughout the region.

Please submit your surveys to SCAG no later than Tuesday, April 30 to [housing@scag.ca.gov](mailto:housing@scag.ca.gov). If you have any questions about the survey or the RHNA process, please contact Ma’Ayn Johnson, Housing & Land Use Planner, at [johnson@scag.ca.gov](mailto:johnson@scag.ca.gov). We look forward to your involvement in developing a successful 6<sup>th</sup> cycle RHNA.

Respectfully,

KOME AJISE  
Director of Planning  
SCAG

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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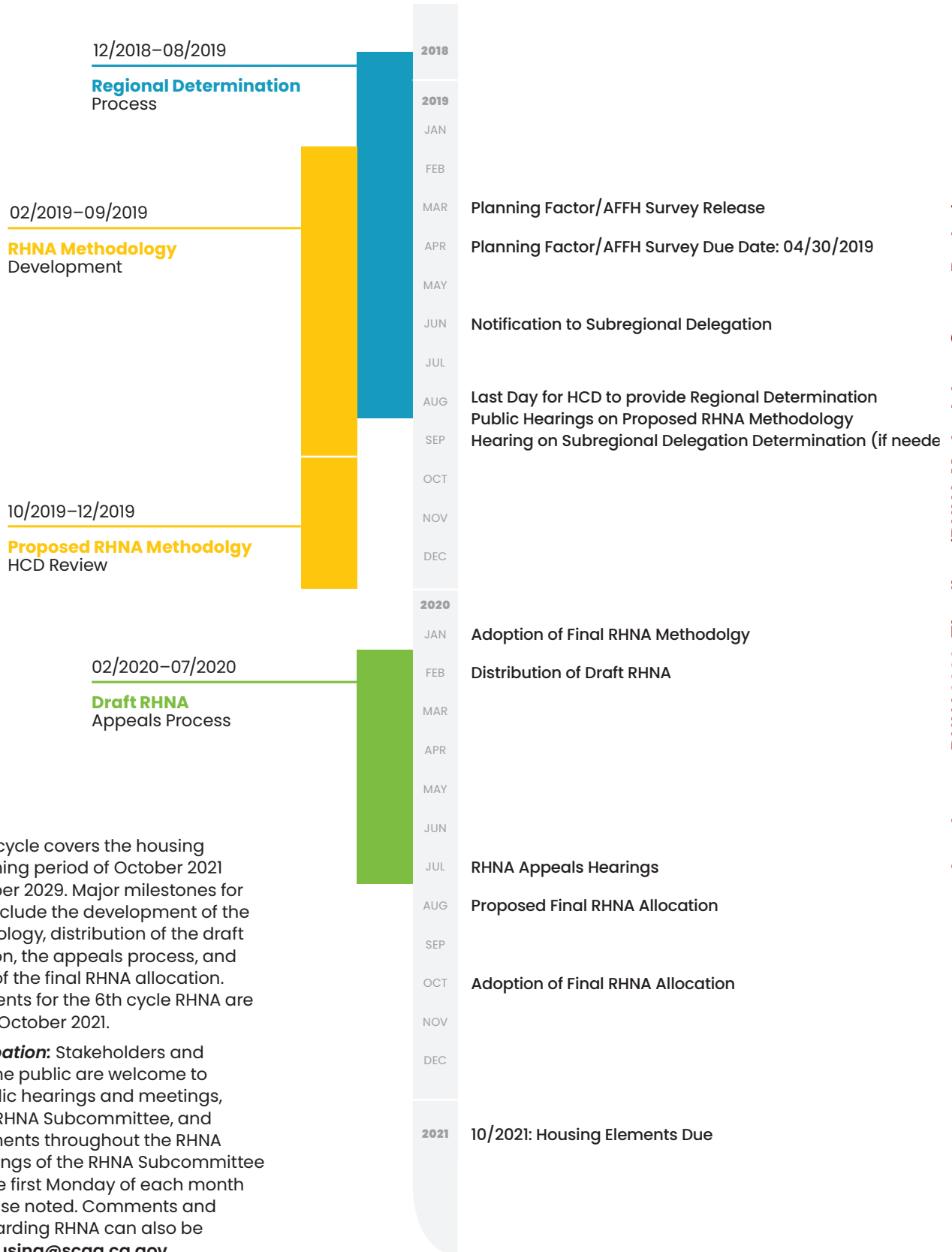
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Linda Parks, Ventura County  
Transportation  
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County

Attachment: Letter Brawley (RHNA Methodology Survey Packet)

# DEVELOPMENT TIMELINE

## 6TH CYCLE RHNA *(subject to change)*



Attachment: RHNA2020\_Timeline (RHNA Methodology Survey Packet)

The 6th RHNA cycle covers the housing element planning period of October 2021 through October 2029. Major milestones for jurisdictions include the development of the RHNA methodology, distribution of the draft RHNA allocation, the appeals process, and the adoption of the final RHNA allocation. Housing elements for the 6th cycle RHNA are due to HCD in October 2021.

**Public Participation:** Stakeholders and members of the public are welcome to attend all public hearings and meetings, including the RHNA Subcommittee, and provide comments throughout the RHNA process. Meetings of the RHNA Subcommittee are held on the first Monday of each month unless otherwise noted. Comments and questions regarding RHNA can also be emailed to [housing@scag.ca.gov](mailto:housing@scag.ca.gov).

Regional Housing Needs Assessment (RHNA) Local Planning Factor Survey

The RHNA process requires that SCAG survey its jurisdictions on local planning factors (formerly known as “AB 2158 factors”) prior to the development of a proposed RHNA methodology, per Government Code 65584.04 (b). Information collected from this survey will be included as part of the proposed RHNA methodology.

Between October 2017 and October 2018, SCAG included these factors as part of the local input survey and surveyed a binary yes/no as to whether these factors impacted jurisdictions. If your jurisdiction answered this part of the survey, your reply has been pre-populated in the table. Please review each factor and provide any information that may be relevant to the RHNA methodology. You may attach additional information to the survey. Please keep in mind that recent housing-related legislation has updated some of the factors listed, which were not included in the prior survey.

Per Government Code Section 65584.04 (g), there are several criteria that **cannot** be used to determine or reduce a jurisdiction’s RHNA allocation:

- (1) Any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits issued by the jurisdiction
- (2) Underproduction of housing units as measured by the last RHNA cycle allocation
- (3) Stable population numbers as measured by the last RHNA cycle allocation

The planning factors in the table below are abbreviated. For the full language used, please refer to Government Code Section 65584.04 (e) or the attached reference list.

Please review and submit the survey by 5 p.m. April 30, 2019 to [housing@scag.ca.gov](mailto:housing@scag.ca.gov).

RHNA Methodology Local Planning Factor Survey

Jurisdiction	
County	

Planning Factor	Impact on Jurisdiction
Existing and projected jobs and housing relationship, particularly low-wage jobs and affordable housing	
Lack of capacity for sewer or water service due to decisions made outside of the jurisdiction's control	
Availability of land suitable for urban development	

Lands protected from development under Federal or State programs	
County policies to preserve agricultural land	
Distribution of household growth assumed for regional transportation planning and opportunities to maximize use of public transportation	
Agreements between a county and cities to direct growth to incorporated areas of the county	



Loss of low income units through contract expirations	
[NEW] Percentage of households that pay more than 30% and more than 50% of their income on rent	
[NEW] Rate of overcrowding	
Farmworker housing needs	

<p>Housing needs generated by the presence of a university campus within the jurisdiction</p>	
<p>[NEW] Loss of units during a declared state of emergency that have yet to rebuilt at the time of this survey</p>	
<p>[NEW] The region's greenhouse gas emission targets provided by the California Air Resources Board</p>	
<p>Other factors</p>	

Affirmatively Furthering Fair Housing (AFFH) Survey

Jurisdiction	
County	
Survey Respondent Name	
Survey Respondent Title	

SCAG is surveying cities and counties on information related to affirmatively further fair housing\* as part of its development of the Regional Housing Needs Assessment (RHNA) proposed methodology. Information related to AFFH may be obtained from local analysis for housing choice, housing elements, and other sources. Using your jurisdiction’s Analysis of Impediments to Fair Housing Choice, Assessment of Fair Housing, and/or local housing element, please answer the questions below about local issues, strategies and actions regarding AFFH and submit your answers no later than April 30, 2019 to [housing@scag.ca.gov](mailto:housing@scag.ca.gov).

**Data Sources**

1a. Does your jurisdiction have an Analysis of Impediments to Fair Housing Choice or an Assessment of Fair Housing due to U.S. Department of Housing and Urban Development (HUD) requirements?

Yes	
No	

2. When did your jurisdiction last update the General Plan?

Year	
------	--

3a. Does your General Plan have an environmental justice/social equity chapter or integrate environmental justice/social equity, per SB 1000?

Yes	
No	
In process	

3b. If you answered yes or in process to question 3a, how does your General Plan integrate or plan to integrate environmental justice?

A) An environmental justice chapter	
B) Throughout the General Plan in each chapter	
C) Both	

\* Per Government Code 65584(e), affirmatively furthering fair housing is defined as “taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.”

**Fair Housing Issues**

4. Describe demographic trends and patterns in your jurisdiction over the past ten years. Do any groups experience disproportionate housing needs?

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5. To what extent do the following factors impact your jurisdiction by contributing to segregated housing patterns or racially or ethnically-concentrated areas of poverty?

Land use and zoning laws, such as minimum lot sizes, limits on multi-unit properties, height limits, or minimum parking requirements	
Occupancy restrictions	
Residential real estate steerings	
Patterns of community opposition	
Economic pressures, such as increased rents or land and development costs	
Major private investments	
Municipal or State services and amenities	
Foreclosure patterns	
Other	

6. To what extent do the following acts as determinants for fair housing and compliance issues in your jurisdiction?

Unresolved violations of fair housing or civil rights laws	
Patterns of community opposition	
Support or opposition from public officials	
Discrimination in the housing market	
Lack of fair housing education	
Lack of resources for fair housing agencies and organizations	

**Fair Housing Strategies and Actions**

7. What are your public outreach strategies to reach disadvantaged communities?

Partnership with advocacy/non-profit organizations	
Partnership with schools	
Partnership with health institutions	
Variety of venues to hold community meetings	
Door-to-door interaction	
Increased mobile phone app engagement	
Other	

8. What steps has your jurisdiction undertaken to overcome historical patterns of segregation or remove barriers to equal housing opportunity?

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9. What steps has your jurisdiction undertaken to avoid, minimize, or mitigate the displacement of low income households?

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**Housing Unit Demolition Data Survey Form**

Please complete and return the survey by April 30, 2019 to [housing@scag.ca.gov](mailto:housing@scag.ca.gov).

City: Brawley  
County: Imperial

Report Year	Demolished Housing Units Lost										Newly Constructed or Permitted Housing Units (on site of demolition)								Not Developed Nor Permitted for Housing Uses A			
	Single Unit Structure				Total units lost	Affordable units out of total units	Multi-unit Structure			Total units gained	Affordable units out of total units	Single Unit Structure			Multi-unit Structure		Not Developed		Land Use Chang			
	Detatched	Attached	Mobile Homes	Total			2,3, or 4-plex	5 or more	Total			Detatched	Attached	Mobile Homes	Total	2, 3, or 4-plex	5 or more	Total	Parcels	Units	Parcels	Uni
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
2009	-4	0	0	-4	0	0	0	-4					0			0	0					
2010	-12	0	0	-12	-2	0	-2	-14					0			0	0					
2011	-4	0	0	-4	0	0	0	-4					0			0	0					
2012	-11	0	0	-11	-2	0	-2	-13					0			0	0					
2013	-3	-3	0	-6	0	0	0	-6					0			0	0					
2014	-14	0	0	-14	0	0	0	-14					0			0	0					
2015	-9	0	0	-9	0	0	0	-9					0			0	0					
2016	-6	0	0	-6	0	0	0	-6					0			0	0					
2017	-8	0	0	-8	0	0	0	-8					0			0	0					
2018	-9	0	-45	-54	-1	0	-1	-55					0			0	0					

**Directions**

Column A-I	Confirm that the number of demolished units for each category is correct.
Column J	Enter the number of affordable housing units that were among the demolished housing units.
Column K-R	Enter the number of newly constructed or permitted housing units on the site of demolition.
Column S	Enter the number of affordable housing units among the newly constructed or permitted housing units on the site of demolition.
Column T-U	For sites that remained vacant after the demolition where zoning is designated for housing uses, enter the number of parcels and potential housing unit capacity on these sites
Column V-W	For sites that have been converted to non-housing units after the demolition or sites that have remained vacant after the demolition where zoning is designated for non-housing uses, enter the number of parcels and the potential loss of housing unit capacity from the changes.

Attachment: Housing Demolition Data Survey (RHNA Methodology Survey Packet)

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

April 4, 2019  
ITEM NO. 4

**To:** Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
**From:** Lindsey Hansen, Community Engagement Specialist, Active  
Transportation & Special Programs, (213) 236-1921,  
hansen@scag.ca.gov  
**Subject:** May is National Bike Month

INTERIM  
EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**  
Receive and File

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

**EXECUTIVE SUMMARY:**  
*May is National Bike Month, when organizations throughout the country celebrate the benefits of biking, encourage people to bike more and bring attention to the need for improved safety for people biking. SCAG will kick-off National Bike Month at its Safety Leadership Symposium on Wednesday, May 1, and will provide support and resources to local agencies planning campaigns or events throughout the month of May.*

**BACKGROUND:**  
May is recognized every year as National Bike Month. During May, organizations throughout the country plan activities and campaigns to celebrate the benefits of biking, encourage people to bike more and bring attention to the need for improved safety to support people as they bike. Historically, SCAG has celebrated National Bike Month through its *Go Human* program, supporting local jurisdictions at events or by providing co-branded materials.

SCAG launched *Go Human* in 2015 to reduce collisions involving people walking and biking, and to encourage people to walk and bike more frequently. The campaign has a multi-faceted approach to achieving its goals, including a regional advertising campaign, pop-up safety demonstration event resources and a partnership strategy through which SCAG shared co-branded materials.

This year, SCAG's *Go Human* program will celebrate National Bike Month by continuing to provide support to local jurisdictions as they plan celebrations, educational events or campaigns.

