

ENVIRONMENT



Sustainable Development

- 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience
- 49. Support communities across the region to advance innovative sustainable development practices
- 50. Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability

Air Quality

- 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts
- 52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions
- 53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities

Clean Transportation

- 54. Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable
- 55. Promote equitable use of and access to clean transportation technologies so that all may benefit from them
- 56. Consider the full environmental life cycle of clean transportation technologies, including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity
- 57. Maintain a technology-neutral approach in the study of, advancement of and investment in clean transportation technology

Universal Basic Mobility

- 80. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services that improve connections to jobs, education and basic services
- 81. Promote increased payment credentials for disadvantaged community members and the transition of cash users to digital payment technologies to address payment barriers

Workforce Development

- 82. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers
- 83. Encourage inclusive workforce development that promotes upward economic mobility
- 84. Support entrepreneurial growth with a focus on underrepresented communities
- 85. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change)
- 86. Inform and facilitate data-driven decision-making about the region's workforce

Tourism

- 87. Consult and collaborate with state, county and local agencies within the region that are charged with promoting tourism and transportation
- 88. Encourage the reduced use of cars by visitors to the region by working with state, county and local agencies (e.g., park services, transportation agencies) to highlight and increase access to alternative options, including transit, passenger rail and active transportation

Mobility Implementation Strategies

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
System Preservation and Resilience		
Per federal requirements, establish and monitor regional targets for pavement conditions, bridge conditions and transit/rail assets, in coordination with Caltrans	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair	Support	Lead: Caltrans, local jurisdictions, transit/rail agencies, CTCs
Collaborate to work toward a regional asset management approach	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Evaluate projects submitted for inclusion in the FTIP and RTP/SCS according to contributions in achieving system-performance targets	Lead	Support: Caltrans, transit/rail agencies, CTCs
Complete Streets		
Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Encourage data-driven approaches to inform Complete Streets policies	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Develop a Complete Streets network and integrate Complete Streets into regional policies and plans, including consideration of their impacts on equity areas	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Engage regional stakeholders in Complete Streets policy and plan development, implementation and evaluation	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Provide leadership at the state and regional levels to promote Complete Streets, including involvement on the statewide Complete Streets Advisory Committee and the Active Transportation Technical Advisory Committee	Lead	n/a

Mobility Implementation Strategies

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Transit and Multimodal Integration		
* All Modes. Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region	Support	Lead: Transit/rail agencies, local jurisdictions, CTCs
All Modes. Enable a more seamless mobility experience through the implementation of Mobility as a Service (MaaS). This may include leveraging Cal-ITP’s support, initiate open-loop payment demonstrations, and test shared-product systems and post-payment solutions.	Support	Lead: Transit/rail agencies, local jurisdictions Support: Private sector companies
* All Modes. Test, deploy and scale new and shared mobility services, including micromobility (e.g., bike share, e-scooters, etc.) and microtransit pilot projects	Support	Lead: Local jurisdictions, CTCs, transit/rail agencies, private sector companies
*Transit/Rail. Expand the region’s dedicated lanes network—including new bus rapid transit, dedicated bus lanes, express bus service on managed and express lanes—as well as the region’s urban and passenger rail network and transit/rail signal priority treatments. Improve transit/rail frequency, reliability, and fare and scheduling integration across operators	Partner and Support	Lead: Transit/rail agencies, CTCs Partner and Support: Local jurisdictions
Transit/Rail. Improve transit/rail safety and security for riders, including promoting best practices through SCAG advisory committees and working groups	Support	Lead: Transit/rail agencies, CTCs, local jurisdictions
* Transit/Rail. Through land use planning, support residential development along high-frequency transit corridors and around transit/rail facilities and centers	Partner	Lead: Local jurisdictions Support: Transit/rail agencies, CTCs
* Active Transportation. Support community-led active transportation and safety plans, projects and programs (e.g., Safe Routes to Schools) Partner with local jurisdictions on demonstrations and quick-build projects through SCAG’s <i>Go Human</i> initiative	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
* Active Transportation. Expand the region’s networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and open streets	Partner and Support	Lead: Local jurisdictions Partner and Support: CTCs
Streets and Freeways. Reconnect communities by removing, retrofitting or mitigating transportation facilities such as highways or railways that create barriers to community connectivity	Partner	Partner: Local jurisdictions, CTCs, Caltrans

