



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor
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www.scag.ca.gov

REGULAR MEETING

TRANSPORTATION COMMITTEE

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Human Development
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Transportation
Curt Hagman, San Bernardino County

Thursday, October 5, 2017
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov.

Agendas & Minutes for the Transportation Committee are available at: <http://www.scag.ca.gov/committees/Pages/default.aspx>

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Transportation Committee
Members – October 2017

Members

Representing

Chair*	1. Sup. Curt Hagman		San Bernardino County
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	9. Hon. Austin Bishop	<i>Palmdale</i>	North L.A. County
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	18. Hon. Jack Hadjinian	<i>Montebello</i>	SGVCOG
*	19. Sup. Janice Hahn		Los Angeles County
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*	34. Hon. Marsha McLean	<i>Santa Clarita</i>	District 67



Transportation Committee

Members – October 2017

Members

Representing

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* 61. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
* 62. Hon. Alan Wapner	<i>Ontario</i>	SBCTA/SBCOG
63. Hon. Alicia Weintraub	<i>Calabasas</i>	LVMCOG
* 64. Hon. Michael Wilson	<i>Indio</i>	District 66
65. Ms. Nieves Castro	<i>Caltrans, District 7</i>	Ex-Officio Member

* Regional Council Member

TRANSPORTATION COMMITTEE

AGENDA

OCTOBER 5, 2017

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

CALL TO ORDER & 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

ACTION/DISCUSSION ITEM

	<u>Time</u>	<u>Page No.</u>
1. <u>Resolution No. 17-593-1 Regarding Augmented 2017 Regional Active Transportation Program: Regional Guidelines and Recommended Project List</u> <i>(Stephen Patchan, SCAG Staff)</i>	Attachment 15 mins.	1

Recommendation: Recommend that the Regional Council adopt Resolution No. 17-593-1 approving the 2017 Regional Active Transportation Program (ATP) Augmentation Guidelines and the Augmented 2017 Regional ATP.

CONSENT CALENDAR

Approval Item

2. <u>Minutes of the September 7, 2017 Meeting</u>	Attachment	20
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Receive and File

3. <u>Walktober 2017</u>	Attachment	27
4. <u>2017/2018 Go Human Event Series</u>	Attachment	29



TRANSPORTATION COMMITTEE

AGENDA

OCTOBER 5, 2017

		<u>Time</u>	<u>Page No.</u>
5.	<u>2018 Schedule of Regional Council and Policy Committees</u>	Attachment	34
6.	<u>SB 1 Sustainable Communities Planning Grant Programs</u>	Attachment	35
7.	<u>Affordable Housing and Sustainable Communities (AHSC) Program Update and SCAG Technical Assistance</u>	Attachment	37

INFORMATION ITEMS

8.	<u>Riverside Transit Agency First and Last Mile Mobility Plan and Update</u> <i>(Steve Fox, SCAG Staff)</i>	Attachment	30 mins.	39
9.	<u>Transportation Safety Regional Existing Conditions</u> <i>(Courtney Aguirre, SCAG Staff)</i>	Attachment	20 mins.	61
10.	<u>I-105 Corridor Sustainability Study</u> <i>(Daniel Tran, SCAG Staff)</i>	Attachment	10 mins.	78

CHAIR'S REPORT

(The Honorable Curt Hagman, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative to Metrolink)

STAFF REPORT

(Courtney Aguirre, SCAG Staff)

FUTURE AGENDA ITEM/S

ADJOURNMENT

The next regular meeting of the Transportation Committee (TC) is scheduled for Thursday, November 2, 2017 at the SCAG Los Angeles Office.



DATE: October 5, 2017

TO: Executive/Administration Committee (EAC)
Transportation Committee (TC)
Regional Council (RC)

FROM: Stephen Patchan, Sr. Regional Planner, Active Transportation/Special Projects, 213-236-1923,
patchan@scag.ca.gov

SUBJECT: Resolution No. 17-593-1 Regarding Augmented 2017 Regional Active Transportation Program: Regional Guidelines and Recommended Project List

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EAC AND TC:

Recommend that the Regional Council adopt Resolution No. 17-593-1 approving the 2017 Regional Active Transportation Program (ATP) Augmentation Guidelines and the Augmented 2017 Regional ATP.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 17-593-1 approving the 2017 Regional ATP Augmentation Guidelines and approve the Augmented 2017 Regional ATP.

EXECUTIVE SUMMARY:

Staff is requesting approval of the 2017 Regional ATP Augmentation Guidelines (Regional Augmentation Guidelines) and the Augmented 2017 Regional ATP (Augmented Regional Program). The Regional Augmentation Guidelines outline the process for selecting and programming an additional \$40.6 million allocated to SCAG's 2017 Regional ATP from the Road Maintenance and Rehabilitation Account as a result of the adoption of Senate Bill 1 (SB 1). The Augmented Regional Program includes twenty (20) new and four (4) supplemented Implementation (i.e. capital) Projects and ten (10) new Capacity Building projects, as well as, provides funding advancements for twelve (12) projects previously awarded funding in the 2017 Regional ATP. Upon approval by the Regional Council, the Augmented Regional Program will be submitted to the California Transportation Commission (CTC) and programmed into the State's Active Transportation Program during the CTC's December 2018 meeting.

As part of the Augmented Regional Program, approximately \$38.8 million will fund Implementation (i.e. capital) Projects and approximately \$1.9 million will fund Capacity Building (i.e., planning and non-infrastructure) Projects. The majority of the Capacity Building Projects, nine out of the ten, were selected through the supplemental 2017 Active Transportation Call for Proposals that SCAG issued in July 2017. There was one ATP eligible project on SCAG's 2016 Sustainable Planning Grants contingency list that is also included in the funding recommendations for the Capacity Building Projects.

STRATEGIC PLAN:

This item supports SCAG Strategic Plan, Goal 2 Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities, Objective 1 Identify new infrastructure funding opportunities with State, Federal and private partners, of the Strategic Plan.

BACKGROUND:

Senate Bill 99 (SB 99) directs the CTC to adopt each State Active Transportation Program (ATP) cycle on an odd-numbered year. The last cycle, the 2017 ATP, was adopted by the CTC in March of 2017 and included funding for fiscal years 2019/20 and 2020/21. On April 28, 2017, the Governor signed SB 1 which directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP beginning in the 2017-18 fiscal year. In order to program the first two years of the new SB 1 funding, the CTC decided to implement an interim call for projects to select projects to augment the 2017 ATP, rather than issuing a new funding cycle.

The 2017 ATP Augmentation will add funding for the 2017 ATP in fiscal years 2017/18 and 2018/19. The funding will supplement all three components of the ATP: Statewide Component, Small Urban & Rural Component and MPO Component (Regional Program). The CTC approved the Final ATP Augmentation Guidelines (Augmentation Statewide Guidelines) on June 28, 2017. The Augmentation Statewide Guidelines direct the programming of augmentation funding for all three components of the ATP, including the MPO Component which includes SCAG's Regional Program. The CTC released the staff recommendations for the Augmentation Statewide Component on August 31, 2017 and will approve the augmentation program on October 18, 2017. The Statewide Component provides funding for twenty (20) additional projects in Southern California and advances funding for nine (9) projects to expedite project delivery. The Statewide Component project listing can be found at:

http://www.catc.ca.gov/programs/ATP/2017/17_ATP_Augmentation_Statewide_Component.pdf.

2017 Regional ATP Augmentation Guidelines

The 2017 Regional Augmentation Guidelines outline the process for awarding and programming an additional \$40.6 million in the Augmented 2017 Regional ATP. In accordance with the Augmentation Statewide Guidelines, SCAG's Regional Augmentation Guidelines follow the guidance included in its 2017 Regional ATP Guidelines except as modified in the Augmentation Statewide Guidelines. The Augmentation Statewide Guidelines do not require MPOs to update their Regional ATP Guidelines; however, SCAG determined a revised set of guidelines were needed for clarity, transparency and to facilitate coordination with the region's county transportation commissions on project selection.

The 2017 Regional Augmentation Guidelines allocate augmentation funds to two distinct categories: Implementation and Capacity Building projects.

Implementation Projects

SCAG's Augmented Regional Program will award a minimum of 95% of funding towards Implementation, or capital, projects. The table below identifies the population based funding targets for Implementation projects in each county. Implementation Projects recommended by each county transportation commission to receive augmentation funding in fiscal years 2017/18 and/or 2018/19 must either be advanced from the 2017 Regional ATP, be included on the CTC's 2017 ATP Submittal Log or be included on the SCAG's Regional Submittal Log. The CTC 2017 ATP Submittal Log includes projects

REPORT

from the 2017 ATP Contingency List that re-applied to the CTC, per the Augmentation Statewide Guidelines. SCAG’s Regional Submittal Log includes projects that applied to the MPO portion through the County Transportation Commissions and SCAG.

County	Pop %	Funding Amount
Imperial	1%	368,998
Los Angeles	54%	20,844,425
Orange	17%	6,481,009
Riverside	12%	4,799,222
San Bernardino	11%	4,352,833
Ventura	5%	1,743,462
Total	100%	38,589,950

Advancing awards to 2017/18 and/or 2018/19 creates additional funding capacity in the fiscal years originally awarded in the 2017 ATP (Fiscal Years 2019/20, 2020/21). Counties may award funding to projects on the 2017 ATP Submittal Log to satisfy any programming capacity in fiscal years 2019/20 and/or 2020/21.

Capacity Building Projects

In accordance with the 2017 Regional ATP Guidelines, SCAG set aside up to five percent (5%) of the Augmented Regional Program funding (\$2 million) for Capacity Building Projects (i.e., planning and non-infrastructure projects). Unlike the Implementation Projects category, SCAG did not have a significant number of capacity building projects on its contingency list because the agency leveraged its 2017 ATP with resources available through the Sustainability Planning Grant Program to fund the majority of the 2017 planning and non-infrastructure proposals. For this reason, SCAG re-issued the Regional 2017 supplemental Call for Proposals on July 6, 2017 (application deadline was August 31, 2017) for planning and non-infrastructure projects only. The supplemental Call for Proposals, issued as the “2017 Active Transportation Call for Proposals,” utilized the same guidelines and application as when first issued in 2016 with minor changes to enhance clarity and simplify program administration. Seventeen proposals were received requesting \$3.2 million in funding. SCAG staff will offer debriefs for all unsuccessful applicants to prepare local agencies for future funding opportunities.

In addition to the projects recommended from the 2017 Active Transportation Call for Proposals, the Augmented Regional Program also includes funding for the one ATP eligible project on SCAG’s 2016 Sustainable Planning Grants contingency list consistent with the CTC’s guidance to prioritize contingency projects.

REPORT

Augmented 2017 ATP Regional Program

The Augmented 2017 ATP Regional Program is attached for review and adoption. As discussed above, the recommended project list includes two categories of projects: Implementation Projects and Capacity Building Projects.

In the category of Implementation Projects, ten (10) projects are recommended to receive advanced funding awards, four (4) are recommended to receive supplemental funding and twenty (20) new projects from the contingency list are recommended to be funded. In the category of Capacity Building Projects, ten (10) projects are recommended for funding totaling approximately \$1.9 million. Based on the applicant’s request, SCAG will administer the majority of the grants in the Capacity Building Projects category to reduce administrative burden for local agencies. On the attached “Exhibit A” of Resolution No. 17-593-1, “*Augmented 2017 Regional Active Transportation Program Project List*,” the new projects to be administered by SCAG are included in one of two bundled projects: SCAG 2017 Active Transportation Safety and Encouragement Campaign: Phase II *or* SCAG 2017 Active Transportation Local Planning Initiative. The final page of “Exhibit A” provides a more detailed breakdown of the Capacity Building Projects to be administered by SCAG.

Per the 2017 Regional ATP Guidelines, the recommended project list has been reviewed and approved by the Chief Executive Officers of each of the region’s County Transportation Commission. The recommended project list meets all requirements established by the State, including exceeding the 25% target for investment in disadvantaged communities, funding a broad spectrum of projects, and considering geographic equity.

Schedule

SCAG Regional Council adopts 2017 Regional ATP Augmentation Guidelines and Augmented Regional ATP	October 5, 2017
SCAG submits MPO (Regional Program) project programming recommendations to State CTC	October 19, 2017
State CTC adopts 2017 ATP Augmentation - Statewide and Small Urban & Rural Components	October 18-19, 2017
State CTC adopts 2017 ATP Augmentation - MPO Component (Regional Program)	December 6-7, 2017

The county transportation commissions will continue to play a leading role in programming activities for the Implementation projects within each county, while SCAG will provide support for all awarded Capacity Building (planning) projects region wide. A contact list including lead ATP staff at SCAG, Caltrans Districts, and the County Transportation Commissions is attached and will be posted on SCAG’s website, in addition to other information for successful project sponsors.

REPORT

The State 2019 ATP cycle will commence this fall with the development of the program guidelines. The 2019 ATP call for projects is expected to be issued in March 2018. SCAG will again implement a supplemental call for projects for Capacity Building projects. SCAG staff is available to meet with local agencies to review opportunities to enhance or develop new proposals based on best practices and expected improvements to the ATP process. Interested agencies should contact SCAG staff Stephen Patchan, Senior Regional Planner, Patchan@scag.ca.gov, 213-236-1923.

FISCAL IMPACT:

Funding is included in SCAG's FY 2016-17 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year is included in FY 2016-17 OWP (050-SCG00169.06, Regional Active Transportation Strategy).

ATTACHMENTS:

1. Resolution No.17-593-1 and accompanying "Exhibit A" (Augmented 2017 Regional Active Transportation Program Project List)
2. 2017 Regional Active Transportation Program Augmentation Guidelines
3. ATP County Transportation Commission and Caltrans Staff Contact Info

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INNOVATING FOR A BETTER TOMORROW

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Transportation
Barbara Messina, Alhambra

RESOLUTION NO. 17-593-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING
THE 2017 REGIONAL ACTIVE TRANSPORTATION PROGRAM
AUGMENTATION GUIDELINES AND THE AUGMENTED 2017
REGIONAL ACTIVE TRANSPORTATION PROGRAM**

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, Resolution No. 17-593-1 will approve the 2017 Regional Active Transportation Program Augmentation Guidelines (“Regional Augmentation Guidelines”). The Regional Augmentation Guidelines outline the process for selecting and programming funding to projects advanced from the 2017 Active Transportation Program (ATP) projects list as well as selecting new projects from the 2017 ATP Contingency list and SCAG’s supplemental call for projects previously approved by the Regional Council;

WHEREAS, per the 2017 Active Transportation Program Augmentation Statewide Guidelines, SCAG, in collaboration with the county transportation commissions, has developed the Augmented 2017 Regional Active Transportation Program (“Augmented Regional Program”). The Augmented Regional Program includes Implementation (i.e., capital) projects and Capacity Building (i.e., planning and non-infrastructure) projects;

WHEREAS, per the 2017 ATP Augmentation Statewide Guidelines, the Augmented Regional Program project list would advance projects from the 2017 Regional Program, as well as select new projects from the 2017 ATP contingency list and SCAG’s supplemental call for capacity building projects;

WHEREAS, per the 2017 ATP Augmentation Statewide Guidelines, the Augmented Regional Program shall consider geographic equity consistent with program objectives. SCAG must place priority on projects that are consistent with plans adopted by local and council of governments within the county where the project is located. SCAG must also obtain concurrence from county transportation commissions in the region;

WHEREAS, per the 2017 ATP Augmentation Statewide Guidelines, SCAG shall implement competitive project selection process to select the Capacity Building projects for the Augmented Regional Program;

WHEREAS, SCAG released a call for projects in coordination with the SCAG Sustainability Planning Grants program to select the Capacity Building projects;

WHEREAS, per the Regional Augmentation Guidelines, ninety-five percent (95%) and five percent (5%) of the total Augmented Regional Program funding may be awarded to Infrastructure and Capacity Building projects, respectively. This equates to approximately \$38.8 million to fund Implementation projects and approximately \$1.9 million to fund Capacity Building projects;

WHEREAS, SCAG has developed the “Augmented 2017 Regional Active Transportation Program Project List” (“Project List”), attached herein as Exhibit A, which identifies the projects recommended for funding, and to which the Chief Executive Officers of the region’s county transportation commissions have reviewed and approved; and

WHEREAS, upon approval by the Regional Council, the approved Augmented Regional Program and Project List shall be submitted to the California Transportation Commission for review and approval by December 2017.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that Regional Council hereby approves the 2017 Regional Active Transportation Program Augmentation Guidelines.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council hereby adopts the Augmented 2017 Regional Active Transportation Program; and
2. The Regional Council directs staff to administer and implement the Augmented Regional Program in accordance with the State of California Guidelines and SCAG’s Regional Augmentation Guidelines, as well as to submit the Augmented Regional Program and Project List to the California Transportation Commission.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 5th day of October, 2017.