Additionally, SCAG will kick-off National Bike Month at its Safety Leadership Symposium on Wednesday, May 1. Elected officials are invited to join us to explore regional traffic safety issues at

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a special pre-conference, Safety Leadership Symposium on Wednesday, May 1, from 11 a.m. – 5 p.m. Expert panelists will highlight policy and implementation tools available to local governments to improve safety.

Traffic safety is a serious issue in Southern California, and people who bike or walk are particularly vulnerable. Pedestrians and bicyclists only make up about 12% of all daily trips, but account for about 27% of traffic fatalities in the SCAG region. Many of these injuries and deaths can be prevented through local education or enforcement strategies, or by designing safer streets.

Registration for the Safety Leadership Symposium is free for elected officials in the SCAG region. If you are interested in attending the symposium, want to request *Go Human* materials or other support for National Bike Month, or if you have questions, please contact Lindsey Hansen, Community Engagement Specialist, at [hansen@scag.ca.gov](mailto:hansen@scag.ca.gov) or (213) 236-1921.

Funding for the Safety Leadership Symposium and other *Go Human* activities is provided in part by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.

**FISCAL IMPACT:**

Staff time and resources to support *Go Human* activities are provided by an Office of Traffic Safety grant and programmed in project 225-3564.13 of the Overall Work Program (OWP).



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

April 4, 2019  
ITEM NO. 5

**To:** Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Community, Economic and Human Development Committee (CEHD)  
**From:** Jason Greenspan, Manager of Sustainability, Sustainability, 213-236-1859, greenspan@scag.ca.gov  
**Subject:** Sustainable Communities Strategy Framework Update

INTERIM  
EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC AND CEHD:**

For Information Only- No Action Required

**RECOMMENDED ACTION FOR TC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*In preparation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, SCAG will be developing an SCS that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce per capita greenhouse gas emissions as compared to a 2005 baseline. An SCS Framework outlining development of this document was approved by the Regional Council in October 2018. This item is an update on the progress of SCS development and next steps.*

**BACKGROUND:**

Sustainable Communities Strategy (SCS) development includes a number of steps outlined in the SCS Framework<sup>1</sup> including processing local input data, developing key strategy areas, creating alternative scenarios, modeling, and stakeholder outreach. This process will help SCAG articulate a future vision for the region. Turning this vision into a reality will depend on the actions taken by many local partners to be supported by SCAG through the strategies and policies articulated in the SCS.

To date, SCAG has completed the following tasks:

- Draft goals and guiding policies (for Connect SoCal)<sup>2</sup>
- Initial stakeholder outreach through working groups and select one-on-one interviews
- Scenario development principles (land use only)

<sup>1</sup> See Attachment 1: Sustainable Communities Strategy Framework and Development Process.

<sup>2</sup> <http://www.scag.ca.gov/committees/CommitteeDocLibrary/rc090618fullagn.pdf> (Packet pg.345)

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The following key tasks will be completed in the next several months:

- Land use and transportation strategy integrated policy development
- Complete scenario development and initial modeling
- Additional stakeholder outreach

SCAG's SCS will continue to rely upon local land use agencies for application of land use policies and growth decisions and will depend on local transportation agencies to implement their planned projects. Ultimately, the opportunity for the SCS is to define areas where the region can collectively partner to achieve shared goals and advocate for critical resources. The SCS can also articulate policy and priority areas to shape SCAG's future implementation programs.

## **SUMMARY OF PROGRESS TO DATE**

### **Initial Stakeholder Outreach**

In May 2018, SCAG launched the Sustainable Communities Working Group as a forum to discuss sustainability policies and strategies with local stakeholders. This group consists of staff from member jurisdictions, transit agencies, planning consultants, and non-profit advocacy groups and has met four times since May 2018. Feedback from this group was used to inform initial scenario development principles and is the foundation for refining land use strategies and policies for inclusion in the plan. Some takeaways from this group include: identification of common barriers to sustainable development such as funding and 'NIMBYism'; the need for more focus on job-housing fit solutions; the need for coordination and support on emerging transportation technologies; support for sustainable development solutions for existing suburban communities; and the challenge of providing sufficient affordable housing.

As part of developing the scenario land use methodology, SCAG outreach consultants also contacted a select group of planning directors throughout the region and Council of Government (COG) directors to solicit feedback and reflection on broad scenario concepts and SCS development. This feedback highlighted the broad diversity of challenges and potential effective solutions that vary across the region based on a place's existing conditions and also provided useful direction to SCAG staff in refining scenario development methodology.

### **Scenario Development Principles (Land Use)**

SCAG uses scenario planning to develop, evaluate, and consider distinct pathways the region could take to meet Connect SoCal's goals. Three scenarios will be prepared in addition to the Trend, and Local Input "Base Case" scenarios as outlined in the Sustainable Communities Strategy Framework and Development Process. The criteria and methodology developed for scenarios based on available and verifiable data sources. The designs, priority growth areas, and constraints were based on stakeholder feedback and may be modified or changed for the final recommended preferred scenario based on additional feedback and review of scenario performance. The transportation strategies and investments that will be paired with each scenario are based on project lists submitted from County Transportation Commissions. This pairing will be completed by May 2019.

### **Key Scenario Development Rules**

1. All entitled land use projects are included
2. Local land use plans are referred to for use designation and capacity.
3. Jurisdictional growth control totals are maintained, except in one less constrained scenario in which the growth can vary up to 5-10% to allow for increased growth in targeted growth priority areas.

**Growth Constraints (i.e. where growth is not applied)**

- Military land
- Existing open space (i.e. parks within jurisdictions, land designated as “Open Space”)
- Conserved land
- Areas projected to have 2 ft. sea level rise by 2100
- Unincorporated Counties: Agriculture
  - Prime Farmland
  - Farmland of Statewide Importance
  - Unique Farmland
  - Farmland of Local Importance
- No housing in 500 ft. buffer of high capacity roadways<sup>3</sup>, except where the growth overlaps a defined Transit Priority Area

Moreover, growth will be avoided in the following areas, except when it conflicts with accommodating a jurisdiction’s forecasted growth total.

- Wildland Urban Interface
- Agriculture - Grazing Land
- Incorporated Cities: Agriculture
  - Prime farmland
  - Farmland of statewide importance
  - Unique farmland
  - Farmland of local importance
- Moderate flood hazard areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood
- CalFire Very High Severity fire risk (state and local)
- Natural lands and habitat corridors (Connectivity, Habitat Quality, Habitat Type layers)

**Growth Priority Areas**

*Transit Priority Areas (TPAs):* An area within one-half mile of a major transit stop that is existing or planned (existing rail transit station, a ferry terminal served by bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods). (Based on CA Public Resources Code Section 21099 (a)(7) and CA Public Resources Code Section 21064.3)

*High Quality Transit Areas (HQTAs):* Areas within one-half mile of a high-quality transit corridor which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (Based on CA Public Resources Code Section 21155(b))

<sup>3</sup> High capacity roadways= 100,000 average daily traffic

*Livable Corridors:* This arterial network is a subset of the high quality transit areas based on level of transit service and land use planning efforts with a few additional arterials identified through corridor planning studies funded through the Sustainability Planning Grant program (currently the Sustainable Communities Program).

*Neighborhood Mobility Areas (NMAs):* Areas with high intersection density (generally 50 intersections per square mile or more), low to moderate traffic speeds, and robust residential retail connections which can support the use of Neighborhood Electric Vehicles or active transportation for short trips.

*Job Centers:* Areas with significantly higher employment density than surrounding areas. Over 60 subareas throughout the region are identified as having peak job density. These are identified at fine, medium, and coarse scales (1/2, 1, and 2 km) to capture locally significant job centers within the region.

## **UPCOMING TASKS**

### **Land Use and Transportation Strategy and Policy Development**

While there are many technical steps left in SCS and scenario development, opportunities remain for elected officials and stakeholders to influence the final shape and policies promoted in the plan. While the scenarios help to illustrate potential futures, the strategies and policies in the plan help to specify how the region can achieve that preferred future. This will be especially important given the pending updated California Air Resources Board SCS Evaluation Guideline's increased emphasis on articulating a path towards implementation.

### **Scenario Development and Initial Modeling**

SCAG is currently refining the land use growth allocation for the scenarios mentioned above. Once these scenarios are paired with transportation strategies it will be possible to run the Scenario Planning Model to determine the comparative performance of each scenario on several indicators including land consumption, energy and water use, household cost, and greenhouse gas emissions (GHG).

### **Stakeholder Outreach**

SCAG has several planned outreach activities to help shape the scenarios and draft strategies and policies that will be presented to the wider public during May 2019 workshops.

*Community Based Organizations:* SCAG will be partnering with community based organizations to solicit participation and feedback on the draft scenarios and SCS strategies from traditionally underrepresented stakeholders.

*Planning Directors Task Force:* SCAG will convene local planning directors to obtain guidance and feedback on SCAG's proposed strategies and policies. This feedback will supplement the

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local input data already collected by SCAG to leverage the expertise of these planning directors on appropriate solutions for regional sustainability.

*Public Outreach- Intercept and Online Surveys:* SCAG will launch a public facing outreach tool, Neighborland, to facilitate robust dialogue on scenario and strategy development. The survey will be available online, distributed to existing contact lists, and used for and in-person intercept survey to ensure a broad array of feedback from the public.

**NEXT STEPS:**

Staff will be working on the tasks identified above to complete scenario development for analysis and release at the General Assembly in May 2019, followed by public workshops held throughout the region. With feedback from the public workshops and the above mentioned stakeholder outreach, SCAG will prepare a final preferred scenario to incorporate into Connect SoCal to be reviewed by the CEHD Committee and thereafter, the Regional Council.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2018-2019 Overall Work Program (290.4826.01, SCS Scenario Development and Outreach; and 290.4841.01, RTP/SCS Land Use Policy & Program Development)

**ATTACHMENT(S):**

1. Sustainable Communities Strategy Framework and Development Process
2. Draft Connect SoCal Sustainable Communities Implementation Strategies

# Sustainable Communities Strategy Framework and Development Process

Developing the region's Sustainable Communities Strategy (SCS) as an integral part of *Connect SoCal*, SCAG's 2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), involves significant public outreach, technical exercises, procedural steps, and coordination amongst multiple agencies. The following overview highlights key steps and inputs of SCS development.

## Local Input Process

Developing and completing the SCS for *Connect SoCal* represents a 2-1/2 year long commitment that commenced in October 2017 when SCAG staff initiated the local input process. Local input provides the foundation for the SCS by highlighting recent growth policies and by confirming existing and proposed land use data. This year-long process involved meeting directly with all local jurisdictions to establish a regional profile of base year land use; population, household and employment growth; resource areas; sustainability practices; and local transit-supportive plans and policies.

## Stakeholder Outreach

SCAG will use a multifaceted outreach process to inform the SCS and seek feedback on potential strategies. The **SCS Outreach and Engagement Strategy**, to be developed in Fall 2018, will outline what will be explored through stakeholder engagement, and detail how the outreach will inform the SCS scenarios and overall *Connect SoCal* development process. The key outreach activities related to SCS development include the following<sup>1</sup>:

- [SCAG Regional Planning Working Groups](#) (Ongoing)
- Pre-Scenario Public Surveys (September 2018 – December 2018)
- Planning Directors Task Force (Fall 2018 – Spring 2019)
- Community Based Organization Partnerships (Fall 2018 – Fall 2019)
- Public Workshops (May 2019)

## Key Strategy Areas

Strategies are the investments and policy solutions (proposed or adopted) intended to address regional challenges or achieve regional aspirations. Known challenges facing the region include traffic congestion, housing affordability, poor air quality, a changing climate, and disruptive technologies. Regional aspirations are given structure by *Connect SoCal* goals and are continually refined through the planning

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<sup>1</sup> Note: This list is not inclusive of all outreach activities related to *Connect SoCal* development.



process. Collectively, the strategies included in the SCS\* should demonstrate how the region can reduce per-capita GHG emissions to meet the 2020 and 2035 reduction targets. To develop effective strategies, SCAG examines existing conditions, trends, recent research, and planned regional investments and policies.

The potential strategies to be considered for inclusion in the SCS fall into multiple types as shown in the example from the California Air Resources Board in Figure 1 below.

**FIGURE 1:** CA Air Resources Board- SCS Strategy Examples

Strategy Type	Examples
Land Use	Infill development, increased multi-family and/or small lot development, increased densities for residential and commercial development, transit-oriented development, etc.
Transportation	Increased transit operations and efficiency, bike and pedestrian infrastructure, bikeshare systems, complete streets policies, etc.
Transportation Demand Management (TDM)	Carpool/vanpooling, rideshare and ridematching programs, carshare, high-occupancy vehicle (HOV) lanes, parking supply management, transportation incentive programs, etc.
Transportation Systems Management (TSM)	Traffic signal optimization, transit signal priority, ramp metering, incident management, intelligent transportation systems, integrated corridor management, etc.
Pricing Strategies	High-occupancy toll (HOT) lanes, local/regional congestion pricing, variable parking pricing, etc.
Vehicle Technology/Enhanced Mobility	ZEV/PHEV charging infrastructure, vehicle-to-vehicle technology, vehicle-to-infrastructure technology, neighborhood electric vehicles, autonomous vehicles, etc.

Source: ARB (2018) [Target Update: Appendix A](#)

The strategies that were included in the 2016 RTP/SCS are outlined below and include both strategies that lead to measurable GHG emission reductions and strategies that serve other plan goals (such as “Ensure travel safety and reliability for all people and goods in the region”).