* (Asterisks) denote quantified GHG emission reduction strategies that help to reach SCAG’s GHG reduction target set by CARB.

Mobility Implementation Strategies

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Technology Integration (continued)		
Implement ITS priorities to improve the safety and efficiency of the current transportation system	Partner	Lead: CTCs Support: FHWA, Caltrans, local jurisdictions.
Further develop a Regional Configuration Management process among CTCs, Caltrans districts, ports and local governments to ensure consistent and compatible integration of ITS technologies and interoperable operations	Support	Lead: Caltrans, local jurisdictions, CTCs
Conduct regional assessment of current and planned Connected and Automated Vehicle (CAV) implementation in the SCAG region to determine opportunity zones for future deployments and develop toolkits and best practices for local jurisdictions	Lead	Support: CTCs, Caltrans, local jurisdictions
Safety		
Integrate equity into regional safety and security planning processes through analysis of the disproportionate impacts on disadvantaged communities and vulnerable roadway users, like pedestrians, bicyclists, older adults and young people	Partner	Partner: CTCs, Caltrans, local jurisdictions, CBOs, regional bike/pedestrian organizations
Promote implementation of data-driven approaches to guide transportation safety and security investment decision-making, including development of High Injury Networks and innovative safety modeling tools	Lead	Partner: Local jurisdictions Support: Caltrans, FHWA
Provide leadership at the state and regional levels to promote transportation safety and security planning, including involvement on the statewide Strategic Highway Safety Plan (SHSP) Steering Committee and Executive Leadership Committee	Lead	Partner: Caltrans, regional safety stakeholder groups
Evaluate projects submitted for inclusion in RTP/SCS and FTIP for their progress in achieving safety targets in the SCAG region	Lead	Partner: Caltrans, CTCs Support: Transit/rail agencies
Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHGs	Partner	Partner: Local jurisdictions, Caltrans, FHWA

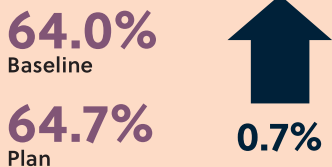
CONNECT SOCIAL 2024: PERFORMANCE PROFILE

Location Efficiency

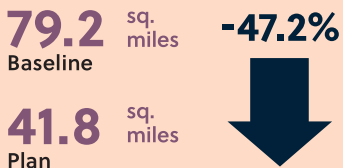
Share of Regional Housing in Priority Development Areas



