



Arroyo Verdugo Communities Joint Powers Authority

DATE: February 3, 2022
TO: Governing Board
FROM: Jon Primuth
SUBJECT: SCAG Transportation Committee – January 6, 2022 Meeting Presentations

RECOMMENDATION:

The Board receive and file the following report from your appointed representative to the SCAG Transportation Committee of that body's meeting on January 6, 2022:

- 1. Update on SCAG's TDM Strategic Plan implementation.** SCAG as begun implementing two recommended strategies in its TDM plan -- TDM Trainings and TDM Data Standards. TDM Training sessions are offered to agencies and communities that lack resources to development their own TDM programs. The training sessions offer relevant information and concepts ("TDM 101") as well as deep dives on more technical subjects. TDM training sessions were attended by 144 individuals who were mostly without substantive TDM experience. TDM Data Standards implementation involves surveys and interviews with active TDM agencies to gather data on the values, practices, criteria, and design of their data collection efforts and reporting. Now staff will start drafting regional TDM data collection and reporting standards in consultation with the TAC.
- 2. Presentation of progress on Mobility as a Service ("MaaS").** Interviews and meetings have given staff valuable input to analyze. Draft goals and objectives for MaaS are being developed. Background: SCAG continues to study the feasibility of bringing together *on one platform* (an "app") competitive and alternative transport modes to private vehicles. Case studies from cities around the world show that mobility services will meet most traveler's needs. As MaaS grows, it will build out more mobility hubs that reinforce the efficacy of MaaS. Real-time data collection is important, which will require a robust digital platform. California law already allows for integrated payment systems. Further, California's governor's executive order declares that an integrated "seamless" transportation system is key to addressing climate change. More legislation will foster data integration and equity that are essential to success. Southern California already has numerous exempling of multi-modal travel and integrated payments systems (e.g., TAP cards, etc.).
- 3. Curb space management study.** SCAG is studying "curb space activity" at some of the most congested locations in the region with the goal of creating policies and strategies for jurisdictions to manage curb space. Future mobility improvements will create the need for many other types of curb usage – i.e., "low speed modes", ride sourcing, vendors, local deliveries and not just parking. The study will tackle complicated curb space areas, do technical assessments, identify and reconcile different perspectives on curb space and identify benefits (i.e., VMT reduction) of different curb space uses. SCAG will do workshops, collect data, do pilot studies, and keep the TC updated.

- 4. ACTION ITEM: Regional Transportation Safety Targets.** SCAG's recommended regional safety transportation targets. 2021 will be exceptional year, unprecedented for deaths and collisions; in 2021 US had the highest ever 6-month traffic death rate. Higher rates of speeding account for a quarter of accidents. To meet California's deadline to comply with federal law on establishing targets for reducing traffic fatalities, SCAG (as an MPO) has until Feb 28 to establish its safety targets. Safety targets are needed in relation to the SCAG region's 5 year rolling *average annual* rate of fatalities at 1500 and serious injuries at 5,500. Setting targets first requires forecasting a baseline trend. But forecasting impacts of investments in safety is difficult because of how Caltrans does its modeling. So, SCAG developed its own model based on various projected trends in, e.g., VMT, road use, percentage of population ages 18-24 and age 65+, commuting by bike or walking, unemployment, gas prices, alcohol consumption. The SCAG model forecasts moderate increases in fatalities (2.7%) and serious injuries (3.7%) through 2025. Staff is recommending "targets" that are essentially a flattening of the upward 5-year trend lines. SCAG's safety strategy is based on promulgating safety strategies regionally, supporting safety legislation, doing data intensive field studies to build an interactive community safety model, community outreach and local policymaker meetings focused on safety. Although Caltrans has abandoned the "zero deaths" goal in its safety planning, staff recommends keeping it as a long-term goal, while setting more realistic short-term goals. (Much discussion of the issues raised but the staff recommendation passed unanimously).
- 5. Role of Electric Utilities in Medium/Heavy-Duty Transportation Electrification.** Presentation by an advisor to the CPUC. There has been \$1.8 billion approved for utility investments in electrification of transportation. As a result of these investment, utilities are able to move quickly to upgrade their system and service to meet the state's EV goals. Rate design is critical for customer decisions, i.e., will they save money when they switch? CPUC has designed rates to encourage users to switch, nighttime offers the best rates; mid-day can also be cheaper when solar power generation is high. Rates must recover the cost on the grid and generation capacity but they must also attempt to encourage electrification. "Electricity is often cheaper than gasoline" -- saving a fleet between a third and half of their fuel cost. Now every utility is offering an EV rate for medium and heavy-duty truck customers that eliminates or reduces the very large "demand charge" customarily imposed on the heavy user as a surcharge for its burden on the distribution system. What about the new load on the utility grid – can the distribution system deliver the load? CPUC is helping to speed up the process of upgrading the utility grid, connecting new accounts. CPUC is doing a lot of distribution load planning, forecasting demand to build the wires and sources to serve the load. Equity is important, focusing 25-50% of investments on disadvantaged communities. "Vehicle grid integration" is an umbrella term for behaviors that integrate EV charging (smart charging) into the system, even looking at having EVs send power back onto the grid during peak usage.
- 6. Regional Express Lanes "Concept of Operation" Update and Overview.** Currently, express lanes are planned and operated on a county basis. The SCAG region currently has five "express lane facilities" and 13 in development, of which six will cross county lines. SCAG is providing a forum and planning assistance for inter-county coordination and planning, in line with its 2016 plans. There is \$3.7 billion in express lane expansion projects in the four-county SCAG area. SCAG is coordinating discussion on policy, design, and operation of these facilities. (Much discussion from the participants about the cost, impact, etc. of regional express lanes.)

7. Accelerated Electrification Update on Two Studies. (Pushed to March meeting; report review)

- a. SCAG is studying the rollout of EV charging stations in 18 cities, with the goal of sharing the learning with other cities. Initial outreach indicates many cities are eager to build out their charging infrastructure. The study is expected to be completed Oct 2022.
- b. SCAG is also preparing a study that will function as a blueprint and action plan for the roll out of a charging station and fueling infrastructure for medium and heavy-duty trucks. The study hopes to present detailed technical requirements for such an infrastructure. A larger study in the future would demonstrate a “corridor based” strategy for “zero emission truck solutions.”

FISCAL IMPACT: None.