## 2016 RTP/SCS Strategies<sup>2</sup>

### **Land use strategies**

- Reflect our Changing Population and Demands
  - Increase in small lot single family and multifamily housing
  - Infill development near bus corridors and other transit infrastructure
- Focus New Housing and Employment Growth Around Transit
- Plan for Mixed Use Growth Around Livable Corridors
- Provide More Options for Short Trips
  - Support Neighborhood Electric Vehicle (NEV) use
  - Development of complete communities through a mix of land uses in strategic growth areas
- Support Local Sustainability Planning
- Protect Natural and Farm Lands
  - Redirecting growth away from high value habitat areas to existing urbanized areas

### **Transportation strategies**

- Preserve our Existing System ( “Fix-it-First”)
- Manage Congestion
  - Transportation Demand Management (ex. ridesharing, teleworking)
  - Transportation Systems Management (ex. advance ramp metering)
- Promote Safety and Security
- Transit
  - Implement new Bus Rapid Transit (BRT) and limited-stop bus service
  - Increase bicycle carrying capacity on transit and rail vehicles
  - Expand and improve real-time passenger information systems
- Passenger Rail
  - Improve the Los Angeles- San Diego- San Luis Obispo Rail Corridor
  - Improve the existing Metrolink system
  - Implement Phase One of the California High-Speed Train
- Active Transportation
  - Develop regional bikeway corridors and greenway corridors
  - Improve biking and walking access to transit (transit integration)
  - Provide education and encouragement for current and potential active transportation users.
- Highways and Arterials
  - Focus on addressing non-recurring congestion with new technology.
  - Support Complete Streets opportunities where feasible and practical
- Regional Express Lane Network

<sup>2</sup> See [Chapter 5](#) of the 2016 RTP/SCS for a full description of these strategies.

- Expand and extend regional express lane network

### **2016 RTP/SCS Strategies (continued)**

- Goods Movement
  - Regional Clean Freight Corridor System
  - Truck bottleneck relief

*Connect SoCal* will expand from the 2016 RTP/SCS to incorporate, refine, and build from the strategies included in that plan. As mentioned above, through the planning process, SCAG will examine emerging conditions such as potential climate change impacts and trends such as the building of accessory dwelling units that can lead to new strategy development. A few of the strategies that will be further explored for their GHG reduction potential during development of the 2020 RTP/SCS, *Connect SoCal*, include the following:

### **Additional Connect SoCal Strategies**

- Jobs-Housing Fit and Balance
- Parking Management
- Automated Vehicles and other Mobility Technologies
- Pricing
- Transit and shared mobility innovations including microtransit, transportation network companies (TNC) partnerships, and fare subsidies
- Safe Routes To School
- Goods Movement
  - Last mile delivery strategies

### **Scenario Development**

SCAG uses scenario planning to develop, evaluate, and consider distinct pathways the region could take to meet *Connect SoCal's* goals. Each scenario is made up of a unique combination of strategies. As stated in the [Bottom-Up Local Input and Envisioning Process](#) Principle #3 (adopted October 2017):

*SCAG will develop multiple scenarios that explore a range of land use and transportation strategies. These scenarios will illustrate the impact of distinctive policy and investment choices, and will be compared to the “base case” in order for the Regional Council and Policy Committees to evaluate the merits of regional decisions for the Plan.*

Additional objectives for the draft scenarios include:

- be distinct from each other
- be thematic or easily communicated as concepts.

- be sensitive to the modeling capabilities of SCAG’s technical tools such as the Scenario Planning Model (SPM) and the Activity Based Model (ABM)

Generally, scenario development proceeds through several steps to answer the following key questions<sup>3</sup>:

- **Where are we now?** (Local input process and evaluation of regional trends)
- **Where do we want to go?** (Goals and Guiding Policies, regional envisioning process)
- **What could the future look like?** (“Base case” and alternative scenarios)
- **What impacts do scenarios have?** (Modeling and performance evaluation)

On the heels of the local input process (“Where are we now?”), SCAG seeks direction through additional stakeholder outreach and establishment of goals, guiding policies and performance measures which will underpin the **Scenario Development Principles** to be completed by the end of 2018. These principles will highlight broad directions and guidance for the scenario designs (“Where do we want to go?”) and will highlight emergent trends and preferred strategies for addressing issues. Given that the input from the outreach process may garner divergent opinions and information and highlight opposing priority areas, it will likely be necessary to distill the input into multiple distinct scenarios. Tentatively, the draft scenarios will align with the outline show in Figure 2.

**FIGURE 2:** Draft Scenario Designs Outline

	<b>Scenario 1</b>	<b>Scenario 2</b>	<b>Scenario 3</b>	<b>Scenario 4</b>	<b>Scenario 5</b>
<b>Theme</b>	Trend	Local Input “Base Case”	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>

In order to establish comparable scenarios, there will need to be common assumptions for all scenarios for those variables that cannot be influenced by regional investments or strategies, for example:

- Auto Operating Costs
- Regional Household, Population, and Jobs growth
- Technology: Horizon year for Automated Vehicle (AV) penetration
- Plan Base Year: 2016
- Plan Horizon Year: 2045

Once the scenarios have been developed, they will be shared with the general public through a series of workshops, as detailed below.

**Public Workshops**

At least 16 workshops will be conducted throughout the region in the Spring/Summer of 2019 to provide stakeholders a clear understanding of issues and

<sup>3</sup> Adapted from [Federal Highway Administration Scenario Planning Guidebook](#)

policy choices, and to collect and process valuable feedback on scenarios developed. In order to provide the public with information and necessary tools for evaluation, each workshop will include urban simulation computer modeling to create visual representations of the SCS and/or Alternative Planning Strategy if applicable.<sup>4</sup> These workshops will be held in each County in the region and at times and in locations that are accessible to the local population, as outlined in SCAG's Public Participation Plan.

### *Modeling Tools*

After scenarios have been designed, they are evaluated using SCAG's two internally developed modeling tools, the Scenario Planning Model and the Activity Based Model. The modeling process produces quantitative measurement of key variables that help to assess the differences between scenario alternatives.

For strategies that cannot be reflected through either model, but for which there is data or research to demonstrate GHG reduction impacts, SCAG develops off-model methodologies to quantify related impacts.

Further detail about these tools and SCAG's off-model methodologies will be documented in **SCAG's Technical Methodology** which will be prepared for submission to the ARB in Spring 2019, in advance of SCAG's public workshops.

### *Preferred Scenario Recommendation*

In Summer 2019, after the draft scenarios have been designed and evaluated, it will be necessary to develop a final preferred scenario to be recommended for adoption by SCAG's Regional Council as part of *Connect SoCal*. This preferred scenario can either be one of the initial scenario designs or a hybrid of multiple scenarios. The Draft Preferred Scenario will consist of a land use forecast, revenue forecast, transportation projects and programs, as well as transportation and land use policies.

### **Draft Sustainable Communities Strategy**

Once the Draft Preferred Scenario is established, SCAG staff will draft the SCS for inclusion in *Connect SoCal*. The SCS will set forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies in the regional transportation plan, will reduce the GHG emissions from automobiles and light trucks to achieve the 19% per-capita GHG reduction from 2005 emission levels by 2035.

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<sup>4</sup> An Alternative Planning Strategy (APS) is not part of the RTP and is developed if the SCS does not achieve the GHG emission reduction target. The APS would describe the additional strategies that would be necessary to reach the GHG emission reduction target.

# Draft Connect SoCal Sustainable Communities Implementation Strategies

## 1. Focus growth near destinations and mobility options

- a. Emphasize land use patterns that facilitate multimodal access to work and non-work destinations.
- b. Focus on jobs-housing fit to reduce commute times and distances.
- c. Plan for growth near transit investments and support implementation of first/last mile strategies.
- d. Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.
- e. Prioritize infill and redevelopment of underutilized land to accommodate new growth and increase amenities and connectivity in existing neighborhoods.
- f. Encourage design and transportation options that reduce the number of and reliance upon solo car trips (this could include mixed uses or locating and orienting close to existing destinations).
- g. Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking, smart parking).

## 2. Promote diverse housing choices

- a. Preserve and rehabilitate current affordable housing and prevent displacement.
- b. Identify opportunities for new workforce and affordable housing development.
- c. Creative incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.
- d. Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of per-capita greenhouse gas emissions.

## 3. Leverage technology innovations

- a. Promote low emission technologies such as neighborhood electric vehicles, shared ride hailing, car sharing, bike sharing, and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging, and parking/drop-off space.
- b. Improve access to services through technology- such as telework and telemedicine as well as commuter incentives such as a mobility wallet.
- c. Identify ways to incorporate micro-power grids in communities, e.g. solar energy, hydrogen fuel cell power storage and power generation.

## 4. Support implementation of sustainability policies

- a. Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.
- b. Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.
- c. Support cities in the establishment of EIFDs, CRIAS, or other tax increment or value capture tools to finance sustainable infrastructure and development projects.
- d. Work with local jurisdictions and communities to identify opportunities and assess barriers for implementing sustainability strategies.

- e. Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.
  - f. Continue to support long range planning efforts by local jurisdictions.
  - g. Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the sustainable communities strategy.
- 5. Promote a green region**
- a. Support development of local climate adaptation and hazard mitigation plans as well as project implementation that improves community resiliency to climate change and natural hazards.
  - b. Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.
  - c. Integrate local food production into the regional landscape.
  - d. Promote more resource efficient development focused on conservation, recycling and reclamation.
  - e. Preserve, enhance and restore regional wildlife connectivity.
  - f. Reduce consumption of resource areas, including agricultural land.
  - g. Identify ways to improve access to public park space.

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

April 4, 2019

ITEM NO. 6

To: Transportation Committee (TC)

INTERIM  
EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Connect SoCal: How Will We Connect?

**RECOMMENDED ACTION:**

For Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*As a follow-up to the discussion at the Joint Policy Committee meeting, Professor Brian Taylor from UCLA will make a presentation (to be provided at the meeting) on congestion pricing.*

**BACKGROUND:**

As traffic congestion continues to worsen in our region, one of the tools that's often discussed lately to address it is congestion pricing. Professor Taylor is a nationally known expert on congestion pricing and has researched travel behavior, transportation economics and finance, and politics and planning as a Professor of Urban Planning at UCLA Luskin School of Public Affairs. Professor Taylor is expected to share his insights on economics of transportation with a focus on congestion pricing.

**FISCAL IMPACT:**

None

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

April 4, 2019

ITEM NO. 7

**To:** Transportation Committee (TC)  
**From:** Annie Nam, Manager of Goods Movement, Goods Movement & Transportation Finance, 213-236-1827, Nam@scag.ca.gov  
**Subject:** Mobility Go Zone & Pricing Feasibility Study Overview and Findings

INTERIM  
EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

For Information Only - No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Mobility Go Zone & Pricing Feasibility Study was funded by a Federal Highway Administration (FHWA) Value Pricing Pilot Program (VPPP) grant. The VPPP is intended to demonstrate whether and to what extent roadway congestion may be reduced through the application of congestion pricing strategies, and the magnitude of the impact of such strategies on driver behavior, traffic volumes, transit ridership, air quality and availability of funds for transportation programs. Specifically, this study focuses on a form of congestion pricing referred to as cordon pricing, which involves charging a variable or fixed fee to drive into a highly congested area. Staff will provide a brief overview of the study and evaluation findings.*

**BACKGROUND:**

The Mobility Go Zone & Pricing Feasibility Study was funded by a Federal Highway Administration (FHWA) Value Pricing Pilot Program (VPPP) grant. The VPPP is intended to demonstrate whether and to what extent roadway congestion may be reduced through the application of congestion pricing strategies, and the magnitude of the impact of such strategies on driver behavior, traffic volumes, transit ridership, air quality and availability of funds for transportation programs.

Although past SCAG research evaluated a range of congestion pricing options, this current study focuses on cordon pricing, which involves charging a variable or fixed fee to drive into a highly congested area. This pricing strategy was screened for application within multiple areas of the region to advance to a more detailed evaluation of a potential proof-of-concept pilot program, named the "Mobility Go Zone" Program within the Westside area of Los Angeles.

The concept of a "Mobility Go Zone" was derived and defined as a geographic area with a suite of mobility service options for commuters, visitors, and residents to reduce dependency on personal automobiles. This expanded mobility ecosystem can include increased local bus circulator routes including demonstration of micro-transit options, express commuter buses, bike share and

enhanced active transportation infrastructure, and implementation of incentives such as a fee on vehicles entering during peak traffic periods to shift travel patterns to shared modes; shift less time sensitive or lower value trips to off-peak times resulting in more evenly distributed daily congestion. Revenues collected from the fee would be used to fund local transportation improvements to help reduce congestion and carbon emissions, and offer improved travel options for residents, commuters, and other visitors to the area.

### **Study Area**

The impacts of the Mobility Go Zone Program were evaluated as it pertains to the Westside area as an initial proof-of-concept pilot location. The study area includes parts of the Cities of Los Angeles and Santa Monica encompassing the employment concentrations along Wilshire, Santa Monica, and Olympic Boulevards west of I-405 and north of I-10. The Westside was identified because of extensive recurring congestion on arterial roadways, including substantial use of residential streets by commuter traffic. The physical barriers of I-10 and I-405 concentrate traffic onto a limited number of arterials, creating gridlock during peak periods. The Westside has become and continues to advance as a major employment center, particularly for the entertainment, media, and technology industries. These sectors depend on the ability to draw a highly educated labor pool from across the region. The Westside is accessible by transit and active transportation, and a more robust investment program can be realized. Both Metro and Big Blue Bus provide service to the area. Metro Rapid routes 720 and 704 on Wilshire and Santa Monica Boulevards are heavily utilized. The Exposition Light Rail began serving the area in 2016. Additionally, Line 788 Valley-Westside Express Route is now in service.

### **Pilot Program Concept Analyzed**

As currently analyzed, the pilot program concept would consist of a charge for private vehicles entering the study area during the a.m. and p.m. peak periods. The fee assumed was in the vicinity of \$4 for entry during each peak period, with discounts offered to residents of the zone and low-income households. The pilot program would include extensive investment in transit services to and within the study area. The capital and operating costs of the transit services would be paid for from program revenues. For analysis, services assumed local circulators to facilitate short trips within the area and to Expo stations, long-distance commuter services from areas such as the San Fernando Valley and the South Bay, and increased service on existing routes within the area.

### **Pilot Program Evaluation Findings**

The program has been evaluated using SCAG's travel demand model, and results have been consistent with the experience of international pricing programs. The program is anticipated to result in the following outcomes for inbound peak period trips:

- an approximately 9% increase in transit usage for trips to the area
- an approximately 7% increase in bicycling trips to the area
- an approximately 7% increase in walking trips to the area
- an approximately 19% decrease in automobile trips to the area

The program is estimated to result in a 21% to 22% decrease in VMT and 24% decrease in VHT within the study area during peak periods, reducing congestion and pollution hot spots. VMT and VHT directions translate directly into greenhouse gas reductions from mobile sources, the equivalent annual benefit of \$4 million.