Share of Regional Employment in Priority Development Areas



Rural Land Consumption

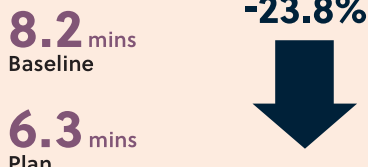


Less Time Spent Driving

Daily Miles Driven per capita



Daily Traffic Delay per capita



Heavy Duty Truck Delay Highway



Heavy Duty Truck Delay Arterial



Improved Accessibility

Annual Transit Boardings per capita



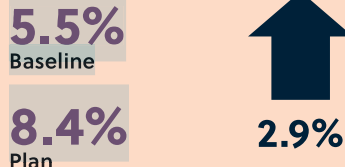
Average Commute Travel Time



Transit Mode Share Work Trips



Active Transportation Mode Share Work Trips



Economic Opportunity

Benefit/Cost Ratio

2.0
For every \$1 spent on transportation investments, the SCAG Region gains \$2 in benefits

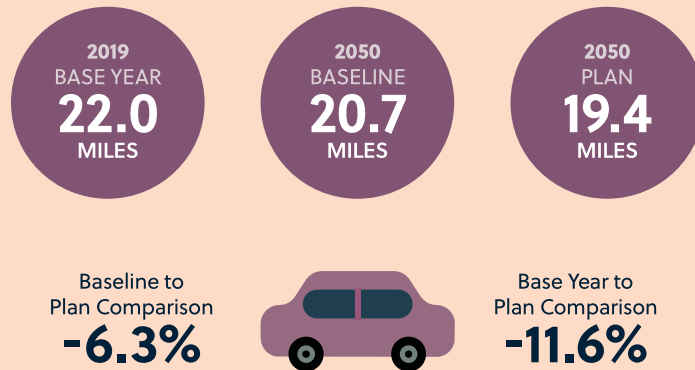
\$726
Average Annual Transportation and Utility Cost Savings per Household

279,000
Average Annual New Jobs from Transportation Investments

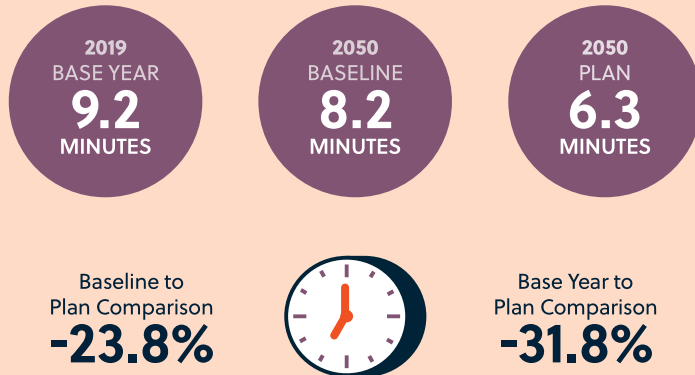
465,000
Average Annual New Jobs from Transportation Investments and Increased Competitiveness

CONNECT SOCAL 2024: PERFORMANCE RESULTS

Daily Vehicle Miles Traveled (VMT)*
per capita



Daily Minutes of Person Delay
per capita



*VMT per capita refers to automobiles and light trucks only
 Note: Base Year: 2019 Existing Conditions; Baseline: Continuation of current trends without Plan; Plan: Full implementation of Connect SoCal 2024

		2019 BASE YEAR	2050 BASELINE	2050 PLAN
Imperial County	DAILY VMT per capita	33.0 MILES	35.7 MILES	35.1 MILES
	DAILY DELAY per capita	3.3 MINUTES	7.1 MINUTES	4.5 MINUTES
Los Angeles County	DAILY VMT per capita	20.6 MILES	19.0 MILES	17.4 MILES
	DAILY DELAY per capita	11.8 MINUTES	9.5 MINUTES	8.0 MINUTES
Orange County	DAILY VMT per capita	22.6 MILES	21.3 MILES	20.3 MILES
	DAILY DELAY per capita	8.2 MINUTES	7.2 MINUTES	5.1 MINUTES
Riverside County	DAILY VMT per capita	22.7 MILES	21.7 MILES	21.2 MILES
	DAILY DELAY per capita	4.5 MINUTES	5.9 MINUTES	4.1 MINUTES
San Bernardino County	DAILY VMT per capita	26.3 MILES	25.5 MILES	23.8 MILES
	DAILY DELAY per capita	5.8 MINUTES	8.4 MINUTES	4.5 MINUTES
Ventura County	DAILY VMT per capita	20.6 MILES	19.4 MILES	18.5 MILES
	DAILY DELAY per capita	5.8 MINUTES	4.7 MINUTES	2.9 MINUTES