[SIGNATURES ON THE FOLLOWING PAGE]

Margaret Finlay
President, SCAG
Mayor, City of Duarte

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

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Augmented 2017 Regional Active Transportation Program Project List

Projects Recommended for Advancements

Applicant	Co	Project Title	Total Project Cost	Total Fund Request	17-18	18-19	19-20	20-21
Implementation								
Imperial	IMP	Project Ride, Walk, Learn	224	224	0	224	0	0
Los Angeles County Metropolitan Transportation Authority	LA	Reconnecting Union Station to the Historic Cultural Communities of DTLA	5,326	3,157	0	3,157	0	0
Pasadena	LA	Pasadena-PUSD Safe Routes to School Education and Encouragement Program	832	462	0	462	0	0
Santa Ana	ORA	City of Santa Ana - West Willits Street Protected Bicycle Lanes	2,970	2,970	0	495	2,475	0
Santa Ana	ORA	City of Santa Ana- SRTS Davis Elementary ADA Compliance	5,754	5,754	0	920	4,834	0
Riverside County Dept. of Public Health (Injury Prevention Services)	RIV	Riverside County Safe Routes to School Program	1573	849	0	849	0	0
Yucaipa	SBD	Safe Routes to Dunlap Elementary School	532	402	0	402	0	0
Rialto	SBD	Cactus Avenue Multi-Use Path	1,774	1,260	300	960	0	0
San Bernardino County	SBD	SUNBURST AVENUE CLASS II BIKE LANES, JOSHUA TREE	1,118	1,118	20	1,098	0	0
Victorville	SBD	City of Victorville - Arrowhead Drive/Seventh Avenue Complete Streets	2,303	1,329	0	1,329	0	0
Ventura	VEN	Montalvo SRTS Cypress Point Gap Closure and Complete Streets Project	1,560	1,380	243	0	0	1,137
Capacity Buidling Projects								
Commerce	LA	City of Commerce Active Transportation & Safe Routes to Schools Plan	245	245	245			
Office of Exposition Park Management	LA	Exposition Park Active Transportation Plan	241	200	200			
Total			24,207	19,105	763	9,896	7,309	1,137

Augmented 2017 Regional Active Transportation Program Project List

New and Supplemented Projects

Applicant	Co	Project Title	Total Project Cost	Total Fund Request	17-18	18-19	19-20	20-21
Implementation Projects								
Imperial County	IMP	Sidewalk Improvements on Rio Vista Street in Seeley California	1,584	369	193	176	0	0
Los Angeles County Metropolitan Transportation Authority	LA	Reconnecting Union Station to the Historic Cultural Communities of DTLA	5,326	2,169	0	2,169	0	0
Pasadena	LA	Pasadena-PUSD Safe Routes to School Education and Encouragement Program	832	318	0	318	0	0
Pasadena	LA	Union Street Cycle Track	6,314	1,877	0	0	1,877	0
Santa Monica	LA	Pico Blvd and Santa Monica College Pedestrian Safety Improvements	1,178	943	113	830	0	0
Glendora	LA	Glendora Urban Trail and Greenway Network	2,242	1,792	100	168	1,524	0
Artesia	LA	Norwalk Artesia Boulevards Safe Streets Project	2,327	1,987	1,987	0	0	0
Montebello	LA	Montebello Boulevard Bike Lane and Sidewalk Improvement Project	5,755	4,187	4,187	0	0	0
Los Angeles County Dept. of Public Works	LA	Marvin Braude Beach Trail Gap Closure	6,348	2,936	200	2,736	0	0
Carson	LA	Dominguez Channel Bicycle Path Extension from Avalon to 223rd / Wilmington	2,225	2,225	0	2,225	0	0
Los Angeles County Dept. of Public Works	LA	Temple Avenue Complete Street Improvements	1,847	1,847	60	1,787	0	0
Artesia	LA	Mitigate Pedestrian and Bicycle Safety Deficiencies	593	563	0	345	218	0
Orange County	ORA	Hazard Avenue Bikeway Project	3,566	3,566	0	3,566	0	0
Orange County	ORA	OC Loop Coyote Creek Bikeway (Segments O,P,Q)	26,257	1,415	0	0	1,415	0
La Habra	ORA	La Habra Union Pacific Rail Line Bikeway (Walnut to Cypress)	975	863	0	863	0	0
Seal Beach	ORA	Lampson Avenue Bike Lane Gap Closure Project 2016	1,265	637	27	610	0	0
Coachella Valley AOG	RIV	CV Link - Multi-Modal Transportation Corridor	99,997	5,243	0	0	5,243	0
Yucaipa	SBD	Safe Routes to Dunlap Elementary School	532	402	0	402	0	0
Rialto	SBD	Cactus Avenue Multi-Use Path	1,774	1,260	300	960	0	0
San Bernardino County	SBD	SUNBURST AVENUE CLASS II BIKE LANES, JOSHUA TREE	1,118	1,118	20	1,098	0	0
Victorville	SBD	City of Victorville - Arrowhead Drive/Seventh Avenue Complete Streets	2,303	1,329	0	1,329	0	0
Ventura	VEN	Harmon Barranca Corridor Gap Closure for Montalvo and Portola ES	507	501	0	19	50	432
Thousand Oaks	VEN	Conejo School Road and Willow Lane SRTS Sidewalk Improvements	894	775	0	775	0	0
Ventura County	VEN	Potrero Road Bike Lanes - Phase I	2,530	467	0	467	0	0
Capacity Building Projects								
SCAG	VAR	SCAG 2017 Active Transportation Safety and Encouragement Campaign Phase 2*	623	520	0	548	0	0
SCAG	VAR	SCAG 2017 Active Transportation Local Planning Initiative*	1,326	1,312	1,312	0	0	0
Total			180,238	40,621	8,499	21,391	10,327	432

Augmented 2017 Regional Active Transportation Program Project List

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Capacity Building Projects

Applicant	Co	Project Title	Total Project Cost	Total Fund Request	17-18	18-19	19-20	20-21
SCAG	VAR	SCAG 2017 Active Transportation Safety and Encouragement Campaign Phase 2						
Hermosa Beach	LA	A Safer Prospect: Safety and Traffic Calming Demonstration Project	234	179	0	179		
Buena Park	OC	Go Human Event: Explore Beach Boulevard	220	200		200		
Beverly Hills	LA	Bicycle-Pedestrian Awareness Program	169	141		141		
SCAG	VAR	SCAG 2017 Active Transportation Local Planning Initiative						
Fullerton	RIV	Downtown Fullerton Complete Streets Plan	150	150	150			
San Jacinto	RIV	Active Transportation Plan	195	162	162			
Montclair	SBD	Montclair Active Transportation Plan	210	200	200			
San Gabriel	LA	City of San Gabriel Safe Routes to School Master Plan	290	200	200			
La Puente	LA	La Puente Safe Routes to School Master Plan	250	200	200			
Palm Springs	RIV	Citywide Pedestrian and Safe Routes to School Plan	250	200	200			
San Bernardino	SBD	San Bernardino Active Transportation Plan	250	200	200			
		Total	2,218	1,832	1,312	520	0	0

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2017 Regional Active Transportation Program Augmentation Guidelines

Southern California Association of Governments

Purpose

The intent of this document is to successfully implement the MPO component of the California Active Transportation Program. The following 2017 Regional Active Transportation Program (ATP) Augmentation Guidelines (Regional Guidelines) outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2017 California Active Transportation Program (ATP) Augmentation. The ATP Augmentation is a mid-cycle program to award the first, two-years of funding allocated to the ATP as a result of the adoption of the Road Repair and Accountability Act of 2017. The SCAG region's share of the Augmentation funding is approximately \$40 million, which includes funding in Fiscal Years 2017/18 and 2018/19. The Regional Guidelines may be revisited and modified for future rounds of funding.

Background

- The goals of the ATP program 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 fully share in the benefits of the program.
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The 2017 Active Transportation Program Augmentation Statewide Guidelines, adopted by the California Transportation Commission on June 28, 2017 describe the policy, standards, criteria and procedures for the development, adoption and management of ATP Augmentation.
- Per the ATP Augmentation Statewide Guidelines, 40% of the funds for the ATP program must be distributed by Metropolitan Planning Organizations (MPO) 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 Augmentation Statewide Guidelines.
- The ATP Augmentation 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

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posted on the Commission's 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 disadvantaged community.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The Commission 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 ATP Statewide Guidelines, and based on SB 99, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commission, the California Transportation Commission (CTC), and the State Department of Transportation (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.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the CTC for the statewide competition may defer its project selection to the CTC.
- 25% of the regional funds must benefit disadvantaged communities.
- The ATP Augmentation Statewide Guidelines allow for a large MPO to make up to 2% of its Cycle 3 funding available for active transportation plans in disadvantaged communities.
- Per the ATP Augmentation Statewide Guidelines, the MPO must first award Augmentation funding to advance projects that were selected in the 2017 Regional ATP. Project sponsors seeking advancement submitted requests to the CTC, and the CTC provided SCAG with a list of eligible advancement projects to incorporate into the Regional Program. To balance funding requests in each program year, the CTC also authorized SCAG to advance projects that did not apply for advanced funding, with the project sponsors permission.
- The advancement of funds to projects creates funding capacity in the 2017 Regional ATP in fiscal years 19/20, 20/21. The MPO shall include in the Regional ATP Augmentation a list of new projects to be awarded the FY 19/20 and 20/21 funds in order to fully program each fiscal year of the 2017 Regional ATP.

2017 Regional Active Transportation Program Augmentation Guidelines Southern California Association of Governments

- New projects to be recommend for funding in the 2017 Regional ATP Augmentation may be selected from an MPO's 2017 ATP Contingency List and/or the MPO may issue a new supplemental Call for Proposals, consistent with its CTC approved 2017 Regional ATP Guidelines.
- The ATP Augmentation Statewide Guidelines authorize MPOs to increase funding awards to projects that were initially programmed for partial awards in the 2017 Regional ATP.
- The CTC has not outlined a process for MPOs to update their Regional ATP Guidelines, and CTC staff has confirmed that there are to be no substantive changes between the guidelines for project selection in the 2017 Regional ATP and the Augmented 2017 Regional ATP.
- Projects may be programmed across all four funding years (2017/18 through 2020/2021) and include both ATP Augmentation and/or ATP Cycle 3 funds (if available). Projects may separate preconstruction phases from construction phases and program in years prior to construction. Per the CTC Guidelines, construction must be funded within a single year and cannot be separated into more than one year.

Regional Program Project Selection

The 2017 Regional ATP Guidelines, which serve as the basis for programming the SB 1 augmentation funding, segment project awards into two categories. These categories include: 1) Implementation Projects and 2) Planning & Capacity Building Projects.

Implementation Projects: This category includes Infrastructure, Non-Infrastructure, and Infrastructure Projects with Non-infrastructure Components, as defined by the statewide ATP Guidelines and included in the Background (above). A minimum of 95% of the total regional funds were dedicated to funding Implementation Projects in the 2017 Regional ATP; the same funding minimums will be maintained in the 2017 Regional ATP Augmentation.

Planning & Capacity Building Projects: This category may include the development of Non-Infrastructure Projects and Plans, as defined by the statewide ATP Guidelines and included in the Background (above). The 2017 Regional ATP Guidelines called for no more than 5% of the total regional funds be allocated in this category with a maximum of 2% being dedicated to planning projects. In the event that funding requested in this category would have been below the 5% threshold, and/or in consideration of geographic equity, the funding surplus was to be directed accordingly to Implementation Projects. A 5% funding maximum for Planning & Capacity Building Projects will be retained in the programming of the region's ATP Augmentation funding.

Implementation Projects Category

In this category, per the 2017 Regional ATP Guidelines, SCAG built upon the CTC statewide application, scoring and ranking process and declined its option to issue a supplemental application and call for proposals. This meant that an evaluation committee was not be required at the county or regional level

2017 Regional Active Transportation Program Augmentation Guidelines Southern California Association of Governments

within the SCAG region to separately score Implementation Projects. The selection process occurred as follows:

- Prior to scoring by the CTC, SCAG provided each county with the Implementation Project applications submitted through the statewide call for proposals.
- The county transportation commissions reviewed the Implementation Project applications and determined which projects were “consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. When projects were determined to be consistent, the county was authorized to assign up to 10 points to consistent projects.
- If a county transportation commission assigned additional points (up to 10, as noted above) to a project for which they were the lead applicant, an explanation was required to be provided to SCAG on how the scoring process resulted in an unbiased evaluation of the project.
- The Board of each respective county transportation commission approved the scoring methodology/guidelines and point assignments, and submitted the scores to SCAG for inclusion in the preliminary ranking of regional projects.
- SCAG established a preliminary regional Implementation Projects list based on the county’s submissions that programmed a minimum of 95% of the total regional funds and relied on population-based funding targets to achieve geographic equity.

To be consistent with the 2017 Regional ATP Guidelines, as required by the CTC’s 2017 California Active Transportation Program (ATP) Augmentation Guidelines, as well as facilitate program augmentation funding to advance projects per CTC requirements, the Augmented 2017 Regional ATP will program Implementation Projects as follows:

- Each county shall provide to SCAG an Augmentation Program List with projects not to exceed their population-based funding target.

Population Funding Targets (Implementation)

County	Pop	Pop %	Funding Amount
Imperial	179091	1%	368,998
Los Angeles	10116705	54%	20,844,425
Orange	3145515	17%	6,481,009
Riverside	2329271	12%	4,799,222
San Bernardino	2112619	11%	4,352,833
Ventura	846178	5%	1,743,462
Total	18729379	100%	38,589,950

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- Each county's Augmentation Program List shall be developed incorporating the CTC's defined augmentation selection process, which prioritizes advancement requests from projects currently included in the 2017 Regional ATP.
- After fulfilling all of the advancement requests, and if there is remaining capacity within the county's funding target, the county may recommend increasing the size of funding awards to those projects that were partially funded in the 2017 Regional ATP.
- The county may also recommend funding for projects included on SCAG's Contingency List. Contingency list projects shall be recommended based on the score received in the 2017 Regional ATP, which included the applicant's state score plus additional points assigned by the county for consistency with regional plans. If a county cannot award the total amount of funding in relation to its population target, that funding can be transferred to a project in another County. In this case, projects will be ranked using their score received through the 2017 ATP Statewide process (Extra points through separate county processes will not be considered).
- In addition to the Augmentation Program List, the county shall provide to SCAG an additional list of projects from SCAG's Contingency to fill any funding capacity freed up within their county in FY 19/20, FY 20/21 as the result of the advancement of 2017 Regional ATP projects.