The revenues from the vehicles anticipated to pay the fee are sufficient to cover the program costs (e.g., transaction costs, customer service, etc.), supplemental transit services, and other complementary measures such as pedestrian and bicycle projects and programs. Analysis indicates an annual average net revenue of \$69.2 million to support transportation investments and offer additional revenue sources for local reinvestment. The economic feasibility of the Mobility Go Zone Program can also be represented by the benefit/cost ratio of 3 to 1.

Equity analysis conducted to examine the potential impacts of the program on low-income households suggests that low-income travelers to the area are much more likely to take transit or carpool than drive alone, compared to all-income travelers. Low-income travelers would directly benefit from investments in new transit service to and from areas currently underserved by transit, and by circulator routes.

As part of equity considerations, it should be noted that the recent SCAG/UCLA study, *Falling Transit Ridership*, concludes that transit ridership has been falling in Southern California primarily due to increasing auto ownership, particularly among low income and foreign-born households that did not previously have access to a car. A Mobility Go Zone Program would therefore need to carefully consider the impact of a fee on these households and appropriately design mitigation measures.

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2018-2019 Overall Work Program.

**ATTACHMENT(S):**

1. Mobility Go Zone & Pricing Feasibility Study Overview

# Mobility Go Zone & Pricing Feasibility Study

Annie Nam  
 Manager of Transportation Finance & Goods Movement Dept  
 April 4, 2019

[www.scag.ca.gov](http://www.scag.ca.gov)



## Study Background



- Funded by a Federal Highway Administration (FHWA) Value Pricing Pilot Program (VPPP) grant
- Intended to demonstrate whether and to what extent roadway congestion may be reduced through the application of congestion pricing strategies
- Builds on 2013 Express Travel Choices Phase I study, which evaluated a range of pricing strategies including express lanes, DTLA cordon, facility/corridor pricing, and mileage-based user fees
- Provides important policy context for the 2020 Regional Transportation Plan and Sustainable Communities Strategy—Connect So Cal
- Coordinated a stakeholder driven process to conduct feasibility analysis for a proof-of-concept cordon pricing pilot program

## What is Cordon/Area Pricing?



- Fixed or variable fee to drive into or within a highly congested area
- Electronic toll collection
- Often cited international examples include Stockholm and London
- Complementary measures maximize success—transit, walking, biking, and even park & ride amenities (e.g., Stockholm)

## How a Go Zone Could Work in Los Angeles



Transit improvements



Circulators shuttles and regional commuter buses



First/Last mile connections



Bike and pedestrian improvements



Assistance for low-income travelers



Fee to improve traffic flow



Ridesharing & improved real-time technologies



# THE 100 HOURS CAMPAIGN



100hoursla.com

Facebook.com/100hoursla

Twitter.com/100hoursla



## Billboards

- 100 Hours billboards were designed and **installed in potential Go Zones**, advertising the campaign and alternative ways to spend 100 hours.
- There were 2 rounds of creative for a total of **7 billboards** that garnered **1.1 million impressions**. Each ran for between 2-5 weeks from the end of May through mid-July.





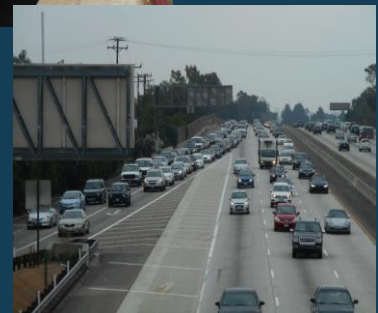
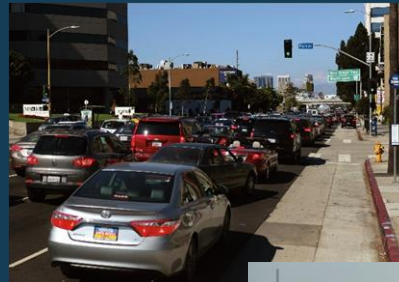


SCAG @SCAGnews · Jun 11  
If you're at @CicLAvia today, please visit our @100HoursLA booth & let us know how you'd rather spend 100 hours a yr pic.twitter.com/0tip5WryEf

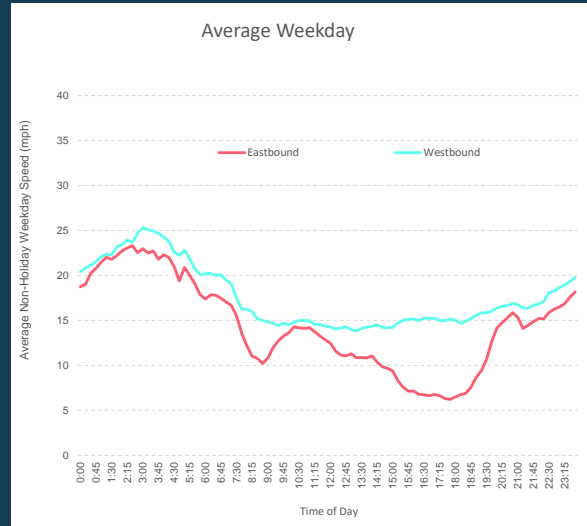
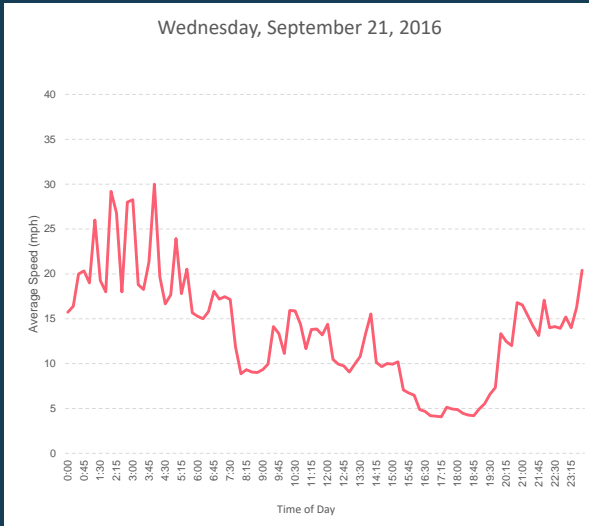
## Westside Study Area



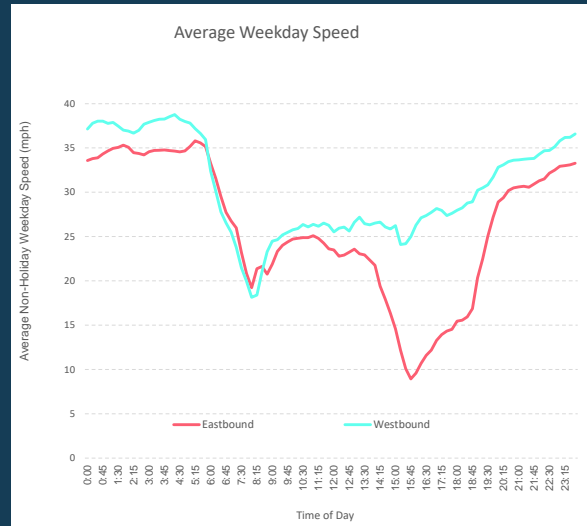
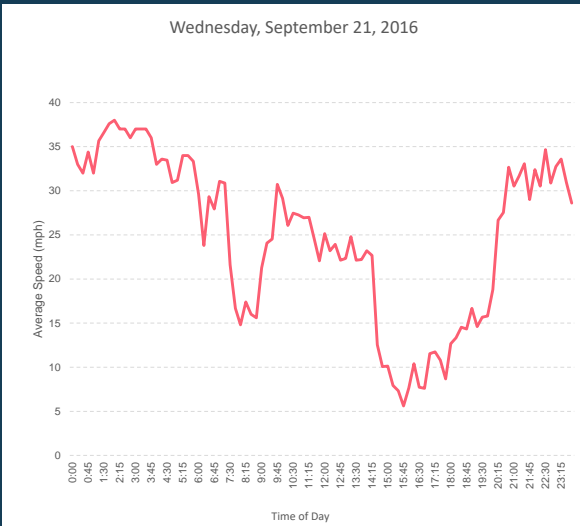
- Major employment center, particularly for entertainment, media, and technology industries that depend on the ability to draw a highly educated labor pool
- “Second downtown” with 80K jobs, 3:1 jobs to housing ratio
- Physical barriers of I-10 and I-405 concentrate traffic onto limited number of arterials, creating gridlock
- Extensive recurring congestion on arterial roadways that routinely slows to 5 miles per hour



## Westside Study Area: Average Speed – Santa Monica Blvd at I-405



## Westside Study Area: Average Speed – Sunset at Kenter



## Westside Study Area



- Size: 4.3 square miles
- Daily trips on area roads: 550,000
- Underutilized transit capacity: 50%
- Accessible by transit
  - Both Metro and Big Blue Bus provide service to the area
  - Metro Rapid routes 720 and 704 on Wilshire and Santa Monica Blvd serve the area
  - The Expo Light Rail began serving the area in 2016
  - Line 788 Valley-Westside Express Route also in service



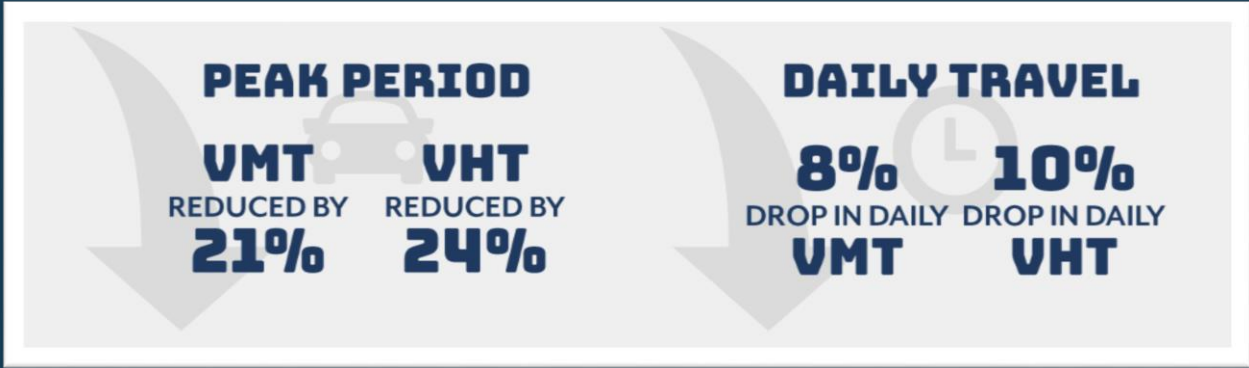
## Pilot Program Concept Analyzed



- Assumed a charge per vehicle (\$4) entering the zone during weekday peak period only
- Discounts for residents and low-income commuters
- Toll collection similar to Metro ExpressLanes with FasTrak transponders and Automated License Plate Recognition (ALPR) technology
- Two local circulators, two commuter express bus services, increased service on existing routes, connections to Expo and commercial corridors



# Pilot Program Concept Evaluation Findings



# Pilot Program Concept Evaluation Findings



**9%** ↑  
TRANSIT

## TRANSPORTATION MODE

SHIFT FOR INBOUND PEAK PERIOD TRIPS TO THE GO ZONE



**7%** ↑  
BIKING



**7%** ↑  
WALKING



**-19%** ↓  
DRIVING

## Stockholm Pilot Experience



Before



After



## Financial and Economic Analyses



- Annual average net revenue of \$69.2 million estimated to be generated
- Project revenues would support toll infrastructure, transit, active transportation, other improvements, and discounts/credits
- Start up capital cost investment is estimated to be about \$15 million for toll infrastructure and \$28 million for transit expansion

**BENEFIT COST RATIO**    **\$933M**    **\$326M**    **= 3:1**

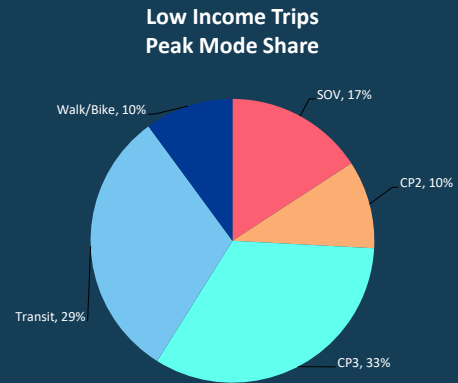
BENEFITS

COSTS

## Equity Analysis: Low-Income Trips by Mode



- 6% of all auto trips and 24% of all transit users entering the project area are low-income during peak periods
- Low-income travelers rely heavily on transit (29%) and carpooling (43%) as primary modes to travel to the study area during peak periods
- Flexibility to provide carpoolers a discount
- Enhanced transit options will directly benefit low-income travelers



Thank You

[www.scag.ca.gov](http://www.scag.ca.gov)





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

April 4, 2019

ITEM NO. 8

**To:** Executive/Administration Committee (EAC)  
Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

INTERIM  
EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Rye Baerg, Senior Regional Planner, Active Transportation &  
Special Programs, (213) 236-1866, baerg@scag.ca.gov

**Subject:** 2019 SCAG Regional Active Transportation Program

**RECOMMENDED ACTION FOR EAC AND TC:**

Recommend that the Regional Council adopt Resolution No. 19-610-1 directing SCAG to implement the 2019 SCAG Regional Active Transportation Program and Updated Regional Guidelines.

**RECOMMENDED ACTION FOR RC:**

Adopt Resolution No. 19-610-1 directing SCAG to implement the 2019 SCAG Regional Active Transportation Program and Updated Regional Guidelines

**RECOMMENDED ACTION FOR EEC AND CEHD:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*Staff is seeking approval of the 2019 SCAG Regional Active Transportation Program (Regional Program) project list and updated Regional Guidelines. The Regional Program consists of 26 projects totaling \$92.6 million that support walking and bicycling. Staff recommends approval of the Regional Program and updated Regional Guidelines. Upon approval staff will submit the Regional Program to the California Transportation Commission (CTC) for adoption at their June 26, 2019 meeting.*

**BACKGROUND:**

On May 16, 2018, the California Transportation Commission adopted the 2019 Active Transportation Program (ATP) Statewide Guidelines and announced the 2019 ATP call for projects. The 2019 ATP funding estimate includes approximately \$445 million and will cover fiscal years 2019/2020 through 2022/23. Project applications were received for the statewide call for projects

on July 31, 2018 and the CTC made their initial announcement of statewide recommendations on December 31, 2018.