TABLE 5.1 Connect SoCal 2024 Performance Measures

PERFORMANCE MEASURE	CONNECT SOCIAL GOAL AREA	DESCRIPTION	2050 PERFORMANCE RESULTS		
			BASELINE	CONNECT SOCIAL	TREND
Average Trip Distance (all modes)	Mobility	Average distance traveled for work trips (miles)	16.2	15.9	-1.9%
		Average distance traveled for non-work trips (miles)	6.1	6.1	0.0%
		Share of all trips 10 miles or less	46.9%	47.6%	+0.7
		Share of all trips 25 miles or less	80.1%	80.7%	+0.6
Travel Mode Share (SOV)	Mobility	Share of work trips by single occupancy vehicle (SOV)	65.9%	61.9%	-4.0
		Share of all trips by single occupancy vehicle (SOV)	37.0%	34.7%	-2.3
Travel Mode Share (HOV)	Mobility	Share of work trips by high occupancy vehicle (HOV)	23.9%	21.7%	-2.2
		Share of all trips by high occupancy vehicle (HOV)	48.7%	46.3%	-2.4
Travel Mode Share (Transit)	Mobility	Share of work trips by transit	4.6%	7.9%	+3.3
		Share of all trips by transit	3.9%	5.3%	+1.4
Travel Mode Share (Walk)	Mobility	Work trips	3.6%	4.3%	+0.7
		All trips	8.8%	10.2%	+1.4
Travel Mode Share (Bike)	Mobility	Work trips	1.9%	4.1%	+2.2
		All trips	1.6%	3.5%	+1.9
Person Hours of Delay by Facility Type	Mobility	Highways	1,266,283	1,024,863	-19.1%
		High Occupancy Vehicle (HOV)	84,351	12,345	-85.4%
		Arterials	1,245,043	927,265	-25.5%
		All facilities	2,868,470	2,184,952	-23.8%
Person Delay Per Capita	Mobility	Daily minutes of delay experienced per capita	8.2	6.3	-23.8%
Truck Delay by Facility Type (Hours)	Mobility	Highways	140,249	119,137	-15.1%
		Arterials	28,457	22,621	-20.5%
		All facilities	173,039	144,812	-16.3%
Average Commute Travel Time (Minutes)	Mobility	Average travel time to work (all modes)	27.8	27.1	-2.5%

Healthy

Will people and our environments become healthier? Cleaner fuels and emergent vehicle technologies will significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that impact public health in the SCAG region.

Connect SoCal prioritizes the attainment of all applicable federal requirements. As documented in the Transportation Conformity Analysis Technical Report, Connect SoCal meets all federal regulatory requirements for transportation conformity as defined under the federal Clean Air Act (CAA). Pursuant to the CAA, the U.S. EPA establishes and regularly updates the National Ambient Air Quality Standards (NAAQS), along with a set of planning and reporting requirements for designated criteria air pollutants. The primary purpose of NAAQS is to protect people's health.

Transportation conformity regulations apply to areas designated by the U.S. EPA as being in non-attainment or maintenance for the transportation-related criteria air pollutants, which are carbon monoxide (CO), nitrogen dioxide (NO₂), ozone and particulate matter (PM_{2.5} and PM₁₀). Under the U.S. Department of Transportation's Metropolitan Planning Regulations and the U.S. EPA's Transportation Conformity Regulations, Connect SoCal is required to pass the following four conformity tests to demonstrate transportation conformity:

1. Regional Emissions Analysis
2. Financial Constraint
3. Timely Implementation of Transportation Control Measures
4. Interagency Consultation and Public Involvement

Connect SoCal has passed the required tests for transportation conformity and therefore demonstrates positive transportation conformity. The Regional Council will adopt the initial Connect SoCal transportation conformity determination as part of the Final Connect SoCal, while the FHWA and the Federal Transit Administration (FTA) will approve the final transportation conformity determination.