Planning & Capacity Building Projects Category

For the 2017 Regional ATP, SCAG developed the Planning & Capacity Building Project list relying on applications (and assigned scores) from the CTC's statewide application process. In addition, to reduce the administrative burden and ensure disadvantaged communities could effectively participate in the ATP, SCAG provided the option for "new" project sponsors seeking awards of less than \$200,000 to apply through a supplemental call for projects. This supplemental application option was only available to project sponsors that had not received an ATP award in previous funding cycles. The [contingency list](#) for unfunded Planning & Capacity Building project was approved by the Regional Council in April 2017. It includes two ATP eligible projects totaling \$300,000.

To be consistent with the 2017 Regional ATP Guidelines, as required by the CTC's 2017 California Active Transportation Program (ATP) Augmentation Guidelines, as well as facilitate program augmentation funding to advance projects per CTC requirements, the 2017 Regional ATP Augmentation Program will program Planning & Capacity Building Projects as follows:

- SCAG staff will prepare a draft Planning & Capacity Project List that includes recommendations for programming \$2 million, five percent of SCAG's augmentation allocation, to top-ranked, eligible projects.
- The Planning & Capacity Building Project List shall include any projects from the 2017 Regional ATP Planning & Capacity Building that requested advanced programming of a previously awarded grant.
- The Planning & Capacity Building Project List shall also recommend funding for all ATP eligible [contingency projects](#), approve by the Regional Council in April 2017

2017 Regional Active Transportation Program Augmentation Guidelines Southern California Association of Governments

- SCAG will re-issue the 2017 Regional ATP Supplemental Call for Proposals to select projects to receive the balance of the funding available in the Planning & Capacity Building Category. The criteria and selection of projects recommended from the Call for Proposals will be based on 2017 ATP Regional Guidelines as further described below:
 - A supplemental call for projects and application process will be available to “new” project sponsors for projects seeking funding requests of less than \$200,000. To qualify as “new”, a project sponsor must not have received funds in any previous ATP cycles. There will be no minimum project size.
 - Proposals received through the supplemental call will be scored using the same project selection criteria and weighting, match requirement, and definition of disadvantaged communities as used by the CTC in the statewide selection process.
 - SCAG in consultation with the counties and a multi-disciplinary working group will develop supplemental call for project applications to score the proposals that are submitted through the supplemental call.
 - County-specific evaluation committees comprised of county transportation commission and SCAG staff will be assembled to score the projects submitted in each county through the supplemental call.

Recommended Regional Program of Projects

SCAG shall create a draft Regional Program List that incorporates the preliminary project lists from the Implementation and Planning & Capacity Building project categories into the Cycle 3 program.

SCAG will analyze the draft Cycle 3 program to ensure it meets the disadvantaged communities’ requirements by allocating at least 25% to disadvantaged communities’ projects (as defined by the state 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:

- Across all counties, the highest scored disadvantaged communities’ project that is below the funding mark will be added to the regional project list. This project will displace the lowest scoring project that is above the funding mark and does not benefit a disadvantaged community, regardless of the county.
- 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 disadvantaged communities’ requirements for the regional program are met.

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For ease of administration, SCAG may, with the project sponsors permission, consolidate one or more 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 fee for service will be included as a task in the project.

The final recommended Cycle 3 program, including augmentation projects, will be reviewed by the CEOs of the county commissions, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to SCAG's Regional Council and the Boards or Chief Executive Officers of the county transportation commissions for approval and submission to the CTC.

Technical Adjustments: The SCAG CEO, the CEO of each County Transportation Commission, and their designees may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Schedule

- 2017 ATP Project submittals to Commission (postmark date) August 1, 2017
- CTC Staff recommendation for Statewide and Small Urban & Rural Components posted August 31, 2017
- County Implementation Projects Recommendations to SCAG September 7, 2017
- SCAG Planning & Capacity Building Recommendations to ATP Subcommittee September 13, 2017
- ATP Subcommittee finalizes Regional Program and each county provides CEO approval letter to SCAG September 15-October 3, 2017
- SCAG Regional Council adopts ATP 2017 Augmentation Regional Program Guidelines and Recommended Project List (including planning/capacity building projects) October 5, 2017
- MPO (Regional Program) project programming recommendations to CTC October 19, 2017
- CTC adopts 2017 ATP Augmentation - MPO Component (Regional Program) December 6-7, 2017

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**Southern California Association of Governments
ATP County Transportation Commission and Caltrans Staff Contact Info**

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Transportation Committee Meeting
of the
Southern California Association of Governments
September 7, 2017

Minutes

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's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Curt Hagman, San Bernardino County. A quorum was present.

Members Present:

Hon. Sean Ashton, Downey	District 25
Hon. Rusty Bailey, Riverside	District 68
Hon. Will Berg, Port Hueneme	VCOG
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Art Brown, Buena Park	District 21
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. Jim Clarke, Culver City	WCCOG
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. James Gazeley, Lomita	District 39
Hon. Jeffrey, Giba, Moreno Valley	District 69
Hon. Jack Hadjinian, Montebello	SGVCOG
Hon. Curt Hagman (Chair)	San Bernardino County
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Jim Hyatt, Calimesa	District 3
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Randon Lane, Murrieta (Vice Chair)	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
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra	District 34
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Kris Murray, Anaheim	District 19
Hon. Frank Navarro, Colton	District 6
Hon. Sam Pedroza, Claremont	District 38
Hon. Charles Puckett, Tustin	District 17
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. Jesus Silva, Fullerton	Member at Large
Hon. Marty Simonoff, Brea	District 22

Hon. José Luis Solache, Lynwood	District 26
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes	SFVCOG
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Hon. Michael Wilson, Indio	District 66
Ms. Nieves Castro	Caltrans District 7

Members Not Present:

Hon. Glen Becerra, Simi Valley	District 46
Hon. Ben Benoit, Wildomar	South Coast AQMD
Hon. Austin Bishop, Palmdale	North L.A. County
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Gonzalez, Lena, Long Beach	District 30
Hon. Janice Hahn	Los Angeles County
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Jose Huizar, Los Angeles	District 61
Hon. Linda Krupa, Hemet	WRCOG
Hon. James C. Ledford	Palmdale
Hon. Richard D. Murphy, Los Alamitos	OCTA
Hon. Shawn Nelson	Orange County
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Greg Pettis, Cathedral City	District 2
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Zareh Sinanyan, Glendale	SFVCOG
Hon. Barb Stanton, Apple Valley	SBCTA/SBCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Cheryl Viegas-Walker, El Centro	District 1

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Curt Hagman, San Bernardino County, called the meeting to order at 10:02 a.m. Hon. Randon Lane, Murrieta, led the pledge of allegiance.

PUBLIC COMMENT

No members of the public requested to comment.

CONSENT CALENDAR

Approval Items

1. Minutes of the July 6, 2017 Meeting
2. Proposed 2019 Federal Transportation Improvement Program (FTIP) Guidelines

A MOTION was made (Navarro) and SECONDED (Lorimore) to approve the July 6, 2017 meeting Minutes and Proposed 2019 Federal Transportation Improvement Program (FTIP) Guidelines. The Motion passed by the following votes:

AYES: Bailey, Betts, Brown, Clarke, Curtis, Gazeley, Giba, Hadjinian, Hagman, Herrera, Hyatt, Judge, Kelley, Lane, Lorimore, Marquez, McCallon, Messina, Michael, Moore, Murray, Navarro, Puckett, Silva, Simonoff, Wapner, Weintraub (27)
NOES: None (0)
ABSTAIN: None (0)

Receive and File

3. Resolution No. 17-592-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign
4. Guidelines and Schedule for the Bottom-Up Local Input and Envisioning Process for the Development of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
5. Draft Local Input Survey for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
6. 2017 Meeting Schedule of the Regional Council and Policy Committees

A MOTION was made (Brown) and SECONDED (Lorimore) to approve Consent Calendar items 3 – 6. The Motion passed by the following votes:

AYES: Bailey, Betts, Brown, Clarke, Curtis, Gazeley, Giba, Hadjinian, Hagman, Herrera, Hyatt, Judge, Kelley, Lane, Lorimore, Marquez, McCallon, Messina, Michael, Moore, Murray, Navarro, Puckett, Simonoff, Sternquist, Wapner, Weintraub (27)
NOES: None (0)
ABSTAIN: Silva (1)

INFORMATION ITEMS

7. Transportation Electrification: Reducing Emissions, Driving Innovation

Chris Thompson, Vice President Local Public Affairs, Southern California Edison (SCE), provided an update on transportation electrification. Mr. Thompson stated that in response to California's greenhouse gas reduction efforts, SCE was examining ways to change transportation fuel to accommodate electric powered vehicles. He noted the effort would include projects specifically tailored to Southern California, including goods movement as it was a major source of greenhouse gas emissions and critical to the economy. He noted the proposed infrastructure would help grow transportation electrification among all transportation sectors and reduce greenhouse gas emissions.

Mr. Thompson stated other issues being examined included how to incentivize consumers to change vehicle choices as well as education about the new technology. He noted SCE had developed strategies that centered around acceptance, availability, and affordability of fueling which leveraged its natural role as an infrastructure provider. Further, he stated that SCE was seeking to work with local jurisdictions to develop critical infrastructure and facilitate the future of transportation electrification.

Hon. Curt Hagman, San Bernardino County, asked about large batteries that could be used by large buildings and campuses to store power to use in peak hours thereby lessening peak demand and providing a way for jurisdictions to manage energy costs. Mr. Thompson responded that customer and grid level battery storage was being explored as renewal energy

sources proved intermittent and electrical storage could be used to manage costs and energy demand.

Hon. Randon Lane, Murrieta, asked if there were electric trucks powerful enough to replace diesel engines trucks. Mr. Thompson responded that several manufacturers were developing electric trucks- specifically, Siemens' model used a catenary system to power trucks, Tesla was developing a battery powered truck, and a natural gas hybrid technology was being developed.

Hon. Kris Murray, Anaheim, asked if SCE had grant funding available to local jurisdictions and public agencies for innovative pilot projects that could explore development of new transportation technology similar to the EPIC program. Mr. Thompson responded that SCE was interested in pilot program opportunities that demonstrated new technology solutions and explored infrastructure issues that were scalable. Ms. Murray recommended that SCAG and its member jurisdictions work together to investigate funding opportunities to assist jurisdictions in providing more effective electric vehicle infrastructure.

8. GoMentum Station Partnership and Shared Autonomous Vehicle Pilot Project

Arya Rohani, Stantec Autonomous Vehicle Program Manager, reported on the GoMentum Station Partnership. Mr. Rohani stated GoMentum Station was one of ten United States Department of Transportation (USDOT) approved Autonomous Vehicle Proving Grounds. He noted GoMentum Station was a collaborative effort with Contra Costa Transportation Authority (CCTA) that was designed to bring together automobile manufacturers, communications companies, technology companies, researchers, and public agencies with the aim of accelerating the next generation of transportation technologies. He stated that the public/private partnership model allowed the private sector space to innovate and test while providing the public sector access to new technologies as they were being developed. He noted the goal was to facilitate informed policy, regulation and planning decisions for the next generation of transportation. He shared that the facility was the largest autonomous vehicle test facility in the U.S., consisting of 20 miles of roadway on 5,000 acres.

Mr. Rohani stated that information revealed in the GoMentum station could have benefits to other regions, and he noted their partnership structure was vital to its research effort. He noted they were also testing Shared Autonomous Vehicles (SAVs), which could be used as autonomous shuttles or busses. He noted these might be particularly useful for short 3 – 4 mile trips which were the majority of SCAG region trips. He stated that currently Contra Costa County had a master plan to deploy up to 160 SAVs by 2020 and it was estimated they would produce 3.7 million new transit rides as they would expand accessibility to transit. He noted important principles included to think big, start small with a few pilot projects, and to learn fast.

Hon. Fred Minagar, Laguna Niguel, asked about the cost/benefit ratio. Mr. Rohani responded that it depended upon the operational environment, and that for example, a fixed route service would realize different costs than a mobility on-demand service. He stated that more data was needed to confirm cost projections and that a cost savings of two or three to one is estimated after the initial 3 to 5 year setup time period.

Hon. Crystal Ruiz, San Jacinto, asked about developing safeguards against hacking. Mr. Rohani responded that hacking prevention was a primary goal in the joint development of autonomous vehicle technology.

9. Update on Road Repair and Accountability Act of 2017 (SB 1) Implementation

Warren Whiteaker, SCAG staff, updated the committee on implementation of the Road Repair and Accountability Act of 2017 (SB 1). Mr. Whiteaker stated SB 1 was estimated to provide \$52.4 billion statewide for transportation purposes over the next 10 years. Further, he stated that it was estimated that the SCAG region should receive a minimum of \$18.7 billion of new revenue over the next 10 years. Mr. Whiteaker highlighted the SB 1 implementation activities, noting the Active Transportation Program continued and several projects from the SCAG region were included in the Statewide Program being submitted for funding. He noted that the Local Streets and Roads Guidelines were adopted August 2017 and local jurisdictions could assemble their list of projects for submittal to the California Transportation Commission by October 16, 2017.

Further, he reported that the Sustainable Transportation Planning Grant and Adaptation Planning Grant programs were reviewed and the deadline to submit proposals was October 20, 2017. He shared that the Solutions for Congested Corridors program's guidelines were to be released October 2017 and adopted December 2017. He stated that the Trade Corridor Enhancement program guidelines were scheduled for release December 2017 and adoption January 2018. Mr. Whiteaker noted that the League of California Cities had prepared an SB 1 toolkit that jurisdictions could reference as a resource.

10. MAP-21 Performance Measures Overview

Michael Gainor, SCAG staff, provided an update on MAP-21 Performance Measures. Mr. Gainor stated the Moving Ahead for Progress in the 21st Century Act (MAP-21) provided for a performance-based transportation planning process through the setting of performance measures to achieve specific national transportation goals. He stated that finalized rule-making established a set of national performance measures and guidelines to be used for setting state and regional performance targets. He noted there was a 4-year performance target setting and reporting cycle with a 2-year mid-term progress evaluation point. Mr. Gainor noted the performance measures were defined for several planning areas including the national highways system, freight movement, Congestion Mitigation and Air Quality Improvement Program, highway safety, pavement and bridge condition, transit asset management and public transportation safety.

Mr. Gainor noted SCAG was currently collaborating with the California Department of Transportation (Caltrans) and other Metropolitan Transportation Organizations (MPOs) on developing procedures for setting performance targets. He stated that Caltrans was required to establish its initial statewide performance targets for most measures by May 20, 2018.

CHAIR'S REPORT

Hon. Curt Hagman, San Bernardino County, reported that his jurisdiction was engaged in the coordination of technology between cities (e.g., coordinating streetlight software). He noted that smart technology applications were being explored such as software for license plate scanners and other applications that could improve the lives of residents. He reported that a virtual court and a remote building inspection service were projects underway. He encouraged Transportation Committee members to think regionally when establishing data collection and other services.

METROLINK REPORT

Hon. Art Brown, Buena Park, reported that a parking fee would be enacted at the Upland Metrolink station starting October 1, 2017, and that fees would be \$4 daily, \$20 monthly for Upland residents, and \$30 monthly for nonresidents. He stated that Metrolink staff was working with cities to tailor parking fees and technology in ways that would minimize impacts to ridership. He reported that Metrolink recently partnered with Lyft for a trial ride promotion and a Lyft discount ride centered on L.A. Union Station. He stated that the offer was given to 300,000 Lyft App users, and that 9,578 people responded to the offer and asked to receive a Metrolink trial ride ticket. He stated that of those, over 2,200 took a ride, and of these users, 1,163 additional tickets were bought netting Metrolink \$14,055 in new revenue.