Approximately sixty percent (60%) of the total funding awards have been recommended by the CTC through the Statewide Program and Small Urban/Rural Program components and were adopted on January 30, 2019. The remaining forty percent (40%) of the total funding awards will be recommended by regional MPOs. SCAG's share of the MPO component, referred to as the Regional Program, is approximately \$92.6 million, roughly fifty percent (50%) of the MPO component.

#### **PROJECT SELECTION PROCESS:**

In July 9, 2018, SCAG's Executive Administration Committee approved the Regional ATP Guidelines. Similar to previous cycles, the Regional Program Guidelines established a selection process for two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

- Implementation Projects: No less than 95% of the funding (\$87.9 million) has been recommended to proposals in this category. The selection process for Implementation Projects is the same as in previous cycles and is predominately managed by the county transportation commissions. Eligible applicants must apply for these funds by submitting an application through the statewide ATP call for projects. Base scores are established through the statewide ATP review process. The Regional Guidelines allow county transportation commissions to prioritize projects by adding up to twenty (20) points, on a 120 point scale, to supplement the state-provided base scores. As in previous cycles, the Board of each county transportation commission was required to approve the methodology for assigning the additional points, as well as, to approve the final project scores. Total funding available in each county is based on population-based funding targets.
- Planning & Capacity Building Projects: No more than five percent (5%) of the funding (\$4.6 million) has been recommended to proposals in this category. As in previous cycles, the project selection process relied on the statewide ATP application, scoring and ranking process. In addition, SCAG provided the option for project sponsors to apply through the Sustainable Communities Program (SCP). Each county transportation commission took an active role in scoring and ranking the projects submitted in their respective county through the SCP. Due to the tremendous need and with the influx of Senate Bill 1 Formula Funding, the Regional Council approved, in March as part of the SCP, an additional \$2.3 million for active transportation projects to supplement the ATP funding. The SCAG funded projects are not reflected in the program list, but were used in the calculations of geographic equity.

The recommended Regional Program of 23 projects has been assembled by combining recommendations from the Implementation and the Planning & Capability Building categories. Surplus funding from counties that were not able to utilize their entire share and a small portion of unutilized SCP ATP funds was provided to the highest scoring, unfunded project.

The recommended program has been approved by the CEOs of the six county transportation commissions and meets the statewide requirements for geographic equity as can be seen in the



table below. The recommended program allocates 93% of available funds to disadvantaged communities (DACs) exceeding the statewide minimum requirement of 25%.

ATP Funding by County (\$1,000s)					
	Implementation	SCP*	Total ATP	Percentage of Funding	Percentage of Population
Imperial	\$642	\$321	\$963	1%	1%
Los Angeles	\$47,731	\$2,197	\$49,928	54%	54%
Orange	\$14,770	\$545	\$15,315	17%	17%
Riverside	\$10,937	\$585	\$11,522	12%	12%
San Bernardino	\$9,920	\$500	\$10,420	11%	11%
Ventura	\$3,973	\$451	\$4,424	5%	5%
<b>Total</b>	<b>\$87,973</b>	<b>\$4,599</b>	<b>\$92,572</b>	<b>100%</b>	<b>100%</b>

\*This column represents projects selected through the SCP that are funded with ATP funding. SCAG is funding additional projects through the SCP using SB1 funding and other resources.

**AMENDED REGIONAL GUIDELINES:**

Staff is also requesting approval of the updated Regional Guidelines to address four minor changes. The updated Regional Guidelines have been approved by the CEOs of the six county transportation commissions, per CTC requirements. The updates include:

- **Funding Estimate:** SCAG is updating the funding estimate included in the Regional Guidelines to reflect the updated amount that was released by the CTC on December 31, 2018.
- **Sustainable Communities Program:** The previous version of the Regional Guidelines referenced the Sustainable Planning Grants program which has been renamed the Sustainable Communities Program. The title of the program has been updated throughout the document.
- **Implementation Project Category:** Requirements in this category were modified to allow the Ventura County Transportation Commission to fund a planning project with their countywide allocation for Implementation projects.
- **Contingency Lists:** Language was updated to clarify two sections with conflicting recommendations about which scores to use for contingency projects.

**NEXT STEPS:**

Following Regional Council approval, the Regional Program and Regional Guidelines will be submitted to the CTC for adoption no later than their June 26, 2019 meeting.

**FISCAL IMPACT:**



The project sponsors identified in the SCAG 2019 ATP Regional Programming Recommendations will be required to secure allocation from the CTC. SCAG will serve as the project sponsor and receive \$2,599,000 in ATP funds to administer a series of demonstration projects and Go Human activities that were submitted through the SCP. Once allocated, the SCAG administered ATP funds will be programmed in the FY20 OWP in task 225-3564.14.

**ATTACHMENT(S):**

1. Resolution 19-610-1 2019 SCAG Regional Active Transportation Program
2. 2019 SCAG Regional Guidelines\_FINAL-AMENDED\_4-4-19
3. 2019 SCAG Regional Active Transportation Program and Contingency List



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

**RESOLUTION NO. 19-610-1**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING  
THE RECOMMENDED PROJECT LIST FOR THE 2019 SCAG REGIONAL ACTIVE  
TRANSPORTATION PROGRAM**

REGIONAL COUNCIL OFFICERS

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Alan D. Wapner, San Bernardino  
County Transportation Authority

First Vice President  
Bill Jahn, Big Bear Lake

Second Vice President  
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Energy & Environment  
Linda Parks, Ventura County

Transportation  
Curt Hagman, San Bernardino  
County

**WHEREAS**, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

**WHEREAS**, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

**WHEREAS**, Streets and Highways Code Section 2382(k) allows the California Transportation Commission to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

**WHEREAS**, the SCAG adopted Regional Program Guidelines in with input from the six Southern California county transportation commissions on July 5, 2018 to govern award of projects funded through the SCAG Regional Program;

**WHEREAS**, the SCAG is amending the Regional Program Guidelines with input from the six Southern California county transportation commissions to maximize planning funding and address minor inconsistencies in the guidelines;

**WHEREAS**, the Active Transportation Program Guidelines (Resolution G-18-19) require metropolitan planning organizations to submit their Regional Program of projects and contingency list to the Commission by April 30, 2019;

**WHEREAS**, SCAG in collaboration with the six Southern California county transportation commissions has implemented a project selection process that meets the requirements of the Active Transportation Program Guidelines (Resolution G-18-19) and Regional Program Guidelines, and has reached consensus on the 2019 SCAG Regional Active Transportation Program and Contingency List.

**NOW, THEREFORE, BE IT RESOLVED** that the Regional Council of the Southern California Association of Governments does hereby adopt the 2019 SCAG Regional Active Transportation Program and Updated Regional Program Guidelines.

**BE IT FURTHER RESOLVED THAT:**

1. The Regional Council directs staff to submit the amended Regional Program Guidelines and the Regional Program Project and Contingency List for the 2019 SCAG Regional Active Transportation Program to the California Transportation Commission.
2. The Regional Council defers approval of any further minor revision and administrative amendments to the 2019 SCAG Regional Active Transportation Program to SCAG's Executive Director.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its April 4, 2019 meeting.

\_\_\_\_\_  
Alan D. Wapner  
President, SCAG  
San Bernardino County Transportation Authority

Attested by:

\_\_\_\_\_  
Darin Chidsey  
Executive Director

Approved as to Form:

\_\_\_\_\_  
Joann Africa  
Chief Counsel

# 2019 Active Transportation Program Regional Guidelines Final Draft

July 2018

Southern California Association of Governments  
Imperial County Transportation Commission  
Los Angeles County Metropolitan Authority  
Orange County Transportation Authority  
Riverside County Transportation Commission  
San Bernardino County Transportation Authority  
Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
209 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

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## Introduction

### Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) component of the California Active Transportation Program (ATP). The following 2019 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2019 ATP. The Regional Guidelines also outline the requirements for programming, allocation, project delivery, project reporting, project administration and program evaluation related to the 2019 Regional Active Transportation Program (Regional Program). The Regional Guidelines may be revisited and modified for future rounds of funding in order to remain consistent with the 2019 ATP Statewide Guidelines (Statewide Guidelines), and to consider innovative concepts and best practices to improve the Regional Program's efficiency and effectiveness.

### Background

- The goals of the ATP are to:
  - Increase the proportion of trips accomplished by biking and walking;
  - Increase the safety and mobility of non-motorized users;
  - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375;
  - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
  - Ensure that disadvantaged communities (DAC) fully share in the benefits of the program; and
  - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The DRAFT 2019 Statewide Guidelines, to be adopted by the California Transportation Commission (CTC) on May 16, 2018, describe the policy, standards, criteria and procedures for the development, adoption and management of the ATP Statewide Program.
- Per the DRAFT 2019 Statewide Guidelines, 40% of the funds for the ATP must be distributed by MPOs in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Statewide Guidelines.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of DAC as used by the CTC for the statewide competition may defer its project selection to the CTC.
- MPOs may also issue a separate, supplemental call for projects. If a call for projects is initiated, it will require development and approval of guidelines and applications. In administering a competitive selection process, a MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- 25% of the regional funds must benefit DAC.

- The Statewide Guidelines allow for a large MPO to make up to 2% of its 2019 ATP funding available for active transportation plans in DACs.
- The Statewide Guidelines establish four eligible project types:
  - Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. PSR guidelines are posted on the CTC website: <http://www.catc.ca.gov/programs/ATP.htm>. *A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.*
  - Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a DAC.
  - Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. Start-up projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for ATP funds as long as the applicant can demonstrate that the existing program will be continued with non-ATP funds.
  - Infrastructure projects with non-infrastructure components.
- Per Statewide Guidelines, and based on SB 99, the following requirements apply specifically to SCAG:
  - SCAG must consult with the county transportation commissions, the CTC, and Caltrans in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity consistent with program objectives;
  - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
  - SCAG must obtain concurrence from the county transportation commissions.
- The SCAG Regional Program will be developed through coordination of the ATP Subcommittee. The ATP Subcommittee is a subcommittee of the SCAG Sustainability Committee. The ATP Subcommittee is comprised of SCAG staff and representatives from each of the six (6) county transportation commissions. The Subcommittee drafts the Regional Program Guidelines, the Regional Program and administers tasks associated with project delivery. The County Transportation Commissions approve the Regional Program as it pertains to each respective county. SCAG's Regional Council approves the Regional Program Guidelines and Regional Program. The California Transportation Commission approves the Regional Program Guidelines and Regional Program.



### Fund Estimates for 2019 Regional ATP

The 2019 ATP total funding estimate is \$437.5m. Per the 2019 ATP Statewide Guidelines, the MPO share is 40% of the total budget and the SCAG share is 50% of the MPO amount.

The SCAG region’s share of the 2019 ATP is approximately \$87.5M, which includes funding in Fiscal Years 2019/20, 2020/21, 2021/22, and 2022/23 to be programmed as follows:

Year (Fiscal)	Funds (\$1000s)
FY 19/20	20,310
FY 20/21	20,310
FY 21/22	25,976
FY 22/23	25,976
<b>Total</b>	<b>92,572</b>

### Eligibility

SCAG intends to apply the eligibility requirements as adopted in the 2019 Statewide Guidelines to the Regional Program. These requirements include an option for SCAG to provide a Regional Definition of Disadvantaged Communities. As part the 2016 Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), SCAG established “environmental justice areas” and “communities of concern” as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. SCAG has submitted these regional definitions of disadvantaged communities to the Commission for approval to complement existing definitions established through SB 535 and the ATP.

### Regional Disadvantaged Communities Definitions

Per the Statewide Guidelines, MPOs have the option to use different criteria for determining which projects benefit disadvantaged communities. This additional criteria includes Environmental Justice Areas and Communities of Concern. This criteria can be used in addition to the existing SB 535 criteria.

- Environmental Justice Areas: Environmental Justice Areas are reflected in Transportation Analysis Zones that show a higher share of minority population or households in poverty than is seen in the great region as a whole.
- Communities of Concern: Communities of Concern are Census Designated Places or city of Los Angeles Community Planning Ares that fall in the upper third for their concentration of minority population households in poverty. This designation is significant in severity due to the degree of poverty.

## Project Selection Process

SCAG intends to award funding to projects in two program categories. These categories include: Implementation projects, and Planning & Capacity Building projects.

### Implementation Projects Category

*Implementation projects* include infrastructure, non-Infrastructure, infrastructure projects with non-infrastructure components, and plans as defined by the Statewide Guidelines and included in the Background (above). No less than 95% of the total regional funds shall be dedicated to funding Implementation projects in the 2019 Regional ATP. Implementation funds shall be allocated to projects in each county using population-based funding targets.

#### Implementation Projects Category: Funding Targets

County	Pop %	Funding Amount
Imperial	1%	\$841
Los Angeles	54%	\$47,503
Orange	17%	\$14,770
Riverside	12%	\$10,937
San Bernardino	11%	\$9,920
Ventura	5%	\$3,973
<b>Total</b>	<b>100%</b>	<b>\$87,943</b>

In this category, and consistent with previous ATP cycles, SCAG will select Implementation projects utilizing the CTC statewide applications, scoring and ranking process and decline its option to issue a supplemental call for proposals for these projects. Therefore, an evaluation committee will not be required at the county or regional level within the SCAG region to separately score Implementation projects. SCAG will only fund Implementation projects submitted through the statewide application process.

The selection process shall occur as follows:

- Prior to scoring by the CTC, SCAG shall coordinate with each county to ensure that all Implementation project applications submitted through the statewide call for proposals have been submitted to the county and SCAG.
- The county transportation commissions shall review the Implementation project applications and determine which projects are “consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. When projects are determined to be consistent, the county shall authorize up to twenty (20) points to consistent projects.

- If a county transportation commission assigns additional points (up to 20, as noted above) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project.
- The Board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the preliminary ranking of regional projects by December 31, 2018.
- SCAG shall establish a preliminary regional Implementation projects list based on the county's submissions that programs no less than 95% of the total regional funds and rely on population-based funding targets to achieve geographic equity.
- The county may also recommend funding for projects to be included on the Regional Program contingency list. Projects included on the contingency list shall be included in the program reflecting the project score as detailed in the Fund Balance and Contingency List section below.