Achieving SCAG's GHG Emission Reduction Target

Under Senate Bill (SB) 375, SCAG is responsible for developing a Plan that reduces greenhouse gas (GHG) emissions in the region by eight percent from 2005 levels by 2020 and by 2035. SCAG relies on a broad range of strategies to achieve this reduction. Some GHG emission reductions come from factors outside of SCAG's control, such as increases in auto operating costs or demographic changes. The most significant and impactful strategies within the decision-making influence of the region include land use, user fees/pricing, transit/shared mobility and active transportation.

Although transportation conformity is a federal requirement and the reduction of GHG emissions is a state mandate, both requirements are highly interrelated. First, the same policies, strategies, programs and projects that support achievement of state GHG emissions reduction targets also contribute to meeting federal transportation conformity requirements. In addition, transportation conformity addresses emissions of federally designated criteria pollutants and their precursors, which originate from the same source as GHG emissions: the combustion of fossil fuels in motor vehicles. The reduction or elimination of fossil-fuel use in motor vehicles will help the region meet both federal transportation conformity requirements and state GHG emission reduction targets.



LET'S GET TECHNICAL

The transportation conformity analysis and findings are described in detail in the Connect SoCal Transportation Conformity Analysis Technical Report.

**CONNECT SOCAL 2024:
TAKE A CLOSER LOOK**

Achieving the Target

SCAG is required to reduce greenhouse gas (GHG) emissions from passenger vehicles. This can be done through strategies like transitioning to cleaner vehicles or reducing driving by making it easier to take alternative modes of travel. There are other factors that influence how much people in the region drive that are often outside of our control, like demographics changes and our increasingly aging population. With a suite of strategies to support reduced GHG emissions combined with other factors, Connect SoCal meets its GHG emission reduction target of 19 percent by the year 2035.



2035 GHG Emission Reductions



How did we get here?

Land Use:

Local land use plans enable development in places where people can take shorter trips and access alternative modes of transportation.

Pricing/User Fees:

User fees like road user charges, cordon pricing and parking generate revenues but must be designed with policies to address fairness and equity concerns.

Transit and Shared Mobility:

Expansion and enhancement of the regional transit system as well as shared mobility options allow for more convenient and accessible travel options throughout the region.

Active Transportation:

New bike lanes and improvements to pedestrian infrastructure within communities across the region provide more options for short trips.

Other:

Other strategies that contribute to lesser, but important, reductions in GHG emissions include parking deregulation and car share.

This Plan relies on many strategies to reduce GHGs. Many strategies, like land use and transit enhancements, also work to improve the region's accessibility.

TABLE 5.3 Summary of Equity Performance Measures

PERFORMANCE MEASURE	DESCRIPTION	SUMMARY OF ANALYSIS
Mobility		
Share of Transportation System Usage	<i>Plan Assessment:</i> Comparison of transportation system usage by mode for low-income households and people of color relative to each groups regional population share	This existing conditions analysis confirmed typical patterns of higher-income transit riders tending to ride the train, while lower income transit riders tend to ride the bus. People of color are more likely to use public transit and active transportation modes to reach destinations as compared to White residents.
Travel Time and Travel Distance Savings	<i>Plan Assessment:</i> Change in distance traveled by all transit, local transit and auto modes by race and ethnicity and income quintiles	Compared to the 2050 baseline, results anticipate the Plan will increase miles traveled on transit and decrease miles traveled by auto in accordance with the integrated transportation and land use strategies proposed in Connect SoCal 2024. There are slightly greater decreases in person miles traveled for lower income quintiles and for Hispanic/Latino, Black and Asian travelers.
	<i>Plan Assessment:</i> Change in hours traveled by all transit, local transit and auto modes by race and ethnicity and income quintiles	Compared to the 2050 baseline, results anticipate the Plan will increase time spent on transit and decrease time spent traveling by auto in accordance with the integrated transportation and land use strategies proposed in Connect SoCal 2024. There are slightly greater decreases in person hours traveled for higher income quintiles and for Hispanic/Latino and White travelers.
Access to Everyday Destinations	<i>Plan Assessment:</i> Number of jobs reachable within 15 and 30 minutes by automobile and 15 and 45 minutes by transit during morning peak period (6 a.m.–9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to jobs for the overall population in the region and Priority Equity Communities, with no reduction in access for any specific population studied
	<i>Plan Assessment:</i> Number of retail establishments reachable within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 a.m.–3 p.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to shopping for the overall population in the region and Priority Equity Communities, with no reduction in access for any specific population studied.