Mr. Brown reported that the Orange County Transportation Authority (OCTA) recently broke ground on a new, 611-space parking garage at the Orange Transportation Center, and that this new \$33.2 million parking garage was being funded by the City of Orange, Orange County Measure M, the State Transportation Improvement Program, and Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. He reported that the parking garage would serve Metrolink and OCTA bus routes and provide connectivity to Old Towne Orange, Chapman University, and downtown Orange businesses. He stated that the new parking structure would replace the existing 172-space surface parking lot and was expected to open in late 2018.

FUTURE AGENDA ITEM/S

Hon. Randon Lane, Murrieta, encouraged action on Hon. Kris Murray's directive to explore funding opportunities available to local jurisdictions from utility companies and other sources to implement new technology infrastructure.

ADJOURNMENT

Hon. Curt Hagman, San Bernardino County, adjourned the meeting at 11:52 a.m.



Courtney Aguirre, Senior Regional Planner
Transportation Planning

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

Transportation Committee Attendance Report

2017

Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Attended				= No Meeting		NM = New Member					
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	July	Aug	Sept	Oct	Nov	Dec
1 Ashton, Sean*	Downey		X					X	X	X	X		X	X		X			
2 Bailey, Rusty*	Riverside, WRCOG				X			X	X	X			X			X			
3 Becerra, Glen*	Simi Valley					X				X				X					
4 Benoit, Ben*	South Coast AQMD				X			X	X	X	X		X	X					
5 Berg, Will	VCOG, Port Huene												X	X		X			
6 Betts, Russell	CVAG				X			X		X			X	X		X			
7 Bishop, Austin	County																		
8 Brown, Art*	Buena Park			X					X	X	X		X	X		X			
9 Buscaino, Joe*	Los Angeles		X								X			X					
10 Chun, Ross	Aliso Viejo, OCTA			X														NM	
11 Clarke, Jim	Culver City, WCCOG		X					X	X	X	X		X	X		X			
12 Curtis, Jonathan*	La Cañada Flintridge		X							X			X	X		X			
13 Gazeley, James*	Lomita		X					X	X	X	X		X	X		X			
14 Giba, Jeffrey*	Moreno Valley				X			X	X	X	X		X	X		X			
15 Gonzalez, Lena*	Long Beach		X																
16 Hadjinian, Jack	Montebello, SGVCOG		X										X	X		X			
17 Hagman, Curt* (Chair)	San Bernardino County					X		X		X	X		X	X		X			
18 Hahn, Janice*	Los Angeles County		X							NM									
19 Harnik, Jan*	Palm Desert, RCTC				X			X	X	X				X					
20 Harrington, Dave	Aliso Viejo, OCCOG			X															
21 Herrera, Carol*	Diamond Bar		X					X	X		X		X	X		X			
22 Hofbauer, Steven*	County		X					X	X	X	X		X						
23 Huizar, Jose*	Los Angeles		X																
24 Hyatt, Jim*	Calimesa				X			X	X	X	X		X	X		X			
25 Judge, Mike*	Simi Valley, VCTC					X				NM	X		X	X		X			
26 Kelley, Trish	Mission Viejo, OCCOG			X									NM	X		X			
27 Krupa, Linda	Hemet, WRCOG				X				X	X	X			X					
28 Lane, Randon* (Vice Chair)	Murrieta				X			X	X	X	X		X	X		X			
29 Ledford, James C.	County		X																
30 Lorimore, Clint*	Eastvale				X			X	X	X	X		X	X		X			
31 Manos, Steve*	Lake Elsinore				X									NM		X			
32 Marquez, Ray*	Chino Hills					X		X		X	X			X		X			
33 McCallon, Larry	Highland					X							X	X		X			
34 McLean, Marsha*	Santa Clarita		X					X	X	X	X		X	X		X			
35 Medina, Dan*	Gardena		X					X	X	X	X		X	X		X			
36 Messina, Barbara*	Alhambra		X					X		X	X		X	X		X			
37 L. Dennis Michael	Rancho Cucamonga					X			X		X			X		X			
38 Minagar, Fred*	Laguna Niguel			X				X	X	X	X		X	X		X			
39 Moore, Carol	Laguna Woods, OCCOG			X				X	X	X	X		X	X		X			
40 Murphy, Richard	Los Alamitos/OCTA		X						X				X	X		X			
41 Murray, Kris*	Anaheim		X					X	X	X				X		X			
42 Navarro, Frank*	Colton					X		X	X	X	X		X	X		X			
43 Nelson, Shawn*	County of Orange			X						NM									
44 O'Connor, Pam*	Santa Monica		X					X			X			X					
45 Pedroza, Sam*	Claremont		X					X	X	X	X		X	X		X			
46 Pettis, Greg*	Cathedral City				X									NM					
47 Puckett, Charles	Tustin																	X	
48 Real Sebastian, Teresa	Monterey Park/SGVCOG		X					X		X	X		X	X		X			
49 Robinson, Dwight	Lake Forest, OCCOG			X															
50 Ruiz, Crystal	WRCOG/San Jacinto				X						NM		X	X		X			
51 Saleh, Ali*	City of Bell, GCCOG		X						X	X	X			X		X			
52 Sandoval, Damon	Morongo Band of Mission Indians																		
53 Silva, Jesus	Fullerton			X														NM	
54 Simonoff, Marty*	Brea			X				X	X	X	X		X	X		X			
55 Sinanyan, Zareh	Glendale		X																
56 Slater, Gary	Caltrans District 7							X	X	X			X						
57 Solache, José Luis*	Lynwood		X															X	
58 Stanton, Barb	Apple Valley					X			X	X									
59 Sternquist, Cynthia	Temple City		X					X	X	X	X			X		X			
60 Talamantes, Jess			X							X	X		X			X			
61 Tercero, Brent	Pico Rivera		X					X			X								
62 Viegas-Walker, Cheryl*	El Centro	X						X	X	X	X		X	X		X			
63 Wapner, Alan*	SBCTA/SBCOG					X		X	X	X	X		X	X		X			
64 Weintraub, Alicia	Calabasas/LVMCOG		X						X	X			X			X			
65 Wilson, Michael*	Indio, CVAG				X				X		X					X			
Totals		1	24	12	12	7	2												

* Regional Council Member

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DATE: October 5, 2017

TO: Transportation Committee (TC)
Energy and Environment Committee (EEC)
Community, Economic and Human Development Committee (CEHD)

FROM: Julia Lippe-Klein, Assistant Planner, 213-236-1856, lippe-klein@scag.ca.gov

SUBJECT: Walktober 2017

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
“Walktober” is a month-long international campaign designed to inspire everyone to make walking a priority during the month of October. “Walktober” expands the goals and strategies associated with International Walk to School Day, a global event that involves communities from more than 40 countries walking and biking to school on the same day in October. Started in 1997, the one-day, annual event has become part of a movement for year-round safe routes to school and is celebrated each October. The 2016 Regional Transportation Plan and Sustainable Communities Strategy supports increased rates of active transportation. Staff is conducting activities throughout Walktober to support these efforts.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan, Goal 1 (Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies), Objective a (Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans).

BACKGROUND:
The 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) seeks to “Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).” To do this the Active Transportation Appendix lays out a series of strategies aimed at increasing rates of walking and bicycling including working with county agencies to “Establish Safe Routes to School policies for the region.”

This item is being presented to inform SCAG Policy Members of “Walktober” activities occurring during the month of October 2017.

Go Human, SCAG’s active transportation safety and encouragement community outreach campaign, aims to reduce traffic collisions in Southern California and encourages people to walk and bike more. The campaign provides advertising and educational resources to partners and implements temporary safety demonstration projects to showcase innovative transportation designs and help cities re-envision their streets as safer, more accessible places for walking and biking. Campaign staff will partner with stakeholders across the region to execute activities throughout “Walktober” to support safety and encouragement goals.



REPORT

On October 1, 2017, Go Human will partner with the City of Santa Monica’s “COAST Open Streets Festival (event information and map available at <https://beta.smgov.net/strategic-goals/mobility/coast>). The two mile corridor opens the streets to people walking and biking. Go Human will conduct education and outreach to participants.

On October 4th, Go Human’s partners at the Riverside University Health System Department of Public Health will host International Walk to School Day in Riverside County. The Riverside Safe Routes to School team has goals to reach 100 schools countywide to participate. Go Human has contributed materials for schools and agencies across Riverside County, including lawn signs with safety messaging.

Go Human will also partner with CicLAvia and the City of Los Angeles on October 8th to showcase walking and biking improvements alongside and adjacent to the open streets corridor (event information and map available at <http://www.ciclavia.org/>). With CicLAvia’s regional reach, Go Human will demonstrate a protected bike lane and place-making elements in downtown Los Angeles as part of the City’s Vision Zero initiative.

Finally, on October 21st, Go Human will partner with Orange County Public Works and the cities of Westminster, Garden Grove and Santa Ana to host “Redefine Hazard Avenue” in Orange County. The event will demonstrate a bike lane project along Hazard Avenue, spanning three cities. The corridor provides important access to destinations like schools and business for the surrounding community. Event information and map available at <http://gohumansocal.org/Pages/Events/RedefineHazard.aspx>.

Visit www.GoHumanSoCal.org to learn more about upcoming projects and events.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2017-2018 Overall Work Program (WBS Number 15-050.SCG00169.01: RTP/SCS Active Transportation Development & Implementation).

ATTACHMENT:

None.

DATE: October 5, 2017

TO: Executive Administration Committee (EAC)
Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

FROM: Stephen Patchan, Active Transportation & Special Programs, (213) 236-1936,
patchan@scag.ca.gov

SUBJECT: 2017/2018 Go Human Event Series

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Receive and File

EXECUTIVE SUMMARY:

On August 17, 2017, the Mobile Source Air Pollution Reduction Review Committee (MSRC) approved the 2017/2018 Go Human Event Series. Attached is the project list and associated budgets for the \$5 million event series, which will be co-funded by SCAG and MSRC. The majority of projects selected for this cycle of the Go Human Event Series were submitted and evaluated through SCAG's 2016 Sustainability Planning Grant (SPG) Call for Proposals, which was approved by the Regional Council on February 2, 2017 and augmented with additional projects on April 6, 2017. To meet MSRC's per county funding minimums, several projects were added to the program following the adoption of the SPG and based on the host jurisdictions submittal of a letter of interest to SCAG. With the MSRC's approval of the 2017/2018 Go Human Event Series, SCAG may now commence with the planning and implementation of demonstration events.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with State, Federal and private partners.

BACKGROUND:

The 2016 Sustainability Planning Grants (SPG) Call for Proposals awarded grants and is providing support to a wide-range of projects focused on implementing the region's 2016 Regional Transportation Plan/Sustainable Communities Strategy. The SPG relies on several different funding sources, including a partnership with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to support active transportation demonstration projects in the MSRC jurisdiction of Los Angeles, Orange, Riverside and San Bernardino counties. The MSRC's funding award was based upon SCAG's commitment to provide matching funds of at least an equivalent amount, and an agreement that each county within the MSRC's jurisdiction would receive a minimum of \$500,000 from the MSRC's investment.

REPORT

SCAG has prepared a work program for the 2017/2018 Go Human Event Series that includes projects awarded through the SPG, as well as, new projects submitted through subsequent outreach by partnering agencies in order to meet MSRC's funding thresholds. The work program was approved by the MSRC on August 17, 2017, allowing SCAG to move forward in partnership with local agencies to implement the 2017/2018 Go Human Event Series.

The attached 2017/2018 Go Human Event Series includes a column highlighting the funding amount and source for each event. The MSRC's total funding commitment is \$2.5 million. SCAG will provide co-funding (matching funds) of an equivalent amount to projects, as noted in the attachment. SCAG's co-funding is provided from grant funding awarded to the agency by the Office of Traffic Safety for a complementary advertising campaign and from the California Active Transportation Program for event implementation. SCAG is also providing in-kind resources through the allocation of staff time to administer the work program.

FISCAL IMPACT:

All staff costs associated with the administration of 2017/2018 Go Human Event Series are included in the FY2017/18 Overall Work Program under 050.00169.06.

ATTACHMENT:

Approved MSRC Program

Southern California Association of Governments
Proposed Implementation Program

County	City	Project	Description	Fund Source	Funding Amount
LA	Walnut Park	Walnut Park Demonstration Project	The County of Los Angeles will host a demonstration project in the unincorporated community of Walnut Park. This project will test out active transportation roadway design elements such as bulb-outs, enhanced crosswalks, wider sidewalks/bikeway, and lane conversions on Pacific Blvd between Florence Avenue and Cudahy Street. The final deliverables include a written summary report of the event, and a guide for organizing and conducting future demonstration projects.	MSRC	\$ 190,000
LA	Culver City	Culver City Go Human	The City of Culver City is planning to host a demonstration event that complements community outreach efforts for the City's Bicycle and Pedestrian Plan and is the catalyst for improvements along a high priority corridor. The selected corridor will host a temporary demonstration project that will provide real time examples of possible improvements. The event will provide an opportunity for the City to collect feedback for permanent project development.	MSRC	\$ 80,000
LA	La Canada Flintridge	La Canada Flintridge Go Human	The City of La Canada Flintridge will implement an active transportation demonstration project to increase walking and biking in the city. The event will be the first active transportation related event in the City and will provide a strong foundation to implement initiatives to increase biking and walking. The event will include an open streets event and a temporary demonstration cycle track to inform residents and community leaders on best design practices.	MSRC	\$ 75,000
LA	El Segundo	El Segundo Go Human	The City of El Segundo is interested in hosting an event to encourage walking and biking in the downtown business district and Smoky Hollow areas, explore opportunities to improve lighting, landscaping and streetscaping in the downtown to create a more pedestrian and bike-friendly environment, and promote fitness and a healthy lifestyle in the community.	MSRC	\$ 80,000
LA	Baldwin Park	Baldwin Park Go Human Bike---Friendly Business Program	The Baldwin Park Go Human Bike---Friendly Business Program is designed to highlight the bicycle as not just a recreational activity but a sustainable development tool. The project will use the Go Human campaign and materials as a starting point to develop a localized, comprehensive Bicycle---Friendly Business District program in Baldwin Park that supports local retail, commercial and public institutions via educational outreach, encouragement programming, and materials development that can be utilized by other SGVCOG cities, and potentially by other SCAG member cities and counties.	MSRC	\$ 168,500
LA	West Covina	West Covina	The City of West Covina will implement an event to promote the city's goals of accommodating multi-modal mobility, accessibility and safety needs while improving access and circulation for all users of city streets. The city hopes to use the event to help in implementing a complete streets policy and to build support for the development of a Comprehensive Bicycle Master Plan and for completing the Glendora Avenue Revitalization Project.	MSRC	\$ 75,000
LA	Rancho Palos Verdes	Rancho Palos Verdes Go Human	The City of Rancho Palos Verdes is proposing to host an open streets demonstration project that will serve the purpose of encouraging the use of active transportation by showcasing potential facility improvements. The event would close public streets to vehicular traffic and invite people to experience the street on foot and by bike, allowing them to experience what potential infrastructure changes could look and feel like and provide feedback to city staff.	MSRC	\$ 75,000
LA	San Gabriel Valley	Arrow Highway	The Arrow Highway Complete Street Demonstration Project is a regional partnership with San Dimas, La Verne, Pomona, Glendora and the San Gabriel Valley COG and affiliated cities. Temporary, multi-day installations of Protected Bikeways and pedestrian safety improvements will educate and engage community members, showing how a proposed Complete Street may look, and allow feedback to shape the future project and create a concept for possible installation.	MSRC	\$ 256,500
LA	Long Beach DHHS	Long Beach Safe Routes to School Program	The Health Department will implement a Safe Routes to School (SRTS) Program that will target elementary schools where at least 80% of the population is eligible for free or reduce price meals. The goal is to decrease collisions and increase walking and biking to school by: -Implementing SRTS activities at up to 25 elementary schools -Training staff to facilitate bike and ped safety workshops at schools -Utilizing advertising & education strategies to encourage safe driving near schools	SCAG	\$ 250,000
LA	El Monte	Greater El Monte Go Human Bike-Friendly Business Program	The proposed project will use Go Human campaign and materials as a starting point to develop a localized, comprehensive Bicycle-Friendly Business program in the cities of El Monte and South El Monte. The project will support local retail, commercial and public institutions via educational outreach, interactive encouragement programming, and program materials that can be utilized by other SGVCOG cities, and potentially by other SCAG member cities.	SCAG-ATP	\$ 196,552