### Planning & Capacity Building Projects Category

Planning & Capacity Building projects may include the development of non-infrastructure projects and plans, as defined by the Statewide Guidelines and included in the Background section of the Regional Guidelines (above). The Regional Guidelines call for no more than 5% (\$4.4M) of the total regional funds be allocated in this category with a maximum of 2% (\$1.7 M) being dedicated to Planning projects.

As in previous cycles, the pool of projects considered for funding in this category shall include projects that are submitted through the CTC's Statewide ATP Call for Projects using the state's planning application, as well as, planning and non-infrastructure projects submitted through the supplemental call for Planning & Capacity Building projects issued by SCAG. The supplemental call for projects is integrated with SCAG's Sustainable Communities Program (SCP) program and aims to better align planning and capacity building resources with regional planning priorities and opportunities. The SCP call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP, as well as other regional funds programmed by SCAG.

### Planning Applications Submitted Through the Statewide Call for Projects

- SCAG is required to consider funding proposals that are submitted, but unsuccessful in securing funds, through the statewide call for proposals.
- Within the Planning & Capacity Building projects category, SCAG will consider funding all unsuccessful planning and non-infrastructure applications submitted at the statewide level.
- The planning and non-infrastructure applications will not be re-scored by SCAG. The initial score provided by the CTC shall be used in ranking the project against projects submitted through the supplemental call for projects.
- Planning project awards will be capped at \$250,000. If the funding request exceeds \$250,000, the project applicant will be required to provide matching funds to fully fund the project.
- Non-infrastructure projects awards will be capped at \$500k. If the funding request exceeds the \$500k cap, the project applicant will be required to provide matching funds to fully fund the project or the project balance could be awarded through the Implementation Projects Category.

Alternatively, the county transportation commission may fully fund the project as part of the Implementation Projects Category, if the project merits award through the process outlined above.

### Supplemental (Sustainable Communities Program) Call for Projects

- SCAG will develop SCP Guidelines, consistent with the parameters established by the Regional Guidelines, as described below.
- The SCP Guidelines will include the same match requirement and definition of DAC as used by the CTC in the statewide planning selection process.
- All Planning projects funded by ATP shall satisfy the CTC's requirements for the use of planning funds, including DAC requirements.
- To increase the reach and impact of the Regional Program, SCAG will cap funding requests to \$500,000 for all non-infrastructure applications and \$250,000 for planning funds.
- The Scoring Criteria and associated points available for all project and application types will be as follows:
  - Mobility Benefit—Potential to increase walking/biking (0-35 points)
  - Safety Benefit—Potential to reduce the number and risk of pedestrian and bicycle fatalities and injury (0-25 points)
  - Public Health (0-10 points)
  - Disadvantaged Communities (0-10 points)
  - Public Participation (0-10 points)
  - Cost Effectiveness (0-5 points)
  - Leverage (0-5 points)
- In consultation with the counties and a multi-disciplinary working group, SCAG will develop applications for planning and non-infrastructure project types. Each application will be closely aligned with and aim to focus resources on the implementation of regional active transportation programs and strategies.

To establish a preliminary Planning & Capacity Building project list, applications from the supplemental call for projects and statewide call for projects will be ranked by county and prioritized by score. Funds will then be recommended to projects in consideration of the following principles:

- The total funding recommended in this category will not exceed 5% of the total Regional Program. Planning projects funding shall not exceed 2% of the total Regional Program.
- Geographic equity, informed by population-based funding targets, shall be pursued and assessed programmatically across all funding sources programmed through the Active Transportation component of the SCP.

### Recommended Regional Program

SCAG shall create a draft Regional Program that incorporates the preliminary project lists from the Implementation and Planning & Capacity Building project categories.

SCAG will analyze the draft Regional Program to ensure it meets the DAC requirements by allocating at least 25% to projects benefiting DAC (as defined by the Statewide Guidelines).

If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- The lowest scoring project in the region may be replaced with the highest scoring DAC within the same County. If the county has no other eligible DAC projects, the lowest scoring project shall be replaced with the highest scoring DAC project(s) from the region.
- This process will be repeated until the 25% target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the DAC requirements for the Regional Program are met.

For ease of administration, SCAG may, with the project sponsor's permission, consolidate one or more of the projects on the Planning & Capacity project list into a Regional Planning & Capacity Building project to be administered by SCAG on behalf of the sponsoring agencies. If sponsoring agencies choose to be part of the consolidated project, a five percent (5%) fee for service will be included as a task in the project. In order to provide the data contained in the Caltrans applications, SCAG will transfer the relative data fields to Caltrans for incorporation into ATP data set.

The final recommended Regional Program will be reviewed by the county transportation commission staff, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to the Chief Executive Officers (CEO) of the county transportation commissions and Boards, SCAG's Regional Council and CTC for approval.

With consensus from the County Transportation Commission CEOs or their designees, SCAG's Executive Director may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

## Programming

### Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional Program. The programming years for the 2019 ATP are State Fiscal Years 2019/20 to 2022/23. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:

- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding in fiscal years 2019/20 and 2020/21 will be state funding only. Funding in fiscal years 2021/22 and 2022/23 will include both state and federal funding.

- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.
- State funds will be programmed to address the following regional objectives, listed in order of priority:
  - Satisfy match requirements for federally funded projects. Projects that provide some but not all of the 11.47% match may need assistance in satisfying the match. State funding is eligible to bridge the gap in any match funding deficit. State funding shall not exceed 11.47% of total project funding;
  - Reduce administrative burden for Planning and Non-infrastructure projects and projects requesting less than \$1M; and
  - Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

### Partial Awards

- County transportation commissions will be responsible for recommending partial awards for Implementation projects.
- SCAG and the county transportation commissions will only consider partial awards if the project sponsor meets one of the following requirements:
  - The applicant provides funds through additional sources to fully fund the project;
  - The applicant demonstrates the means by which it intends to fund the construction of a useable segment, consistent with the Regional Transportation Plan (RTP).
  - The applicant downsizes the project scope in a manner such that the "new" project would receive the same scores or ranking as the originally proposed project. The ATP Subcommittee will determine the eligibility of a downsized project scope based on the representative county transportation commission's request. The request shall include:
    - An explanation of the proposed scope change;
    - The reason for the proposed scope change;
    - The impact which the proposed scope change would have on the overall cost of the project;
    - An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
    - An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
    - An explanation of the methodology used to develop the aforementioned estimates.

- For projects that fall into the Large Infrastructure category as defined in Statewide Guidelines, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the RTP.
  - Uncommitted funds may only be from ATP or the Local Partnership Program (formulaic or competitive). The applicant must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments for that phase must be secured prior to July 1 of the fiscal year in which the project is programmed or the project will be removed from the program.
- If funding is made available (i.e. due to an ineligible project determination), the available funding will be prioritized for a threshold project receiving a partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed for fully funding the partial award, the surplus shall be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee.

### Fund Balance & Contingency List

Any funds that are not assigned by SCAG to projects in the Regional Program will be returned to the state and incorporated into the fund estimate for subsequent ATP cycles. To maximize funds available in the region, the following steps will be pursued:

- The initial recommended Regional Program to the CTC will identify projects that program 100% of the region's share of ATP funds. If a balance exists after each county has exhausted to the greatest extent possible its funding target and SCAG has exhausted to the greatest extent possible the Planning & Capacity Building funds, SCAG in consultation with the counties, will recommend the fund balance be awarded to fully or partially fund the highest scoring and/or shovel ready "contingency" project(s) (see below) across all counties.
- If the final project on a county's list exceeds the county's ATP funding target, the county may work with the project sponsor to explore the feasibility of a partial award, as noted above. If a partial award is determined to be insufficient and infeasible, the county may recommend fully or partially funding to the subsequent highest scoring projects on the county's list.
- The recommended Regional Program will include a contingency list of Implementation and Planning and Capacity Building projects that will be in place until the next cycle of ATP funding. Implementation projects will be ranked in priority order based on the county transportation commission's evaluation scoring. Planning & Capacity Building projects will be ranked in priority order based on the project's statewide evaluation score. Projects may be included in both rankings depending on project type. SCAG intends to fund projects on the contingency list should there be any project failures or savings in the Regional Program. When a

contingency project is advanced for funding due to project failure from the Implementation list of projects, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county from the Implementation list. When a contingency project is advanced for funding due to project failure from the Planning and Capacity Building list of projects, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county from the Planning and Capacity Building list. In recommending replacement projects, SCAG and the county transportation commission may consider both project ranking and project readiness. If contingency projects are not amended into the program, they will remain unfunded and project sponsors may resubmit them for future ATP cycles.

- SCAG and/or the county transportation commissions are encouraged to pursue one or more of the following project management strategies:
  - Review the initial work schedule to determine timeline feasibility and propose revisions where necessary.

### Program Amendments

The Regional Guidelines allow SCAG to amend the Regional Program to remove and advance projects. An annual report will be provided to the Regional Council on program amendments. Amendments to the Regional Program may occur under the following conditions and in the following manner:

- If project design, right-of-way or construction are programmed before the implementing agency completes the environmental process, and following completion of the environmental process updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, then future funding for the project may be deleted from the program. It is the responsibility of the county transportation commission to recommend to SCAG that the project be deleted from the program if warranted. The county transportation commission that recommends project deletion may, in a reasonable timeframe, recommend replacing the deleted project with a project on the Contingency List.
- If the project is a Planning & Capacity Building Project and funds have not been allocated by May 1st of the year the funds are programmed, or the project sponsor has requested that the project be removed from the Regional Program, then SCAG may recommend deletion of the project and fund a project on the contingency list, considering project ranking, readiness and the county from which the deleted project originated.
- If a county transportation commission recommends deletion of a project and has not identified a replacement project for the contingency list in a reasonable timeframe, then SCAG will collaborate with the counties to identify a suitable replacement project from the region-wide contingency list and amend the project into the Regional Program.
- In order to ensure the timely use of all program funds, the CTC will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first-served basis. SCAG will recommend approval of an advancement request if the project is:



- A Planning project and SCAG deems the project ready for allocation (see Allocation, below); or
- An Implementation project, and the county transportation commission recommends advancement of the project.

### FTIP Amendments

All projects funded by the 2019 Regional Program must be amended into the Federal Transportation Improvement Program (FTIP).

- The county transportation commissions will be responsible for programming all Implementation projects into the FTIP.
  - Projects that are regionally significant and Transportation Control Measures (TCM) must be individually listed in the FTIP by the county transportation commission.
  - Projects that are not regionally significant or TCMs may be entered as a group listing by project function, using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93 (See [www.dot.ca.gov/hq/transprog/federal/fedfiles/res\\_publications/grouped\\_pjt\\_listings.pdf](http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listings.pdf))
- SCAG shall be responsible for programming Planning and Non-Infrastructure projects into the FTIP.
- The county transportation commissions and SCAG shall aim to program all 2019 ATP projects, regardless of programming year, in the 2019 FTIP amendment cycle.

### Allocation

The Regional Guidelines require allocation requests for a project in the Regional Program to include a recommendation from SCAG. SCAG shall defer this responsibility to the county transportation commissions for all Implementation projects and provide a concurrence letter to the county which notes that the project allocation request is consistent with the project as programmed in the FTIP or is being processed into the FTIP through an amendment or modification that is underway.

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the CTC's website, <http://www.catc.ca.gov/programs/atp/>.

### Project Delivery

Per the Statewide Guidelines, ATP allocations must be requested in the fiscal year of project programming and are valid for award for six (6) months from the date of allocation, unless the CTC approves an extension. The Commission may extend the deadline only once for each allocation phase and only if it finds that unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The CTC and Caltrans require that the extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

If extraordinary issues exist that require a longer extension, the implementer may request up to 20 months for allocation only. Refer to the ATP Statewide Guidelines for complete project delivery requirements.

Extension requests for a project in the SCAG Regional Program must include a recommendation by SCAG. Extension requests will be approved by SCAG under the following conditions:

- If the project is an Implementation project, the county transportation commission has recommended that the project be extended.
- If the project is a Planning project, SCAG staff has reviewed the project status and determined that:
  - The project sponsor has made a good faith effort to meet programming deadlines and that there is a high likelihood that a project extension will result in project allocation; and/or
  - The justification for the extension indicates a reason that was unforeseen by the project sponsor and beyond the control of the project sponsor.

Caltrans will track the delivery of ATP projects and submit to the CTC a semiannual report showing the delivery of each project phase. SCAG will analyze these reports to identify project delivery issues in the SCAG region and work with the county transportation commissions and the project sponsor to resolve any issues.

### Project Scope Change

In the event that a project requires a scope change, the project sponsor shall submit a request for scope change to SCAG and the responsible County Transportation Commission for review and approval. The request for scope change shall include:

- An explanation of the proposed scope change;
- The reason for the proposed scope change. If the request incorporates a change that alters original designs, the project sponsor shall provide the steps taken to retain the initial design and the extenuating circumstances that necessitate the design change. Extenuating circumstances are defined as those which make the project undeliverable due to costs and/or safety issues;
- The impact the proposed scope change would have on the overall cost of the project;
- An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
- An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
- An explanation of the methodology used to develop the aforementioned estimates.

### Project Reporting

As a condition of the project allocation, the CTC will require the implementing agency to submit semi-annual reports (unless the agency is subject to the Baseline Agreement requirement outlined in the 2019

ATP Statewide Guidelines) on the activities and progress made toward implementation of the project and a final delivery report. An agency implementing a project selected in the SCAG Regional Program must also submit copies of its semi-annual reports and s final delivery report to the county and SCAG. The purpose of the reports is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. Project reporting forms can be found at <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapgforms.htm>.