TABLE 5.3 Continued Summary of Equity Performance Measures

PERFORMANCE MEASURE	DESCRIPTION	SUMMARY OF ANALYSIS
Access to Everyday Destinations (continued)	<i>Plan Assessment:</i> Percent of population that can reach a park location within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 a.m.–3 p.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to parks for the overall population in the region and Priority Equity Communities, except for small decreases in bicycle access. Transit access to parks is expected to improve for all populations, however, several decreases are seen for other modes. The largest decreases are for Hawaiian-Pacific Islander and Native American populations, where the decrease in auto access in Priority Equity Communities exceeds the regional change, and for the Native American population, where the decrease in bicycle access in the region exceeds the decrease in Priority Equity Communities.
	<i>Plan Assessment:</i> Number of schools within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during morning peak period (6 a.m.–9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to schools for the overall population in the region and Priority Equity Communities. However, bicycle access decreases slightly for several populations in Priority Equity Communities, including Black and Hispanic/Latino people, older adults and people with disabilities.
	<i>Plan Assessment:</i> Number of health care facilities within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 a.m.–3 p.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to healthcare for the overall population in the region and Priority Equity Communities, except for auto decreases for the Black population in Priority Equity Communities.
Bicycle and Pedestrian Collisions	<i>On-going Measure:</i> Percent of Bicycle/ Pedestrian High Injury Networks (HIN) located within Priority Equity Communities	According to this existing conditions analysis, approximately 72 percent of the Bicycle High Injury Network and 80 percent of the Pedestrian High Injury Network are within or adjacent to Priority Equity Communities.
	<i>Plan Assessment:</i> Safety projects on bicycle and pedestrian HIN	While only 13 percent of bicycle and pedestrian modal networks of the Regional High Injury Network may experience improvement from planned safety projects included in the Plan, over 75 percent of those projects are located in Priority Equity Communities.

Plan Alignment

One aspect of performance based long-range planning is aligning with applicable state and federal plans and processes. Two of the critical touchpoints for Connect SoCal alignment are the federal planning factors and the California Transportation Plan 2050.

The federal planning factors are meant to be addressed by the MPO during the consideration and implementation of projects, strategies and services (23 U.S.C. Section 450.306). They are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

The California Transportation Plan (CTP 2050) is a policy framework that provides a vision for the future of the statewide transportation system. The vision for CTP 2050 is “California’s safe, resilient, and universally accessible transportation system supports vibrant communities, advances racial and economic justice, and improves public and environmental health.” The goals of the CTP 2050 are:

- **Safety:** Provide a safe and secure transportation system
- **Climate:** Achieve statewide GHG emission-reduction targets and increase resilience to climate change
- **Equity:** Eliminate transportation burdens for low-income communities, communities of color, people with disabilities and other disadvantaged groups
- **Accessibility:** Improve multimodal mobility and access to destinations for all users
- **Quality of Life and Public Health:** Enable vibrant, healthy communities
- **Environment:** Enhance environmental health and reduce negative transportation impacts
- **Economy:** Support a vibrant, resilient economy
- **Infrastructure:** Maintain a high-quality, resilient transportation system

Connect SoCal 2024 aligns with both the federal planning factors and the CTP 2050. There is significant overlap between the vision and goals of CTP 2050 and the Plan, with slight deviations to reflect the specific priorities for Southern California. For the federal planning factors, these factors were included in the development of goals, performance measures and guided the development of plan strategies and related analysis.