Southern California Association of Governments
Proposed Implementation Program

LA	South El Monte	South El Monte Open Streets	The South El Monte Open Street event will encourage active transportation modes of bicycling and walking as means of transportation. Street closures will transform city streets into temporary non-motorized urban greenways, connecting South El Monte residents to local schools and community destinations. The open streets program is meant to highlight and complement ongoing/existing efforts to realize a more bike/pedestrian-friendly South El Monte and provide options for residents to walk and bike more to alleviate reliance on car use.	SCAG-ATP	\$ 200,000
OC	Orange County	Hazard Ave Demonstration Project	The Orange County Hazard Avenue event will demonstrate class IV bicycle facilities on Hazard Avenue. The event will allow the County to test the design and collect stakeholder input that will provide direction in final design. The event will also provide opportunities for the County and partnering cities to broadcast safety and encouragement messaging.	MSRC	\$ 200,000
OC	Costa Mesa	Merrimac Way Cycle Trac and Fairview Park Community Event	Project will host a cycle demonstration project on Merrimac Way for one month in order to gather feedback from residents and stakeholders. Fairview Park community event will provide information on how to travel to the park by using active transportation as well as provide information and encouragement for active transportation and Park active transportation amenities.	MSRC	\$ 160,000
	Buena Park	Beach Boulevard Open Streets	The event will implement an open streets event on Beach Boulevard in order to introduce place making concepts and strategies on to the corridor. The event could possibly include multiple jurisdictions that connects a several business district to each other as well as providing a direct connection to the beach. The project will commence a mult community initiative to host open streets on a frequent basis as well as test innovative approaches to infrastructure design.	MSRC	\$ 140,000
OC	Santa Ana	City of Santa Ana - Pedestrian and Bicyclist Education Campaign	The project will increase the share of active transportation and remedy the share of potential safety hazards that contribute to bicycle and pedestrian fatalities. This will be done through advertisements, distribution of collateral materials, bicycle safety courses, saturation patrols, bicycle rodeos, safety fairs, and development of school curriculum. An event will be hosted to demonstrate planned improvements for residents and stakeholders to provide feedback and to learn about the project benefits.	SCAG-ATP	\$ 500,000
RIV	Wildomar	City of Wildomar Active Transportation Plan	The City of Wildomar will implement a one day open streets event that will include a temporary demonstration of a priority corridor identified through the concurrent Active Transportation Plan development process. The event will provide a robust and unique public engagement opportunity for the parallel Active Transportation Plan process development.	MSRC	\$ 100,000
RIV	Lake Elsinore	Go Human	The City of Lake Elsinore is proposing to host an open streets demonstration project that will serve the purpose of encouraging the use of active transportation, promoting pedestrian and bicycle safety and showcasing potential facility improvements. The event would close public streets to vehicular traffic and invite people to experience the street on foot and by bike, allowing them to experience what potential infrastructure changes could look and feel like and provide feedback to city staff.	MSRC	\$ 150,000
RIV	Hemet	Go Human	The City of Hemet would like to host an event to demonstrate and receive feedback from the public on planned changes to streets and improvements to facilities to promote increased walkability and bikeability. The event will include at least one temporary demonstration event that will initiate community discussion on general active transportation encouragement efforts as well as promote possible infrastructure the city will consider in future improvements.	MSRC	\$ 150,000
RIV	La Quinta	Go Human	The City of La Quinta will implement an event in the La Quinta Village to provide education and public engagement opportunities about the benefits of complete streets, highlight ATP funded improvements in La Quinta Village, and provide a showcase of resident generated ideas for physical improvements in the area to address land use, mobility and health. The City hopes this event would help in creating a template for future public engagement efforts around land use and mobility planning.	MSRC	\$ 100,000
RIV	San Jacinto	Envision San Jacinto	Envision San Jacinto' Open Streets project is an opportunity to promote and educate residents about the benefits of safe, active transportation and demonstrate how proposed transportation improvements can make walking and biking a fun and viable form of transportation. Street closures along San Jacinto Ave. between Main and 7th Ave. will introduce Temporary Pop-Up roundabouts, mini-circles, and crosswalk pavement art, allowing participants to experience proposed transportation improvements.	SCAG	\$ 147,600

Southern California Association of Governments
Proposed Implementation Program

SBD	SBCTA	San Bernardino County Safe Routes to Schools Program	The project will implement active transportation events supporting the County's Safe Routes to School Program. The Program and events will implmenet education, encouragement, enforcement and evaluation at 25 schools. The project will host a implement multiple walking and bicycling events to educate students regarding safety and to increase the number of students walking and biking to school.	MSRC	\$ 250,000
SBD	SBCTA	San Bernardino County Safe Routes to Schools Program	The project will implement active transportation events supporting the County's Safe Routes to School Program. The Program and events will implmenet education, encouragement, enforcement and evaluation at 25 schools. The project will host a implement multiple walking and bicycling events to educate students regarding safety and to increase the number of students walking and biking to school. (This is the matching component of the project listed above.)	SCAG-ATP	\$ 637,000
SBD	Redlands	Go Human	The City of Redlands will an event with the goals of engaging the public in building effective ATP and other grant applications, promoting walking and biking as equal transportation options and providing public safety education for the community. The open streets event will provide feedback opportunities for biking and walking plan initiatives.	MSRC	\$ 125,000
SBD	Ontario	Go Human	The City of Ontario wishes to capitalize on completion of the G Street Crosstown Bike Route by conducting an open streets event in conjunction to encourage active transortation use and teach bike and pedestrian safety. These projects would also help in building community interest in biking, especially among children commuters and local residents, creating a framework for how to get public input on active transportation for future outreach efforts and connecting potential cyclists to local advocacy groups to provide support for active transportation.	MSRC	\$ 125,000
All	All	Go Human Advertising Campaign	This project will continue the successful a multimedia Go Human marketing campaign across Southern California. The campaign will adress real and percieved safety issues and encourage additional trips by walking and bicycling to reduce vehicle miles traveled. Two rounds of media will be conducted over the spring and fall of 2018 targeting drivers, bicyclists and pedestrians.	SCAG-OTS	\$ 500,000
All	All	Go Human Project Manager	The Go Human Project manager will provide project oversight and management of program staff and consultants. Duties include day to day oversight of consultant tasks outlined in each consultant contract that pertain to advisory committee facilitation, public outreach, event planning, temporary installation design, programming coordination and day of logistics. The Project Manager will also oversee communications and marketing tasks implemented primarily by SCAG staff with supplemental assistance by consultants on a project by project basis.	SCAG	\$ 70,035

TOTAL PROGRAM VALUE	\$ 5,001,187
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**2018 REGULAR MEETING SCHEDULE OF THE
REGIONAL COUNCIL AND POLICY COMMITTEES**
(APPROVED BY THE REGIONAL COUNCIL 09-07-2017)

ALL REGULAR MEETINGS ARE SCHEDULED ON THE 1ST THURSDAY OF EACH MONTH.

**LOCATION: SCAG HEADQUARTERS OFFICE, INTERCONTINENTAL HOTEL,
900 WILSHIRE BOULEVARD, 17TH FLOOR, LOS ANGELES, CA 90017**

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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EXECUTIVE/ ADMINISTRATION COMMITTEE (EAC)	COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD)	ENERGY AND ENVIRONMENT COMMITTEE (EEC)	TRANSPORTATION COMMITTEE (TC)	REGIONAL COUNCIL (RC)
Board Room 9AM – 10AM	Policy Room B 10AM – 12PM	Policy Room A 10AM – 12PM	Board Room 10AM – 12PM	Board Room 12:15PM – 2PM
January 4, 2018 (DARK)				
February 1, 2018				
March 1, 2018				
April 5, 2018				
May 3 - 4, 2018 SCAG 2018 REGIONAL CONFERENCE AND GENERAL ASSEMBLY RENAISSANCE RESORT AND SPA, 44400 INDIAN WELLS LANE, INDIAN WELLS, CA 92210				
June 7, 2018				
July 5, 2018				
August 2, 2018 (DARK)				
September 6, 2018 [Note: League of CA Cities Annual Conference, Long Beach, CA; Sep. 9 – 12]				
October 4, 2018				
November 1, 2018				
December 6, 2018 [NOTE: SCAG 9TH ANNUAL ECONOMIC SUMMIT, IN LIEU OF THE REGULARLY SCHEDULED MEETINGS]				

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DATE: October 5, 2017

TO: Energy and Environment Committee (EEC)
Transportation Committee (TC)
Community, Economic & Human Development (CEHD)
Executive Administration Committee (EAC)
Regional Council (RC)

FROM: Jason Greenspan, Manager of Sustainability; greenspan@scag.ca.gov, (213) 236-1859

SUBJECT: SB 1 Sustainable Communities Planning Grant Programs

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File – No Action Required

EXECUTIVE SUMMARY:

On September 14, 2017, the California Department of Transportation (Caltrans) released its Final SB 1 Grant Guide and a Call for Applications for Sustainable Communities Planning and Climate Adaptation Grants for FY 17-18. Sustainable Communities Planning Grants will fund a total \$25 million in transportation and land use planning projects that further an MPO's RTP/SCS, and contribute to the State's GHG reduction targets. Additionally, \$7 million of SB1 Climate Adaptation Grant funds will be awarded on a competitive basis to support planning actions at local and regional levels that advance climate change adaptation efforts on the transportation system.

STRATEGIC PLAN:

This item supports SCAG Regional Goal 1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, c) Provide practical solutions for moving new ideas forward

BACKGROUND:

Caltrans has released its Final SB 1 Grant Guide and a Call for Applications for Sustainable Communities Planning and Climate Adaptation Grants for FY 17-18. Sustainable Communities Planning Grants will fund a total \$25 million in transportation and land use planning projects that further an MPO's RTP/SCS, and contribute to the State's GHG reduction targets. SCAG will receive over \$5 million in Sustainable Communities Planning formula funds to be used consistent with the Final Grant Guidelines. A total \$12.5 million in grant funds will be available on a competitive basis to non-MPO regional transportation planning agencies, transit agencies, cities, counties, and Native American Tribal Governments. Additionally, \$7 million of SB 1 Climate Adaptation Grant funds will be awarded on a competitive basis to support planning actions at local and regional levels that advance climate change adaptation efforts on the transportation system. Grant applications for competitive funds are due by October 20, 2017, and SCAG will also provide Caltrans with project descriptions for the programming of formula grant funds by this date. A draft of a formal amendment to SCAG's current Overall Work

REPORT

Program, including scope(s) of work and timeline(s), will be submitted to Caltrans with the project descriptions by October 20th.

SCAG staff is working to develop the project descriptions that will be submitted to Caltrans by October 20th for the formula grant funds. SCAG is prioritizing projects that will benefit our member jurisdictions- such as additional funding for the Sustainability Planning Grant program and the Future Cities Initiative, as well as funding for other studies and planning projects to support the development of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Future SB 1 formula based funding for SCAG and other MPOs will be dependent on MPOs, like SCAG, to develop a SCS in the next planning cycle that continues to demonstrate meeting the SB 375 per capita GHG reduction targets established by the California Air Resources Board.

FISCAL IMPACT:

None

ATTACHMENT:

None

DATE: October 5, 2017

TO: Regional Council (RC)
Executive Administration Committee (EAC)
Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Sarah Dominguez, Associate Regional Planner, dominguezs@scag.ca.gov, (213) 236-1918

SUBJECT: Affordable Housing and Sustainable Communities (AHSC) Program Update and SCAG Technical Assistance

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR CEHD COMMITTEE:
For Information Only - No Action Required.

RECOMMENDED ACTION FOR EAC, RC, EEC AND TC:
Receive and File

EXECUTIVE SUMMARY:
The Strategic Growth Council (SGC) has released the Notice of Funding Availability for the third round of the Affordable Housing Sustainable Communities (AHSC) program. AHSC funds the development of affordable housing and alternative transportation infrastructure through the Greenhouse Gas Reduction Fund (GGRF). SCAG has been providing capacity building support and technical assistance for the AHSC program since 2015. This year, SGC is funding technical assistance for several applicants across the state, which SCAG will supplement to provide support to additional applicants within our region. The due date for AHSC round three applications is January 15th, 2018.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies: Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
The AHSC Program is a statewide competitive program to provide grants and loans for affordable housing, infill and compact transit-oriented development, and infrastructure connecting these projects to transit. This program is intended to further the regulatory purposes of AB 32 and SB 375 by investing ongoing Greenhouse Gas Reduction Fund (GGRF) appropriations in projects that achieve GHG and vehicle miles travelled (VMT) reductions and increase accessibility of housing and key destinations. The Strategic Growth Council and Department of Housing and Community Development (HCD) administer the program, including project evaluation and the approval of funding awards.



REPORT

Through the first two funding rounds of the AHSC program, SGC has awarded over \$443 million to 58 projects across the state. In the SCAG region, 19 projects have been awarded a total of \$119 million and will build a combined 1,655 housing units.

During the last AHSC Round 2, SCAG partnered with SGC on the 2016-17 Technical Assistance Pilot which availed the region to nearly \$200 thousand in State resources to build capacity for competitive projects in future rounds. Staff leveraged the Pilot resources to provided technical assistance to 40 applicants and after the funding round closed, SCAG hosted nine (9) capacity building workshops to improve regional competitiveness for future rounds of funding.

Next Steps

For AHSC Round 3, SGC anticipates \$155 million of funding to be available for awards. SGC is also funding Technical Assistance to a limited number of potential applicants across the state. SCAG staff is coordinating with SGC on this effort and will be providing supplemental TA to eligible applicants in the SCAG region that did not receive state-funded technical assistance. Applications are due January 15, 2018 and award recommendations are anticipated to be announced in June 2018.

FISCAL IMPACT:

Work associated with this item is included in the current FY2017/18 Overall Work Program (150.04094.02, Greenhouse Gas Reduction Fund Technical Assistance).

ATTACHMENT:

None

DATE: October 5, 2017
TO: Transportation Committee (TC)
FROM: Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov
SUBJECT: Riverside Transit Agency First and Last Mile Mobility Plan and Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

This report updates TC members on the Riverside Transit Agency's (RTA) First & Last Mile Mobility Plan and its new RapidLink Gold Line. Rohan Kuruppu, RTA Director of Planning, will present and update the TC.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

In 2015, RTA received a Caltrans Sustainable Transportation Planning grant through SCAG to conduct a first and last mile study that resulted in the *RTA First & Last Mile Mobility Plan*, completed in July 2017. The report is available for review online at: goo.gl/fpKZuc. The study included an analysis of existing conditions, public outreach and surveying, identification of a typology of six common types of RTA transit stop environments, identification of six pilot locations, and implementation recommendations for the pilot locations that could be applied as templates to other locations in Riverside County and the SCAG region.