**Schedule**

<b>Action</b>	<b>Date</b>
CTC adopts ATP Guidelines	May 16, 2018
Call for projects	May 16, 2018
RC Approves ATP Regional Program Guidelines	July 5, 2018
Project applications to Caltrans (postmark date)	July 31, 2018
Commission approves or rejects MPO Guidelines	August 15, 2018
County 20 point score submitted to SCAG	December 31, 2018
Staff recommendation for statewide and small urban and rural portions of the program	December 31, 2018
Commission adopts statewide and small urban and rural portions of the program	January 2019
Counties submit recommended project lists to SCAG	February 1, 2019
Project PPRs Due to SCAG	February 1, 2019
SCAG Draft Regional Program	February 15, 2018
Deadline for MPO DRAFT project programming recommendations to the Commission	February 15, 2019
CEOs Approval	March 15, 2019
RC Adopts SCAG Regional Program Approval	April 4, 2019
Deadline for MPO FINAL project programming recommendations to the Commission	April 30, 2019
Commission adopts MPO selected projects	June 2019

**2019 Active Transportation Program Recommendations - SCAG Regional Program  
(\$1000s)**

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&E	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score	Final Regional Score	State Funding
SCAG	11-Imperial County-2	Imperial	Heffernan Avenue from 14th Street to 10th Street	\$727	\$642	87	44	511		8	79	44	511		Infrastructure - S	X	X	71	91	\$642
SCAG	7-Huntington Park-1	Los Angeles	Huntington Park Bicycle and Pedestrian Safety and Connectivity Project	\$4,650	\$4,117	58		288	3,771	58	288		3,771		Infrastructure - M	X		89	99	\$4,117
SCAG	7-LA Bureau of Street Services (Engineering Division)-8	Los Angeles	Broadway-Manchester Active Transportation Equity Project	\$46,600	\$24,821	4,000		1,200	19,621	4,000	1,200		19,621		Infrastructure - L	X	X	89	99	\$0
SCAG	7-Los Angeles Department of Public Works (Bureau of Engineering)-7	Los Angeles	LA River Greenway, West San Fernando Valley Gap Closure	\$51,822	\$18,793	900		17,893			400	500	17,893		Infrastructure - L	X		89	99	\$18,793
SCAG	12-Costa Mesa-1	Orange	Merrimac Way Multipurpose Street, Sidewalk and Bicycle Facility Project	\$1,300	\$1,105	1,105							1,105		Infrastructure - S	X	X	87	107	\$1,105
SCAG	12-Santa Ana-10	Orange	McFadden Avenue Protected Bike Lane and Bicycle Boulevard Project	\$6,999	\$6,999	1,124	5,875			102	1,022		5,875		Infrastructure - M	X		81	101	\$0
SCAG	12-Santa Ana-14	Orange	Standard Avenue Protected Bike Lane and Protected Intersection Project	\$6,666	\$6,666	1,222	5,444			122	1,100		5,444		Infrastructure - M	X		80.5	99.5	\$0
SCAG	8-City of Palm Desert-1	Riverside	San Pablo Avenue Improvements from Fred Waring to Magnesia Falls	\$4,503	\$3,222	3,222							3,222		Infrastructure - M	X	X	86	106	\$3,222
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-2	Riverside	Riverside County SRTS, Corona	\$580	\$325		325							325	Non-Infrastructure	X	X	86	86	\$325
SCAG	8-Riverside County Transportation Department-2	Riverside	El Toro Road-Dexter Avenue SRTS Sidewalk Project	\$2,311	\$2,311	\$50	\$410		1,851	50	330	80	1,763	88	Infrastructure + NI - M	X	X	77	87	\$2,311
SCAG	8-Lake Elsinore-3	Riverside	Murrieta Creek Multi-Use Trail - Palomar Trail to Lake Trail	\$5,079	\$5,079	\$365	\$350	460	3,904	365	350	460	3,904		Infrastructure - M			76	86	\$5,079
SCAG	8-Fontana-2	San Bernardino	Fontana SRTS Gap Closure	\$1,477	\$1,477	223	1,254			12	124	87	1,254		Infrastructure - S	X	X	88	108	\$1,477
SCAG	8-Rialto-3	San Bernardino	Terra Vista Drive Neighborhood SRTS Infrastructure Implementation	\$663	\$663	20	60	583		20	60		583		Infrastructure - S	X	X	87	107	\$663
SCAG	8-Twenty-nine Palms-1	San Bernardino	Twentynine Palms SRTS Infrastructure Implementation Grant	\$1,467	\$1,467	153	51	1,263		153	51		1,263		Infrastructure - S	X	X	87	107	\$0
SCAG	8-Rialto-1	San Bernardino	Safe Routes for Active Play, Work, and Live Rialto!	\$549	\$549	549							549		Non-Infrastructure	X	X	86	106	\$549
SCAG	8-Ontario-1	San Bernardino	Pedestrian Improvements around Haynes, Vista Grande and Oaks Schools	\$6,998	\$5,764	841	4,923					841	4,767	156	Infrastructure + NI - M	X	X	84	104	\$5,764
SCAG	7-Ventura-1	Ventura	Active Transportation Mobility Plan	\$950	\$950	950							950		Plan	X	X	68	88	\$950
SCAG	7-Oxnard-2	Ventura	Oxnard Boulevard Bikeway Gap Closure	\$860	\$860	98	762				98		762		Infrastructure - S	X	X	63	83	\$860
SCAG	7-Ventura County-1	Ventura	Potrero Road Bike Lane Improvements - Phase 2	\$1,515	\$1,265	1,265							1,265		Infrastructure - S			68	78	\$1,265
SCAG	7-Thousand Oaks-1	Ventura	Los Feliz Sidewalk Phase 2	\$1,495	\$898		898						898		Infrastructure - S	X	X	56	76	\$898
SCAG	7-LA County Department of Public Works-3	Los Angeles	East LA Active Transportation Education and Encouragement Program	\$747	\$500	\$500							\$500		Non-Infrastructure	X		84	89	\$500
SCAG	12-Orange County Transportation Authority-2	Orange	Safe Travels Education Program (STEP) Campaign	\$500	\$500	\$500							\$500		Non-Infrastructure	X	X	74	94	\$500
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-3	Riverside	Riverside County SRTS Program, Desert Hot Springs	\$610	\$500		\$500						\$500		Non-Infrastructure	X	X	87	87	\$500
SCAG	8-San Bernardino Association of Government-2	San Bernardino	San Bernardino County SRTS Program	\$1,053	\$500	\$500							\$500		Non-Infrastructure	X	X	83	103	\$500
SCAG	SCAG	Various	SCAG 2019 Local Demonstration Initiative	\$2,599	\$2,599	\$2,599							\$2,599		Non-Infrastructure	X		N/A	N/A	\$2,599
				<b>\$152,720</b>	<b>\$92,572</b>	<b>\$20,331</b>	<b>\$20,896</b>	<b>\$22,198</b>	<b>\$29,147</b>	<b>\$4,890</b>	<b>\$5,102</b>	<b>\$2,012</b>	<b>\$73,901</b>	<b>\$6,667</b>						<b>\$52,619</b>

CON: Construction Phase	RW: Right-of-Way Phase
DAC: Benefit to Disadvantaged Communities	SRTS: Safe Routes to School
NI: Non-Infrastructure	S: Small
PA&E: Environmental Phase	M: Medium
Plan: Active Transportation Plan	L: Large
PS&E: Plans, Specifications & Estimate Phase	

**Attachment: 2019 SCAG Regional Active Transportation Program and Contingency List (2019 SCAG**

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score	MPO Score
Imperial County																			
SCAG	11-City of Calipatria-1	Imperial	City of Calipatria Non-Motorized Community Safety Project	\$4,563	\$4,517	300	5	4,212			300	5	4,183	29	Infrastructure + NI - M	X	X	75	85
SCAG	11-Imperial County-1	Imperial	West Side of Heber Avenue from 10th Street to Fawcett	\$1,045	\$923	105	40	778		13	92	40	778		Infrastructure - S	X	X	53	63
SCAG	11-Calexico-1	Imperial	Calexico New River Parkway Project	\$2,589	\$2,489	360	2,129				40	320	2,129		Infrastructure - M	X		40	50
SCAG	11-Imperial County-4	Imperial	Orchard Road Bike Lane from I-8 to Holtville City Limits	\$1,944	\$1,719	131		1,588		8	123		1,588		Infrastructure - M	X		37	47
Los Angeles County																			
SCAG	7-LA Bureau of Street Services-3	Los Angeles	Rock The Boulevard: Transforming Eagle Rock with Walkable Bikeable Streets	\$16,352	\$13,080	1,600		200	11,280	1,600	200		11,280		Infrastructure - L	X		88	98
SCAG	7-LA Department of Transportation-12	Los Angeles	Berendo Middle and Neighborhood Elementary Schools Safety Improvements Project	\$21,000	\$16,800	1,224	1,623	856	13,097	1,224	1,623	856	13,097		Infrastructure - L	X	X	88	98
SCAG	7-Long Beach-3	Los Angeles	Pine Avenue Bicycle Boulevard	\$3,493	\$3,143	106	75		2,962	106	75		2,962		Infrastructure - M	X		88	98
SCAG	7-LA Department of Transportation-16	Los Angeles	Lockwood Avenue Elementary School Neighborhood Safety Improvements Project	\$6,500	\$5,200	660	220	271	4,049	660	220	271	4,049		Infrastructure - M	X	X	87	97
SCAG	7-Los Angeles-2	Los Angeles	Blue Line FLM ATP: 103rd/WATTS, Willowbrook/Rosa Parks Station	\$31,259	\$25,007	2,550	1,373	3,036	18,048	2,550	1,373	3,036	18,048		Infrastructure - L	X		87	97
SCAG	7-LA County Department of Public Works-9	Los Angeles	Blue Line First/Last Mile Improvements: Firestone and Florence Stations	\$6,121	\$4,866	605		259	4,002	605	259		4,002		Infrastructure - M	X		87	97
SCAG	7-Paramount-1	Los Angeles	West Santa Ana Branch Bikeway Phase 3	\$4,800	\$4,300	496			3,804		496		3,804		Infrastructure - M	X		86	96
SCAG	7-LA Department of Transportation-19	Los Angeles	Vision Zero/SRTS Safety Education & Active Transportation Encouragement Program	\$3,881	\$3,770	3,770								3,770	Non-Infrastructure	X	X	85	95
SCAG	7-LA County Department of Public Works-8	Los Angeles	Slauson, Willowbrook/Rosa Parks, Del Amo Blue Line Station Area Improvements	\$11,778	\$9,361	963	413	1,419	6,566	963	413	1,419	6,566		Infrastructure - L	X		85	95
SCAG	7-Culver City-1	Los Angeles	Downtown to Expo Class 4 Bikeway	\$10,242	\$8,152		8,152						8,152		Infrastructure - L	X		87	94
SCAG	7-Long Beach-1	Los Angeles	11th Street Bicycle Boulevard	\$5,575	\$4,997	160	62		4,775	160	62		4,775		Infrastructure - M	X	X	83	93
SCAG	7-LA Department of Transportation-15	Los Angeles	Grant Elementary School Neighborhood Safety Improvements Project	\$3,250	\$2,600	338	113	74	2,075	338	113	74	2,075		Infrastructure - M	X	X	80	90
SCAG	7-Long Beach-6	Los Angeles	Blue Line First/Last Mile ATP: Anaheim and Wardlow Stations	\$12,511	\$12,511	440	1,760		10,311	440	1,760		10,311		Infrastructure - L	X		80	90
SCAG	7-LA County Metropolitan Transportation Authority-2	Los Angeles	Metro Orange Line Elevated Bikeway Project at Van Nuys/ Sepulveda	\$20,074	\$5,000	5,000							5,000		Infrastructure - L	X		79	89
SCAG	7-LA County Department of Public Works-5	Los Angeles	San Gabriel River Bicycle Trail at Whittier Boulevard Tunnel	\$4,000	\$4,000	200	525		3,275	200	525		3,275		Infrastructure - M	X		83	88
SCAG	7-South Gate-1	Los Angeles	South Gate Regional Bikeway Connectivity Project	\$6,940	\$5,552				5,552				5,552		Infrastructure - M	X		78	88
SCAG	7-LA County Department of Public Works-1	Los Angeles	San Gabriel Valley Four Corners Bike Path Gap Closures	\$18,830	\$15,030			15,030					15,030		Infrastructure - L	X		82	87
SCAG	7-Avalon-1	Los Angeles	Tremont Five Corners School Safety Roundabouts (aka Comprehensive Pedestrian Project)	\$4,043	\$1,731	1,731							1,731		Infrastructure - M	X	X	86	86
SCAG	7-South El Monte-1	Los Angeles	South El Monte SRTS Pedestrian Safety Project	\$1,268	\$1,268	135	1,133			15	120		1,133		Infrastructure - S	X	X	81	86
SCAG	7-Carson-1	Los Angeles	City of Carson Active Transportation Project	\$1,089	\$995	995							925	70	Infrastructure + NI - S	X		76	86
SCAG	7-LA County Department of Public Works-12	Los Angeles	Lake Los Angeles Pedestrian Plan Implementation (Phase 1)	\$6,800	\$5,406		1,234	4,172			584	650	4,172		Infrastructure - M	X		82	85
SCAG	7-Pico Rivera-1	Los Angeles	Rivera Elementary & Rivera Middle Schools SRTS Bicycle/Pedestrian Access Improvements	\$2,675	\$2,383				2,383				2,383		Infrastructure - M	X	X	80	85
SCAG	7-LA County Department of Public Works-2	Los Angeles	Whittier Narrows Rio Hondo Bike Path Connectivity Improvements	\$2,234	\$2,234	115		330	1,789	115	280	50	1,789		Infrastructure - M	X		80	85
SCAG	7-Los Angeles-5	Los Angeles	Expo Bike Path Northvale Gap Closure	\$34,752	\$29,231	17,987		11,244				17,987	11,244		Infrastructure - L	X		77	84
SCAG	7-Burbank-1	Los Angeles	Los Angeles River Bridge	\$2,222	\$1,833	102	246		1,485	102	151	95	1,485		Infrastructure - M	X		74	84
SCAG	7-LA Department of Transportation-9	Los Angeles	Los Angeles Safe Routes to Parks	\$1,500	\$1,500	1,500								1,500	Plan	X		82	82
SCAG	7-La Puente-1	Los Angeles	Valley Boulevard Pedestrian Improvements	\$3,721	\$2,234		2,234						2,234		Infrastructure - M	X		79	82
SCAG	7-Pomona-1	Los Angeles	San Jose Creek Bike Path	\$9,409	\$9,409	718	718		7,973	718	718	7,973			Infrastructure - L	X		78	81
SCAG	7-LA Department of Public Works (Bureau of Engineering)-4	Los Angeles	Envision Eastern: El Sereno Pedestrian Safety Project	\$16,388	\$12,652	1,176	634	440	10,402	1,176	634	440	10,402		Infrastructure - L	X		70	80
SCAG	7-LA County Department of Public Works-11	Los Angeles	Eaton Wash Bike Path - Huntington Drive to Longden Avenue	\$3,569	\$3,549	500		401	2,648	500	50	351	2,648		Infrastructure - M	X		77	79
SCAG	7-LA County Department of Public Works-13	Los Angeles	San Gabriel River Bike Path Extension, Azusa	\$1,499	\$1,499	100		189	1,210	100	154	35	1,210		Infrastructure - S	X		76	78
SCAG	7-Palmdale-1	Los Angeles	Palmdale Avenue S Safe Crossings to School Project	\$956	\$841	88	753			44	44		753		Infrastructure - S	X	X	73	78
SCAG	7-Commerce-1	Los Angeles	City of Commerce Veterans Park Neighborhood Sidewalk Walkability Connectivity Project	\$3,621	\$1,619	149		1,470					1,470		Infrastructure - M	X		73	78
SCAG	7-LA Bureau of Street Services (Engineering Division)-2	Los Angeles	Watts Central Avenue Streetscape, Phase 2	\$3,369	\$3,369	63		533	2,773	63	533		2,773		Infrastructure - M	X		68	78
SCAG	7-Monrovia-1	Los Angeles	Monrovia Active Community Link	\$13,125	\$12,125			12,125					12,125		Infrastructure - L	X		66	76
SCAG	7-Los Angeles-1	Los Angeles	Blue Line First/Last Mile: Washington, Vernon, & Slauson Station Areas	\$32,176	\$25,741	2,635	1,419	3,036	18,651	2,635	1,419	3,036	18,651		Infrastructure - L	X		66	76
SCAG	7-LA County Department of Public Works-4	Los Angeles	Acton SRTS Project	\$1,080	\$783	84	31	140	528	84	31	140	528		Infrastructure - S		X	75	75
SCAG	7-Long Beach-4	Los Angeles	Walnut Avenue Bicycle Boulevard	\$4,515	\$4,063	162	195		3,706	162	195		3,706		Infrastructure - M	X		70	75
SCAG	7-LA County Department of Public Works-10	Los Angeles	Dominguez Channel Greenway Extension	\$4,013	\$3,390	338	177	2,875		338	177		2,875		Infrastructure - M	X		65	75
SCAG	7-LA County Department of Public Health-2	Los Angeles	East Los Angeles Safe Routes for Seniors	\$445	\$399	399								399	Non-Infrastructure	X		65	75
SCAG	7-La Canada Flintridge-1	Los Angeles	Foothill Boulevard Link Bikeway and Pedestrian Greenbelt Project	\$3,807	\$1,006	1,006							1,006		Infrastructure - M			74	74
SCAG	7-LA Department of Transportation-17	Los Angeles	SRTS Plans: Next 50 School Campuses with Most Need	\$2,350	\$2,350	2,350								2,350	Plan	X	X	72	72
SCAG	7-Commerce-2	Los Angeles	City of Commerce Rosewood Neighborhood Active Transportation Connectivity Project	\$2,323	\$1,700	1,700							1,700		Infrastructure - M	X	X	62	72