Bloomington High School Safe Routes to School (SRTS) Project

DISADVANTAGED COMMUNITY MAPS AND DATA

Active Transportation
Program
(ATP) Cycle 8 Application

San Bernardino County Department of Public Works
Project Contact: Lana Elyo
Transportation Analyst
Phone: (909) 387-8168
Email: Lana.Elyo@dpw.subcounty.gov



Disadvantaged Community Documentation

Active Transportation Program

Summary

The Bloomington High School Safe Routes to School project serves an economically disadvantaged school community in the Colton Joint Unified School District (CJUSD). The project area (encompassing the immediate school boundaries and the residential neighborhoods along Santa Ana Avenue, Alder Avenue, and Laurel Avenue in the unincorporated community of Bloomington, California) is documented as a disadvantaged community through multiple complementary data sources. **The primary DAC qualifier is Free or Reduced Price Meal (FRPM) eligibility: 87.3% of Bloomington High School students qualify for the highest rate in CVUSD and well above the 75% ATP threshold.** Supporting evidence from the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0), Healthy Places Index (HPI), and the CDC/ATSDR Environmental Justice Index confirms that the census tracts encompassing the project area rank in the upper tier of environmental justice and socioeconomic burden.

Community Context — Poverty, Race, and Vehicle Access

Census data from the American Community Survey (ACS 2024, 5-year estimates) for the project area and surrounding community provides additional context for the economic disadvantage experienced by Bloomington High School families:

- **Hispanic/Latino population:** 93% of Bloomington students, consistent with the predominantly Hispanic character of the surrounding neighborhood (Bloomington community-wide Hispanic share: ~87%).
- **Children in poverty (Bloomington community-wide):** 20% of children under 18 live below the poverty line (ACS 2024 1-year, Census Reporter).
- **Homeownership:** 69% of homes in Bloomington are renter-occupied, reflective of persistent barriers to economic mobility.
- **Vehicle ownership (Bloomington community-wide):** 3 vehicles per household, with 76% of residents reporting driving alone to work, indicating there are socioenvironmental factors which limit active transportation.
- **Household size (Bloomington community-wide):** 4 persons per household (vs. 2.8 statewide), indicating larger family units with more school-age children per household.
- **Foreign-born population:** 30.6% of Bloomington residents are foreign-born (higher than the state rate of 27.7%), with 97% of the foreign-born population from Latin America.

Sources: U.S. Census Bureau, American Community Survey 2024 1-year and 5-year estimates (Census Reporter, censusreporter.org). World Population Review, Bloomington California Population 2026. <https://censusreporter.org/profiles/15000US060710026081-bg-1-tract-2608-san-bernardino-ca/> <https://censusreporter.org/profiles/16000US0607064-bloomington-ca/> <https://www.cde.ca.gov/SchoolDirectory/details?cdscode=36676863631322>

Exhibit 1: Free or Reduced Price Meal (FRPM) Eligibility — Primary DAC Qualifier

The ATP recognizes Free or Reduced-Price School Meal eligibility as a direct measure of student poverty for Safe Routes to School projects. A school where at least 75% of students qualify meets the ATP threshold for designation as a disadvantaged community. **Bloomington High School (10750 Laurel Ave, Bloomington, CA 92316) reported 87.3% FRPM eligibility for the 2024–2025 school year**, based on California Department of Education data (CDE FRPM file, Column V). This is the second highest FRPM rate among all high schools in CJUSD, demonstrating the concentration and severity of economic disadvantage present among this school community.

All proposed project improvements including 10,900 linear feet of new sidewalk on Laurel Avenue, Santa Ana Avenue, and Alder Avenue, plus intersection safety treatments at Alder Avenue/Slover Avenue, Slover Avenue/Otilla Avenue, and Laurel Avenue/Santa Ana Avenue are located directly adjacent to school boundaries or within 0.5 miles of the school, directly within the Project influence area.