Additionally, on August 28, 2017, RTA implemented its first limited stop bus route known as the RapidLink Gold Line between the Corona Transit Center and University of California, Riverside along Magnolia and University Avenues using uniquely-branded buses and stops on the 19-mile corridor. Compared to the over 70 stops on the local Route 1 service, it has just 12 intermediate stops resulting in 30 percent faster travel times. The brand new buses are equipped with Wi-Fi and USB charging outlets.

FISCAL IMPACT:

Work related to this project was included in the FY 17 OWP under Work Element No. 17-145.SCG03477.01 – RTA First and Last Mile Strategic Mobility Assessment.

ATTACHMENTS:

1. March 23, 2017 RTA Board Report
2. PowerPoint Presentation

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RIVERSIDE TRANSIT AGENCY
1825 Third Street
Riverside, CA 92507

March 23, 2017

TO: BOARD OF DIRECTORS
THRU: Larry Rubio, Chief Executive Officer
FROM: Rohan Kuruppu, Director of Planning
SUBJECT: First and Last Mile Strategic Plan Executive Summary and Final Report

Summary: California Department of Transportation (Caltrans), Division of Transportation Planning, administers statewide transportation planning grant programs utilizing State and Federal Section 5304 funds. Under the *Transit Planning for Sustainable Communities* section of Statewide Planning Program, Riverside Transit Agency received funds to study access to transit and develop a plan to improve connectivity to transit services. The deliverable of the study is a “First and Last Mile Strategic Plan,” providing alternatives and mobility options for the first and last mile experience at a range of transit stops throughout the RTA service area.

A typical transit trip starts with the rider making a journey from home to a transit facility and ends with the rider making their way from a transit facility to their final destination. These two segments of the trip are referred to as the first and last mile segments. Finding the best alternative for the first and last mile segments of a trip is a dilemma faced by many commuters. By studying motorized and non-motorized travel alternatives, not only would the transit network be enhanced, but more commuters would be encouraged to use public transit as a mode of travel. Assembly Bill 32 and Senate Bill 375 set regional goals for reducing greenhouse gas emissions and require the development of “Sustainable Communities Strategies” to best integrate land use, housing, and transportation activities. The recommended strategies outlined in the study may vary by sub-region and community; however this effort will ultimately help satisfy the State goals and objectives by allowing for increased transportation usage.

The Western Riverside Council of Governments (WRCOG) Planning and Public Works Directors Committees have acted as steering committees for the project to allow the consultants to gain input from RTA member cities and the County. The project was also conducted in partnership with Southern California Association of Governments SCAG and Caltrans, with these

agencies managing the federal funds allocated to the project.

The initial efforts of the project focused on three tasks:

- Outreach: Collecting input from RTA customers and the community about their experiences accessing our transit services.
- Toolbox: Documenting tools/best practices commonly used to improve the first mile last mile experience.
- Station Typology: Developing a classification of the RTA network of over 2,500 bus stops and transit centers across the RTA service area.

For the first key task of outreach, a short survey was developed to collect data on people's first mile last mile experience. The survey was made available to the public online through RTA's website as well as distributed through RTA Transportation Now groups, our member cities and the county, RCTC, and WRCOG. Staff and consultants also visited RTA transit centers and various community events to gather input. 64 percent of the 928 people surveyed identified having one or more issues with accessing transit. The most common issues the survey identified were with the physical environment of the first mile and last mile segments:

- Missing Sidewalks (55% of those surveyed)
- Auto Traffic (47%)
- Personal Safety (38%)
- Long distances/Poor Connectivity to Transit Stops (37%)
- Difficulties Crossing Intersections or Streets (33%)

For the second key task, the consultants also compiled a set of tools/best practices commonly used to address such problems. Some of the ideas are new sidewalks, crossing facilities, lighting, etc. to improve the pedestrian experience, new bike lanes and bike parking to enhance bike access, and improved parking at larger transit stops.

The third key task was the classification of transit stops into a typology of six common types of RTA transit stops environments based on a range of characteristics as shown in the table on the next page:

Urban Core (14 stops/stop pairs)	<ul style="list-style-type: none">• Highest number of activity centers.• Highest population & employment densities.• Low auto-centric development patterns.• Existing walking facilities.• Grid street network.
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Core (201 stops/stop pairs)	<ul style="list-style-type: none"> • Located just outside of urban core. • Moderate densities. • More auto-centric development connected by high speed arterials / highways.
Suburban (882 stops/stop pairs)	<ul style="list-style-type: none"> • Moderate to low density single family residential development. • Non-linear street patterns. • Disjointed pedestrian facilities.
Rural (87 stops/stop pairs)	<ul style="list-style-type: none"> • Remote or underdeveloped area outside of the city or town. • Minimal or non-existent pedestrian facilities. • Low density development patterns.
Commercial (229 stops/stop pairs)	<ul style="list-style-type: none"> • Commercial development distributed along a major corridor or concentrated within an area. • Includes employment, shopping and community services. • Destinations surrounded by high quantities of parking.
Industrial and Business Parks (158 stops/stop pairs)	<ul style="list-style-type: none"> • Facilities typically utilize large areas of land which limits the diversity of land uses.

Each of these six categories varied in terms of factors present within the 0.5 mile/10-minute walk and 3 mile/15-minute bicycle ride around transit stops.

The project team reviewed six transit stops, one for each of the six station typology categories representative of transit stops throughout the RTA network. The First and Last Mile Strategic Plans developed for each of these six locations match tools/best practices to existing conditions to improve the first and last mile experience for people accessing transit. These six transit stops will act as pilot locations and provide templates for improvements to other transit stops in each of these categories. The pilot locations were as follows:

- Urban Core: University & Lemon, Downtown Riverside
- Core: Perris Station Transit Center, Downtown Perris
- Suburban: Winchester and Nicolas Roads, Temecula
- Rural: Winchester and Simpson Roads, Winchester
- Commercial: Limonite and Pat's Ranch Roads, Jurupa Valley
- Industrial and Business Parks: Perris Boulevard & Rivard Road Moreno Valley

The recommendations from these plans are contained in the attached Final Report Executive Summary. They were shared with the project steering committee in October 2016 and at a public event in December 2016, as well as reviewed by each of the cities where the pilot studies were located and the County of Riverside for the Winchester location.

The first and last mile recommendations for each pilot study location varied due to differences in surroundings and existing amenities. The most common improvements that encompassed all six pilot studies are:

- Add sidewalks (complete pedestrian networks)
- Add new and/or improve existing crosswalks (provide safe high visibility crossings)
- Provide new and improved bike lanes (complete bike networks)

The First Mile Last Mile Strategic Plan provides templates for first and last mile plans for other locations throughout the RTA service area. These plans are strategic in nature, not capital projects with associated capital funding requests. These templates contain the strategies or “tools” necessary to enhance the first and last mile experience for those accessing the RTA transit system. This will help the system retain and grow ridership.

The project’s final report will be shared with all member cities and the County, and the full document is now available on the Agency’s website at www.RiversideTransit.com/firstlastmile. This plan will help staff to consider, in partnership with RTA, first mile last mile strategies as part of all new developments and improvement opportunities. Future capital projects will be developed in partnership with cities using these templates as guidance. As opportunities for new or improved development occur throughout the RTA service area, RTA looks forward to working with its membership jurisdictions to implement first and last mile improvements.

Fiscal Impact:

There is no fiscal impact. The Agency was awarded \$171,600 in Federal Section 5304 funds under the Caltrans Transportation Planning Grant program, with a local cash match amount of \$23,400 in Local Transportation Funds (LTF), which have covered the cost of the project. The recommendations are in the form of strategic pilot location plans, and are not capital projects requiring funding at this time.

Committee Recommendation:

This item was discussed at the Board Administration and Operations Committee meeting of March 1, 2017. The committee members unanimously approved and recommended this item to the full Board of Directors for their consideration.

Recommendation:

- Receive and file the First and Last Mile Strategic Plan Executive Summary and Final Report.

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First Mile Last Mile Mobility Plan & RapidLink Gold Line Project

SCAG Transportation Committee Meeting
October 5, 2017



Problem Statements

- 2,500 sq. miles
- 18 cities and 4 Supervisorial Districts
- Urban & rural communities
- Resources & expertise
- Costly retrofitting
- Evolving modes & mobility technologies (continued)...

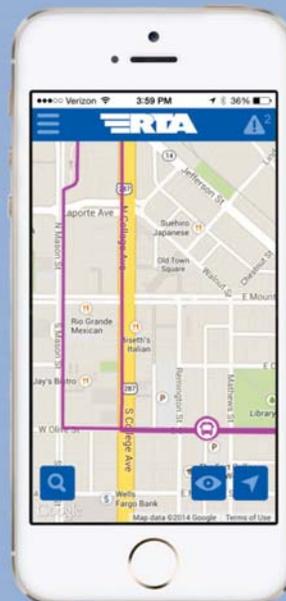


Technology on RTA Buses



www.RTABus.com

Real-time information



New/Emerging First and Last Mile Options

Ridesharing /
Ridehailing Services



Carshare Services



Bikeshare and Bike
Station Services



New and emerging Transit



Electrification and Driverless Vehicles



7

What is a Mobility Hub?

- A Mobility Hub is a place where all modes of transportation, technology and transit supportive land uses come together...
- Single Point of Transit (SPOT)

Project Objective

Develop a comprehensive plan & resource bank (toolbox) to enable RTA to work efficiently and effectively with local jurisdictions, developers and residents to deliver effective first mile/last mile mobility solutions

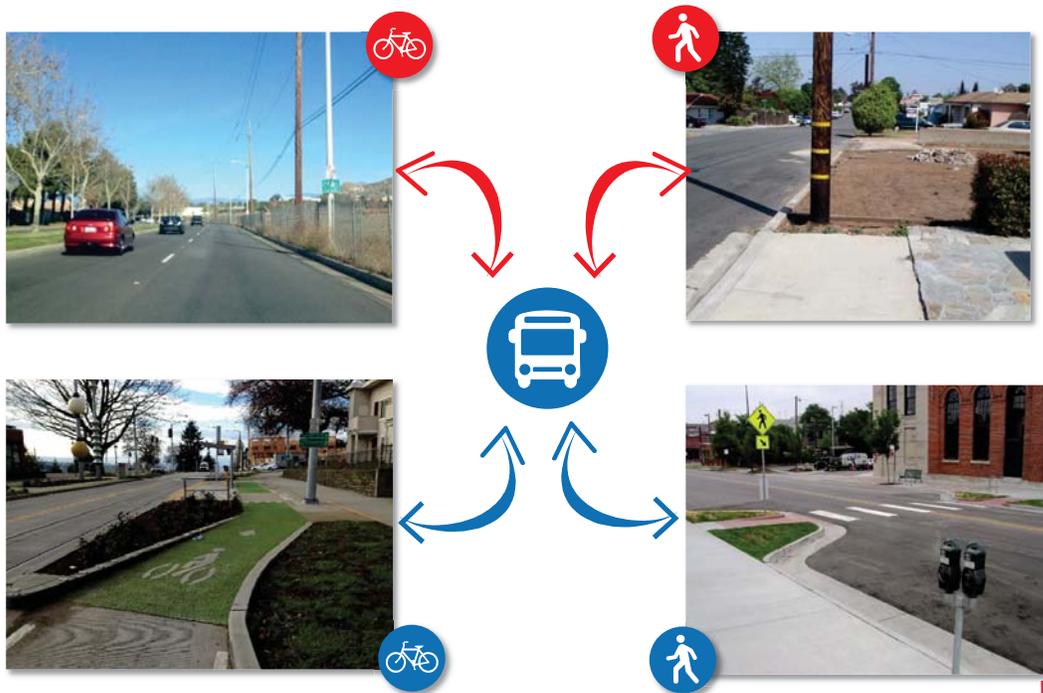
RTA First and Last Mile Mobility Plan

Strategic Plan: Process to assess and develop recommendations



What the RTA First Mile/Last Mile IS about.

Strategic Plan of First and Last Mile Project Concepts for Providing Safe and Efficient Access to Transit...



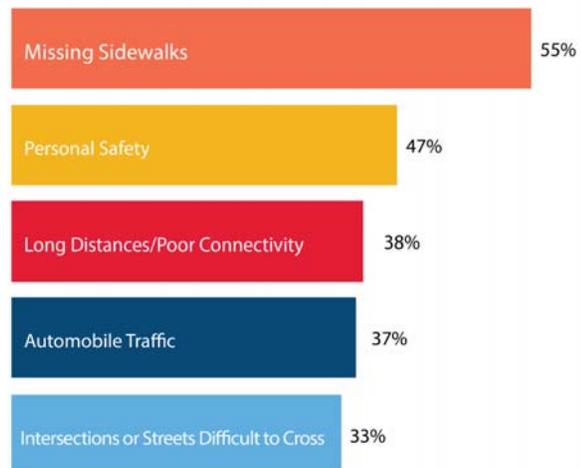
RTA First & Last Mile Mobility Plan | RTA Board Meeting | March 1, 2017

Existing Conditions & Survey Outreach

Do you experience any problems walking, cycling or accessing transit?



Please note specific problems encountered at particular locations or along a particular routes.