SCAG	8-Coachella Valley AOG-1	Riverside	Coachella Valley Arts and Music Line	\$31,629	\$24,989			24,989					24,989		Infrastructure - L	X	X	78	92
SCAG	8-Lake Elsinore-4	Riverside	Machado Street Sidewalk and Bike Lane Safety Improvements	\$1,441	\$1,441	210	120	1,111		10	200	120	1,111		Infrastructure - S	X		75	86
SCAG	8-Jurupa Valley-1	Riverside	Jurupa Valley Mira Loma Area SRTS Sidewalk Gap Closure	\$2,583	\$2,324	324		2,000			1	323	2,000		Infrastructure - M	X	X	75	85
SCAG	8-City of Hemet-1	Riverside	Enrich, Grow and Move Hemet: Caltrans Active Transportation Grant	\$6,937	\$5,514	653		4,861			222	431	4,861		Infrastructure - M	X		75	85
SCAG	8-Perris-1	Riverside	Operation CAPE - Cyclist and Pedestrian Education Program	\$594	\$559	559							559		Non-Infrastructure	X		84.5	84.5
SCAG	8-Jurupa Valley-2	Riverside	Jurupa Valley Granite Hill Area SRTS Sidewalk Gap Closure	\$3,577	\$3,211	411			2,800	1	410		2,800		Infrastructure - M	X	X	74	84
SCAG	8-Indio-1	Riverside	Clinton & Miles SRTS Corridor Improvement Project	\$5,837	\$5,837	175	525	5,137			175	525	5,137		Infrastructure - M	X	X	72	82
SCAG	8-Riverside County Transportation Department-4	Riverside	Theda Street SRTS Sidewalk Project	\$1,726	\$1,726	30	495		1,201	30	210	285	1,111	90	Infrastructure + NI - M	X	X	70	80
SCAG	8-Wildomar-1	Riverside	Bundy Canyon Active Transportation Corridor	\$5,072	\$4,007	4,007							4,007		Infrastructure - M			59	79
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-1	Riverside	Riverside County SRTS Program, Moreno Valley	\$640	\$640		640							640	Non-Infrastructure	X	X	76	76
SCAG	8-Riverside-2	Riverside	City of Riverside HAWK and Traffic Signals	\$1,461	\$1,242	1,242							1,242		Infrastructure - S	X		53	73
SCAG	8-Riverside County Transportation Department-6	Riverside	Dillon Road Bike Lane Improvement Project	\$3,387	\$3,387	100	430		2,857	100	350	80	2,832	25	Infrastructure + NI - M	X		57.5	67.5
SCAG	8-Riverside County Transportation Department-5	Riverside	Lakeview Avenue SRTS Sidewalk Project	\$1,498	\$1,498	25	250		1,223	25	200	50	1,148	75	Infrastructure + NI - S	X	X	56	66
SCAG	8-Riverside County Transportation Department-3	Riverside	El Nido Avenue SRTS Sidewalk Project	\$1,641	\$1,641	30	322		1,289	30	250	72	1,289		Infrastructure - M	X	X	55	65
SCAG	8-Riverside County Transportation Department-1	Riverside	Hemet Area SRTS Sidewalk Project	\$1,907	\$1,907	25	565		1,317	25	225	340	1,157	160	Infrastructure + NI - M	X	X	53	63
SCAG	8-Riverside-1	Riverside	Ramona Neighborhood and Magnolia Center Neighborhood Pedestrian Improvements	\$2,392	\$1,894			1,894					1,894		Infrastructure - M	X		48	62
SCAG	8-Lake Elsinore-2	Riverside	East Lakeshore Drive Safety Improvements between Main and Diamond Drive	\$3,979	\$3,979	85	270	415	3,209	85	270	415	3,209		Infrastructure - M	X		50	60
SCAG	8-Palm Springs-1	Riverside	Safe Sidewalk Gap Closures at Community Hot Spots	\$3,178	\$2,861	2,861							2,861		Infrastructure - M	X		34	54
SCAG	8-Lake Elsinore-1	Riverside	Lakeshore Drive Sidewalk and Bike Lane Safety Improvements	\$6,479	\$6,479	160	350	445	5,524	160	350	445	5,524		Infrastructure - M	X		43	53
SCAG	8-Murrieta-1	Riverside	Whitewood Road and Alta Murrieta Drive Sidewalk Program	\$955	\$850	110	740			20	90		740		Infrastructure - S		X	17	27
SCAG	8-Beaumont-18	Riverside	Rehabilitation of Cherry Avenue Channel Walkway	\$785	\$785	100	685			10	90		685		Infrastructure - S		X	-1	9
<b>San Bernardino County</b>																			
SCAG	8-Highland-1	San Bernardino	Highland/San Bernardino Bi-City Bikeway/Walkway Connectors	\$11,044	\$7,740	123	893		6,724	123	613	280	6,724		Infrastructure - L	X	X	84	84
SCAG	8-Adelanto-3	San Bernardino	Adelanto Active Transportation Plan	\$198	\$198										Plan	X		83	83
SCAG	8-Redlands-1	San Bernardino	Orange Blossom Trail IV	\$1,850	\$1,850	85	127	650	988	85	127	650	988		Infrastructure - M	X		81	81
SCAG	8-Rialto-2	San Bernardino	Pepper Avenue SRTS Infrastructure Implementation Grant	\$6,192	\$5,775	601	201	4,973			601	201	4,973		Infrastructure - M	X	X	80.5	80.5
SCAG	8-Fontana-1	San Bernardino	San Seavine Class 1 Multi-Use Trail	\$27,420	\$27,420	2,250	3,670	21,500		2,250	2,500	1,170	21,500		Infrastructure + NI - L	X		79	79
SCAG	8-Chino Hills-1	San Bernardino	Los Serranos SRTS Project	\$2,292	\$1,823	66	1,742	15			66		1,742	15	Infrastructure + NI - M	X	X	74	74
SCAG	8-San Bernardino County-1	San Bernardino	Muscoy Area SRTS Pedestrian Improvements	\$2,000	\$1,800	99	468		1,233	99	171	297	1,233		Infrastructure - M	X	X	73	73
SCAG	8-San Bernardino-1	San Bernardino	Marshall Elementary SRTS Project, San Bernardino	\$2,100	\$1,890	45	1,845			45	270		1,575		Infrastructure - M	X	X	73	73
SCAG	8-Victorville-1	San Bernardino	Safe Routes Through Victorville (SRTV) Bike Network	\$2,987	\$2,967	114	228	2,625			114	228	2,625		Infrastructure - M	X		69	69
SCAG	8-Apple Valley-1	San Bernardino	Apple Valley SRTS	\$1,488	\$1,488	1,488							1,488		Infrastructure - S	X	X	69	69
SCAG	8-Grand Terrace-1	San Bernardino	West Barton Road and Mt. Vernon Avenue Active Transportation Improvements	\$2,380	\$2,380	200	2,180			100	100		2,180		Infrastructure - M	X		61	61
SCAG	8-Rancho Cucamonga-1	San Bernardino	6th Street/Rochester Avenue Cycle Track, Rancho Cucamonga	\$6,963	\$5,501	468	5,033			43	425		4,889	144	Infrastructure + NI - M	X		59	59
SCAG	8-Grand Terrace-2	San Bernardino	Gage Canal Multi-Use Trail	\$2,910	\$2,910	250	2,660			150	100		2,660		Infrastructure - M	X		57	57
SCAG	8-Rancho Cucamonga-2	San Bernardino	Healthy RC SRTS Infrastructure Improvement Plan	\$350	\$335	335							335	Plan	X	X	54	54	
<b>Ventura County</b>																			
SCAG	7-Ventura County Public Works Agency-5	Ventura	Pedestrian Improvements and Traffic Calming for SR25-Phase 1	\$6,950	\$6,254		250	1,069	4,935	224	845		4,935	250	Infrastructure + NI - M	X	X	81	91
SCAG	7-Thousand Oaks-2	Ventura	Gainsborough Road sidewalk, bikelanes and curb ramp project	\$647	\$588		588						588		Infrastructure - S		X	50	70
SCAG	7-Ventura County-4	Ventura	Ventura Avenue Pedestrian and Bike Lane Improvements	\$870	\$870	180	690				180		690		Infrastructure - S			59	69
SCAG	7-Oxnard-1	Ventura	Hemlock Street & Driskill Street SRTS, Oxnard	\$1,551	\$1,551	275	1,276					275	1,276		Infrastructure - M	X	X	58	68
SCAG	7-Ventura County-3	Ventura	Rose Avenue Bike Lane Improvements	\$743	\$743	110	633				110		633		Infrastructure - S	X		55	65
SCAG	7-Ventura County-2	Ventura	Rice Road Bike Lane Improvements	\$1,294	\$1,063	1,063							1,063		Infrastructure - S			44	54
SCAG	7-Camarillo-1	Ventura	Springville Multi-Use Path Improvements, Camarillo	\$6,290	\$5,970	306	1,790	3,874			306	375	1,415	3,874	Infrastructure - M	X	X	32	52

CON: Construction Phase	RW: Right-of-Way Phase
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NI: Non-Infrastructure	S: Small
PA&E: Environmental Phase	M: Medium
Plan: Active Transportation Plan	L: Large
PS&E: Plans, Specifications & Estimate Phase	



MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
SCAG	7-LA Department of Transportation-19	Los Angeles	Vision Zero/SRTS Safety Education & Active Transportation Encouragement Program	\$3,881	\$3,770	3,770								3,770	Non-Infrastructure	X	X	85
SCAG	7-LA Department of Transportation-9	Los Angeles	Los Angeles Safe Routes to Parks	\$1,500	\$1,500	1,500								1,500	Plan	X		82
SCAG	7-LA County Department of Public Health-2	Los Angeles	East Los Angeles Safe Routes for Seniors	\$445	\$399	399								399	Non-Infrastructure	X		65
SCAG	7-LA Department of Transportation-17	Los Angeles	SRTS Plans: Next 50 School Campuses with Most Need	\$2,350	\$2,350	2,350								2,350	Plan	X	X	72
SCAG	7-South Pasadena-1	Los Angeles	City of South Pasadena Citywide Active Transportation Plan	\$250	\$230	230								230	Plan	X	X	55
SCAG	12-Westminster-1	Orange	Westminster Citywide SRTS Master Plan	\$232	\$232	232								232	Plan	X	X	72
SCAG	8-Perris-1	Riverside	Operation CAPE - Cyclist and Pedestrian Education Program	\$594	\$559	559								559	Non-Infrastructure	X		84.5
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-1	Riverside	Riverside County SRTS Program, Moreno Valley	\$640	\$640		640							640	Non-Infrastructure	X	X	76
SCAG	8-Rancho Cucamonga-2	San Bernardino	Healthy RC SRTS Infrastructure Improvement Plan	\$350	\$335	335								335	Plan	X	X	54

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