Toolkit of Best Practices



Complete Sidewalk Network



High Visibility Crosswalks



Increased Lighting



Enhanced Bike lanes



Regional Connectivity



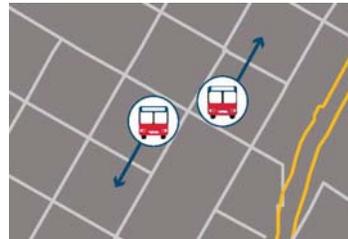
Neighborhood Connectivity



Bicycle Parking



Shelter



Matching Bus Stop

Pilot Study Template – Sample



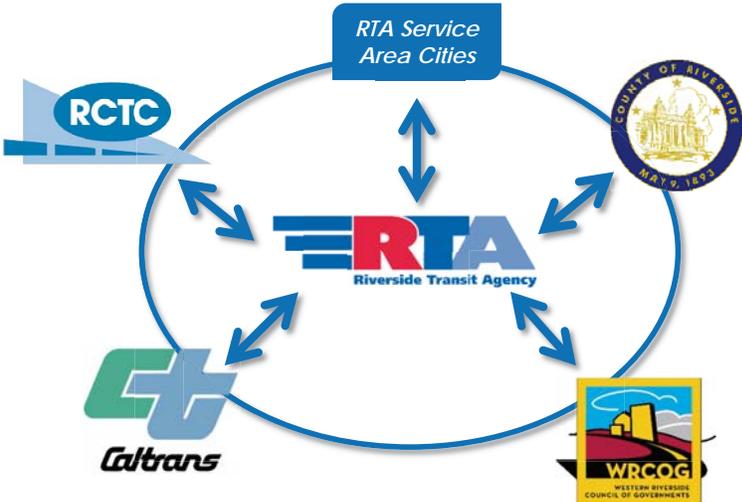
Urban Core

Station: East University Avenue and Lemon Street



First and Last Mile Mobility Plan Implementation partnerships

Examples of plan put to work

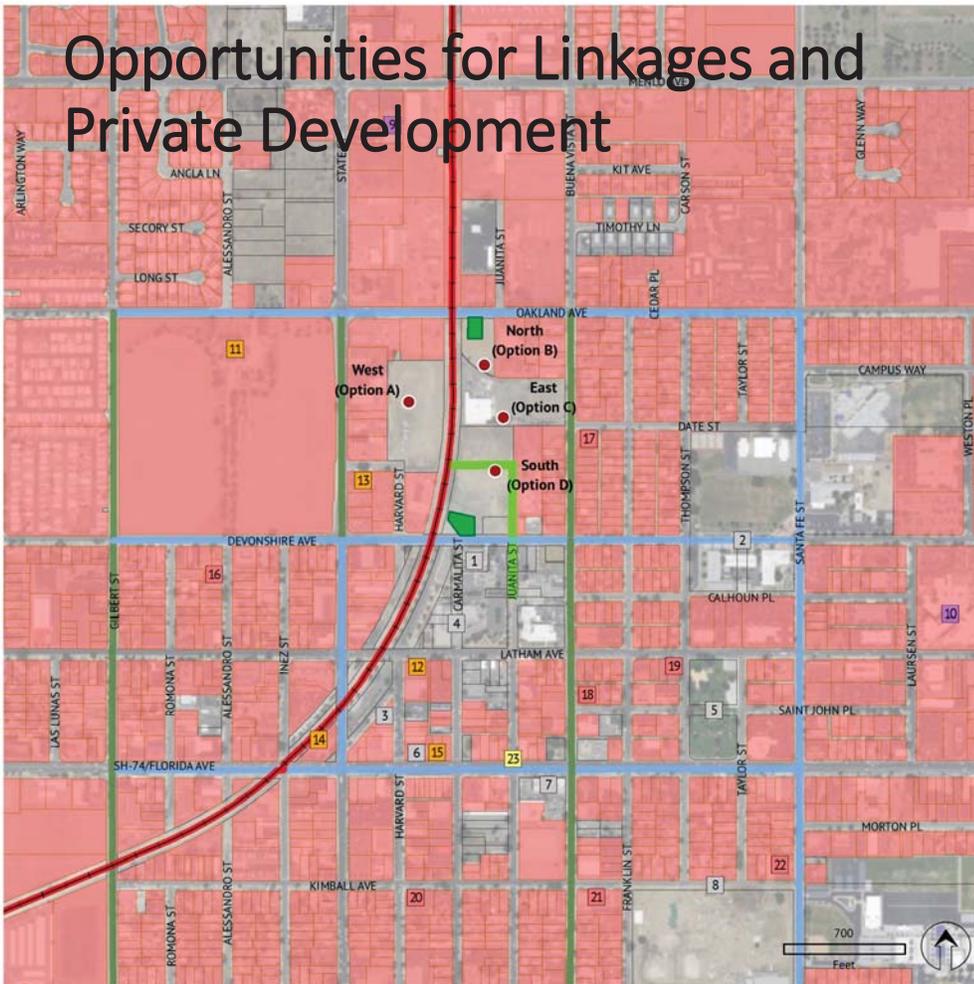


RTA First & Last Mile Mobility Plan | RTA Board Meeting | March 1, 2017

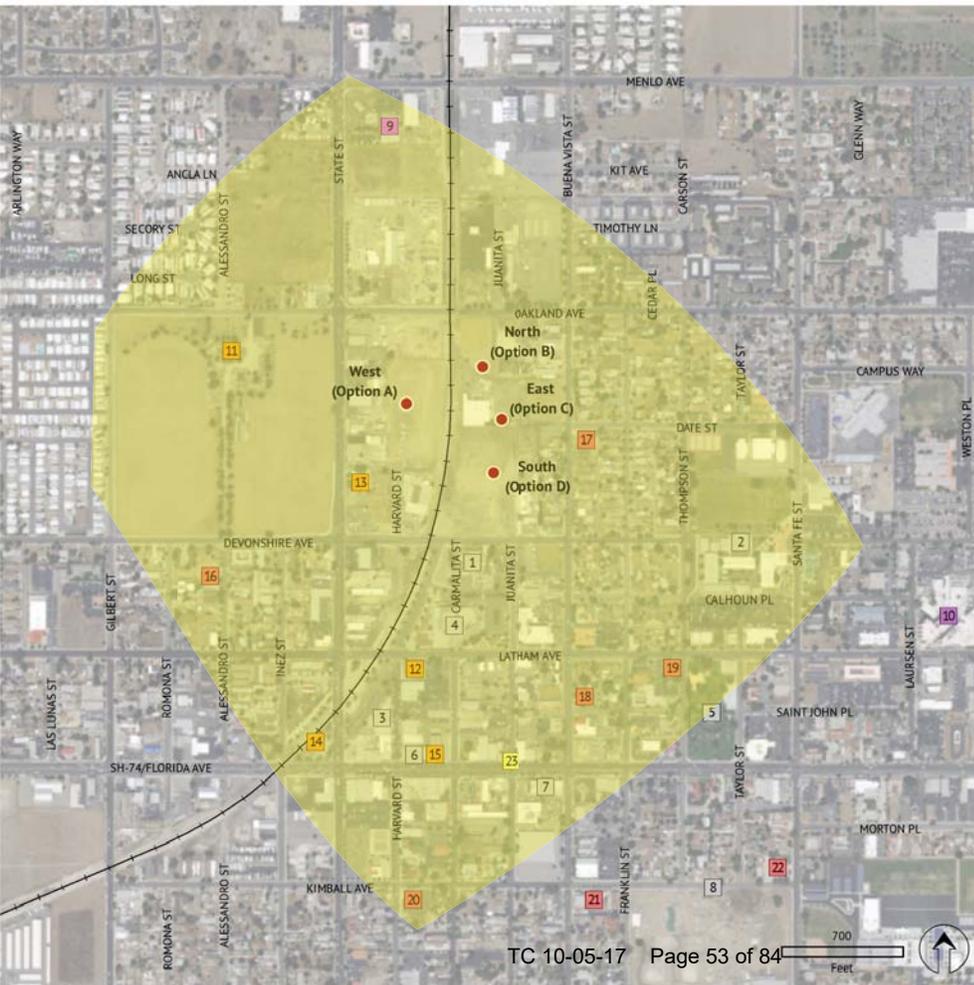
HEMET Mobility Hub Project



Opportunities for Linkages and Private Development



- Site Option
- Improved Parkway
- Proposed Bikeways**
 - Multi-use Path (Class I)
 - Bike Lane (Class II)
 - Bike Route (Class III)
- Private Ownership
- Public Ownership
- Park Space
- Community Destinations**
 - 1 Senior Center
 - 2 Santa Fe Education Center
 - 3 Diamond Valley Arts Council (DVAC)
 - 4 Hemet Public Library
 - 5 Weston Park
 - 6 Bank of Hemet Building
 - 7 City Hall
 - 8 Hemet Elementary
- Health Destinations**
 - 9 Riverside County Mental Health
 - 10 Hemet Valley Medical Center
- Historic Destinations**
 - 11 Hemet Stock Farm
 - 12 Victorian Bridal Museum/Hemet Valley Art Association/Old Opera House
 - 13 Meier House
 - 14 Hemet Museum/Santa Fe Depot
 - 15 Historic Hemet Theatre
- Religious Destinations**
 - 16 Pentecostal Holiness Church
 - 17 Grace Chapel
 - 18 Unity Valley Church
 - 19 Hemet Christian Assembly
 - 20 First Assembly of God of Hemet
 - 21 First Presbyterian Church
 - 22 Calvary Foursquare Church
- Retail Destinations**
 - 23 Retail Destination



Major Destinations in the Study Area

- Site Option
- Community Destinations**
 - 1 Senior Center
 - 2 Santa Fe Education Center
 - 3 Diamond Valley Arts Council (DVAC)
 - 4 Hemet Public Library
 - 5 Weston Park
 - 6 Bank of Hemet Building
 - 7 City Hall
 - 8 Hemet Elementary
- Health Destinations**
 - 9 Riverside County Mental Health
 - 10 Hemet Valley Medical Center
- Historic Destinations**
 - 11 Hemet Stock Farm
 - 12 Victorian Bridal Museum/Hemet Valley Art Association/Old Opera House
 - 13 Meier House
 - 14 Hemet Museum/Santa Fe Depot
 - 15 Historic Hemet Theatre
- Religious Destinations**
 - 16 Pentecostal Holiness Church
 - 17 Grace Chapel
 - 18 Unity Valley Church
 - 19 Hemet Christian Assembly
 - 20 First Assembly of God of Hemet
 - 21 First Presbyterian Church
 - 22 Calvary Foursquare Church
- Retail Destinations**
 - 23 Retail Destination
- Area within 10 Minute Walk of Study Area



Option A: 5 & 10 Minute Walk Times

- Site Option
 - 5-Minute Walk Area
 - 10-Minute Walk Area
- Community Destinations**
- 1 Senior Center
 - 2 Santa Fe Education Center
 - 3 Diamond Valley Arts Council (DVAC)
 - 4 Hemet Public Library
 - 5 Weston Park
 - 6 Bank of Hemet Building
 - 7 City Hall
 - 8 Hemet Elementary
- Health Destinations**
- 9 Riverside County Mental Health
 - 10 Hemet Valley Medical Center
- Historic Destinations**
- 11 Hemet Stock Farm
 - 12 Victorian Bridal Museum/Hemet Valley Art Association/Old Opera House
 - 13 Meier House
 - 14 Hemet Museum/Santa Fe Depot



Your vision to reality

View from the Greenway looking south/Devonshire



Your vision to reality

View from the Greenway looking south/Devonshire



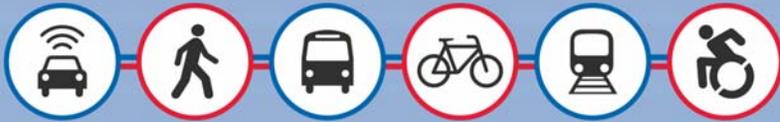
Your vision to reality

View from Devonshire & Juanita looking northwest

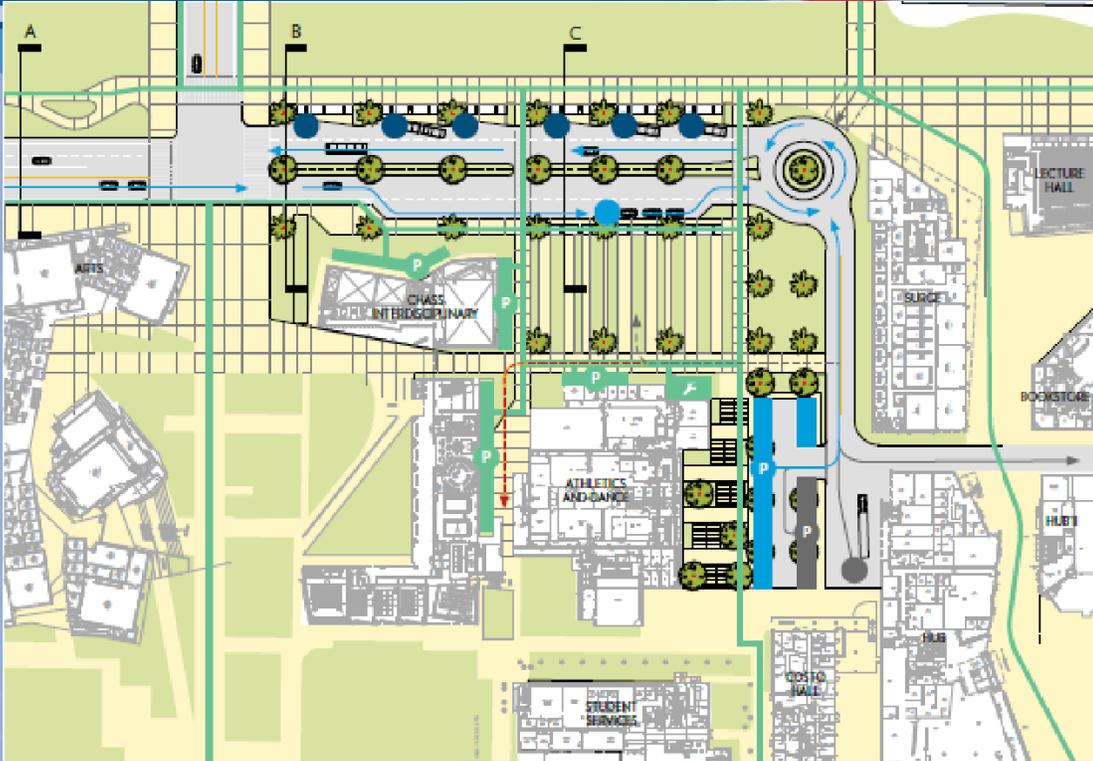


UCR

Mobility Hub

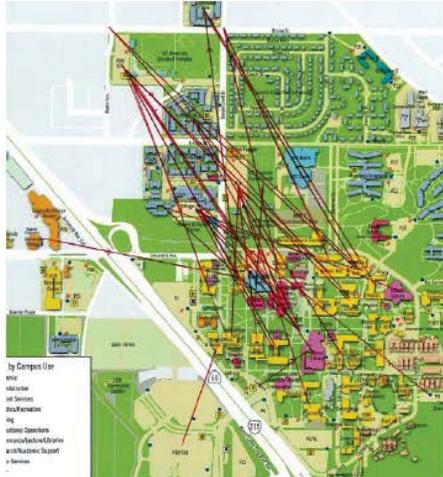


UCR Mobility Hub

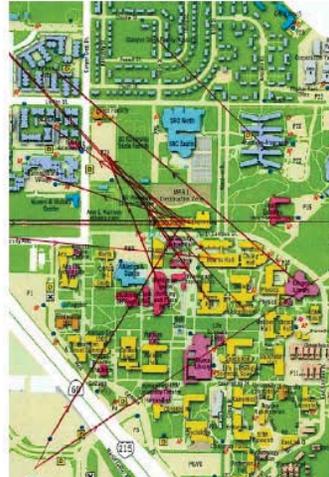


Pedestrian circulation analysis

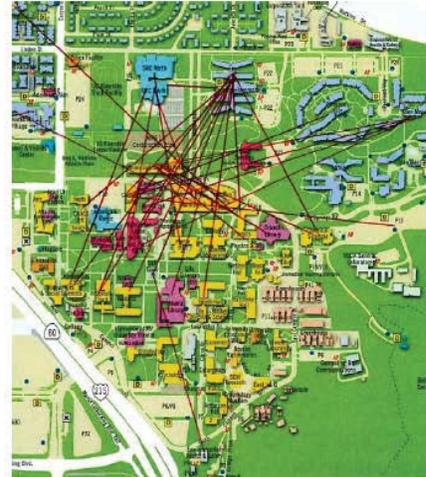
A By University/Canyon Crest



B By Recreation Mall



C Aberdeen & North Campus

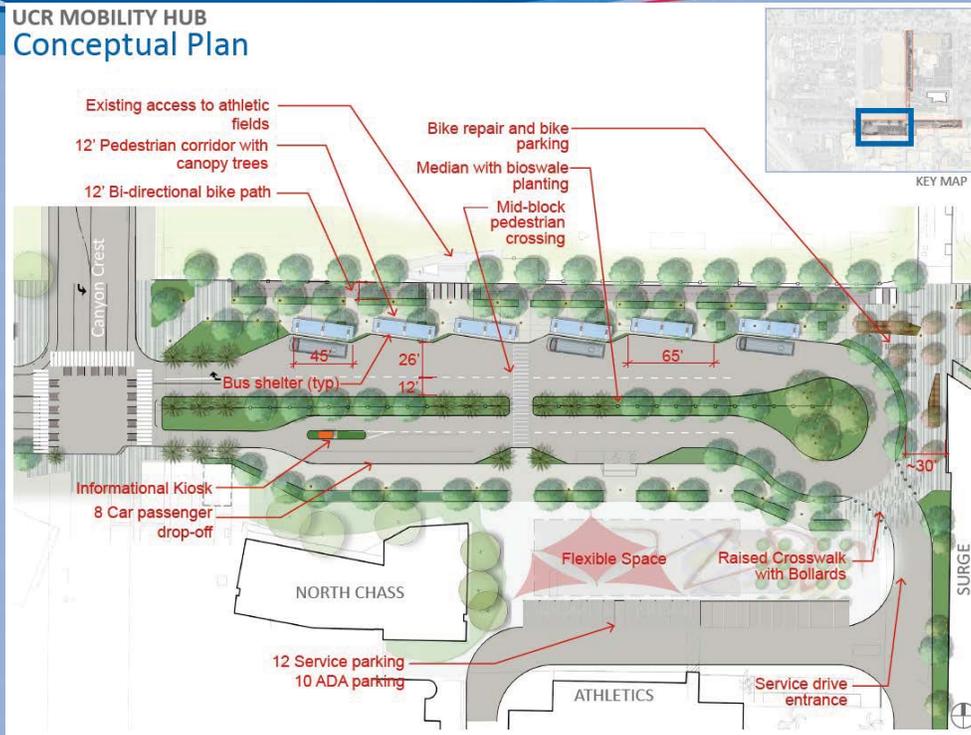


Pedestrian/non-motorized circulation

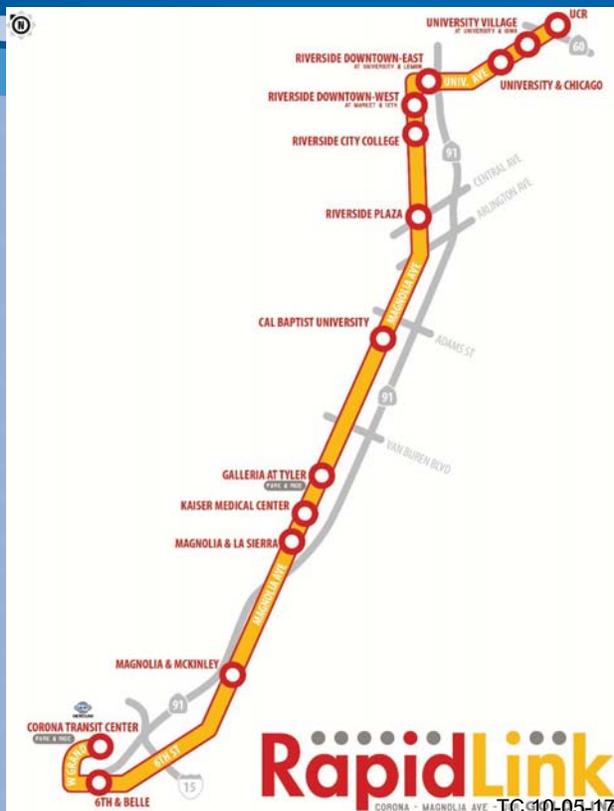


Multi-mobility, technology, land use

UCR MOBILITY HUB Conceptual Plan



RapidLink Service



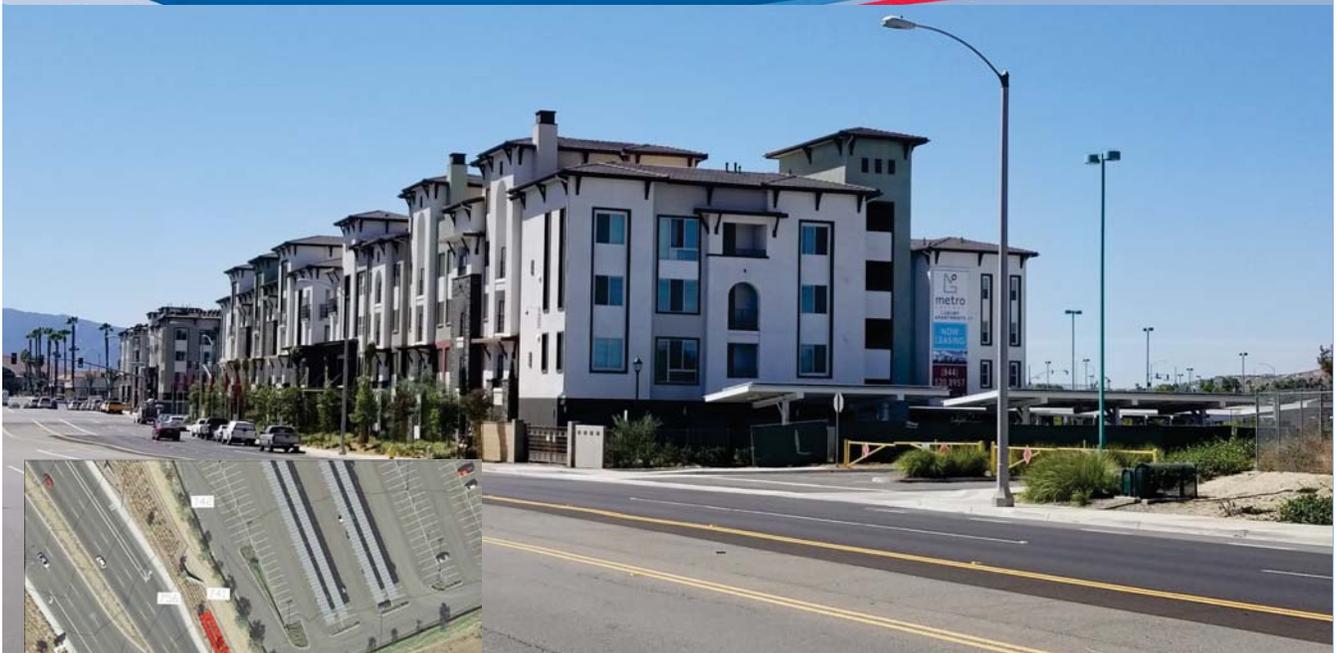
- Monday, August 28th 2017
- Corona Transit Center to UCR with 12 intermediate stops



Promenade Mall Mobility Hub



La Sierra Station



Eastvale/Amazon Hub

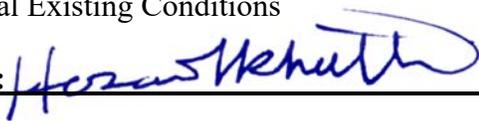


Thank you!



DATE: October 5, 2017
TO: Transportation Committee (TC)
FROM: Naresh Amatya, Acting Director of Transportation, (213) 236-1885,
amatya@scag.ca.gov
SUBJECT: Transportation Safety Regional Existing Conditions

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

The Federal Highway Administration (FHWA) issued a Final Rule, effective April 14, 2016, to establish performance measures for state departments of transportation (DOTs) to carry out the Highway Safety Improvement Program (HSIP) as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The Final Rule calls for State DOTs, working with Metropolitan Planning Organizations (MPOs), to assess five transportation fatality and serious injury metrics established under the rule, and establish targets for reducing the number of transportation fatalities and serious injuries. The Final Rule is available at: <http://safety.fhwa.dot.gov/hsip/rulemaking/>. To assist in the effort of establishing regional safety targets, SCAG staff developed an existing conditions report to review our region's roadway collision data, patterns, and trends. Highlights from the report will be shared at the October 5, 2017 Transportation Committee meeting.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

Safety Performance Management Measures Final Rule

The Federal Highway Administration (FHWA) issued the National Performance Management Measures: Safety Performance Management Measures Final Rule, effective April 14, 2016, to establish performance measures for state departments of transportation (DOT) to carry out the Highway Safety Improvement Program (HSIP). State DOTs and Metropolitan Planning Organizations (MPOs) will be expected to use the information and data generated as a result of the new regulations to inform their transportation planning and programming decision-making and link investments to performance outcomes. In particular, FHWA expects that the new performance measures will help state DOTs and MPOs make investment decisions that will result in the greatest possible reduction in fatalities and serious injuries. The Final Rule is aligned with California Department of Transportation (Caltrans') support of Toward Zero Deaths (TZD) (similar to Vision Zero), which has also been adopted by many state DOTs and municipalities (e.g., Los Angeles).

The Final Rule calls for State DOTs, working with MPOs, to assess fatalities and injuries on all public roads, regardless of ownership or functional classification. Specifically, the Final Rule establishes the following five performance measures for five-year rolling averages for:

- Number of Fatalities;
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
- Number of Serious Injuries;
- Rate of Serious Injuries per 100 million VMT; and
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

The Final Rule also establishes the process for DOTs and MPOs to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

Caltrans is required to establish statewide targets on an annual basis, beginning this past August 2017 for calendar year 2018 targets. SCAG is required to establish targets for the same five safety performance measures up to 180 days after Caltrans establishes targets (i.e., February 27 each year). SCAG has the option to agree to support Caltrans' targets, establish numerical targets specific to our region, or use a combination of both. SCAG must provide regular updates on its progress towards achieving these targets, including in the Regional Transportation Plan/Sustainable Communities Strategy and the Federal Transportation Improvement Program.

FHWA will consider whether Caltrans has met or made significant progress toward meeting its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. The met or made significant progress determination only applies to State DOT targets, not MPOs. However, as part of oversight of the planning process, FHWA will review how MPOs such as SCAG are addressing their targets or assisting the state in addressing its targets during Transportation Management Area (TMA) Certification Reviews, when FHWA reviews the Transportation Improvement Programs (TIPs) and State Transportation Improvement Programs (STIPs). FHWA will also review how MPO targets are achieved during the Federal Planning Finding associated with the approval of the STIP. If California does not meet its targets, a State Implementation Plan will have to be developed to meet its targets, and whatever flexibility there is in using HSIP funds will be gone. Also, if California is not meeting the requirements, greater coordination of Caltrans and MPO safety activities will likely have to occur.

Regional Existing Conditions

Prior to setting regional safety targets, it is critical to acquire a perspective on existing conditions. SCAG staff developed an existing conditions report to review our region's roadway collision data, patterns, and trends. In short, collisions are happening in every community in the region, from El Centro in Imperial County to Malibu in Los Angeles County. They are happening to people from all walks of life, to those who drive and to people who walk and bike.

REPORT

SCAG experienced a period of annual declines in traffic-related fatalities and serious injuries until 2012 when they began to steadily rise, though they have not risen to their previous peaks. Key statistics from the report include:

- On average, each year 1,500 people die in traffic collisions, 5,200 are seriously injured, and 136,000 are injured.
- About 27 percent of all traffic-related fatalities involve people walking or bicycling.
- More than 40 percent of all traffic collision victims are people 18-34.
- About 26 percent of all pedestrian-related fatalities are people 65 or older.
- 90 percent of all collisions are occurring in urban areas.
- Nearly 70 percent of all collisions are occurring on local roads.
- The top contributing factor of all collisions is unsafe speed.

The full report is available online at:

<http://scag.ca.gov/programs/Documents/TransportationSafety091717Lores.pdf>.

Timeline and Next Steps

This summer Caltrans finalized the statewide safety targets. SCAG staff have initiated outreach to stakeholders to review the region's existing conditions and to assess the applicability of the statewide targets. SCAG staff anticipate returning to the Transportation Committee with recommendations on targets this winter. SCAG has until February 27, 2018 to finalize its regional targets.

FISCAL IMPACT:

Funding for staff work on this issue is included in FY17/18 OWP Task 18-010.00170.08.

ATTACHMENT:

PowerPoint Presentation: "Transportation Safety Regional Existing Conditions"

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Transportation Safety Regional Existing Conditions

Transportation Committee

October 5, 2017



Performance Based Planning

- MAP-21 established a performance- and outcome-based transportation program
- Investments will make progress toward achievement of national goals:
 - **Safety**
 - Infrastructure condition
 - Congestion reduction
 - System reliability
 - Freight movement and economic vitality
 - Environmental sustainability
 - Reduced project delivery delays

Federal Highway Administration Final Rule

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

State Targets

- State DOTs establish statewide targets for each performance measure
- Annual targets– set by August 2017 for Calendar Year 2018
- Targets based on calendar year
- Applicable to all public roads
- No specified methodology for setting targets
- State DOTs charged with coordinating with MPOs
- Annual reporting and assessment

MPO Targets

- Must establish safety targets within 180 days after the State establishes targets (Feb. 27, 2018)
- Can support State targets, establish numerical targets specific to the region, or use a combination of both
- MPO reporting progress to the State still TBD, but will include reporting in RTP/SCS and FTIP

FHWA Target Achievement Evaluation

A State DOT is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets...

a) are met

-- or --

b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State's target

FHWA Target Achievement Evaluation

- Requirements if State did not meet or make significant progress toward meeting targets:
 - Use obligation authority equal to the HSIP apportionment for the prior year only for highway safety improvement projects, and
 - Submit an HSIP Implementation Plan
- States notified of target achievement by the end of March following the year data becomes available (March 2020 for CY 2018)

Existing Conditions



1,500 PEOPLE DIE EVERY YEAR FROM COLLISIONS

5,200 PEOPLE SUSTAIN SERIOUS INJURIES EVERY YEAR FROM COLLISIONS

136,000 PEOPLE SUSTAIN INJURIES EVERY YEAR FROM COLLISIONS

270 COLLISIONS OCCUR PER DAY ON THE STREETS
THAT IS ROUGHLY **99,000** PER YEAR

What are the overall trends? Number of Fatalities (Victims)



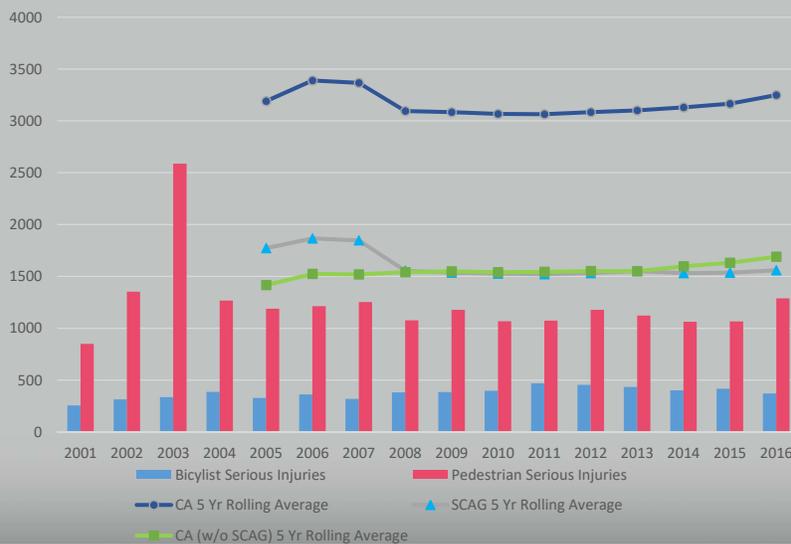
What are the overall trends? Number of Non-Motorized Fatalities (Victims)



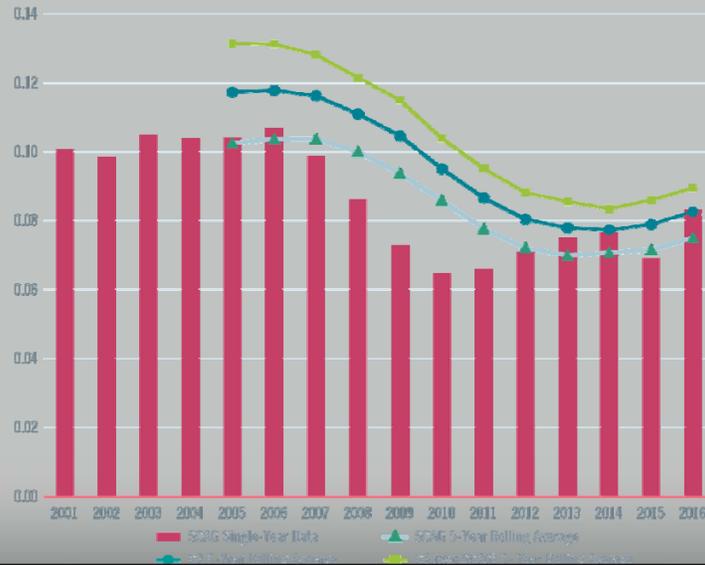
What are the overall trends? Number of Serious Injuries (Victims)



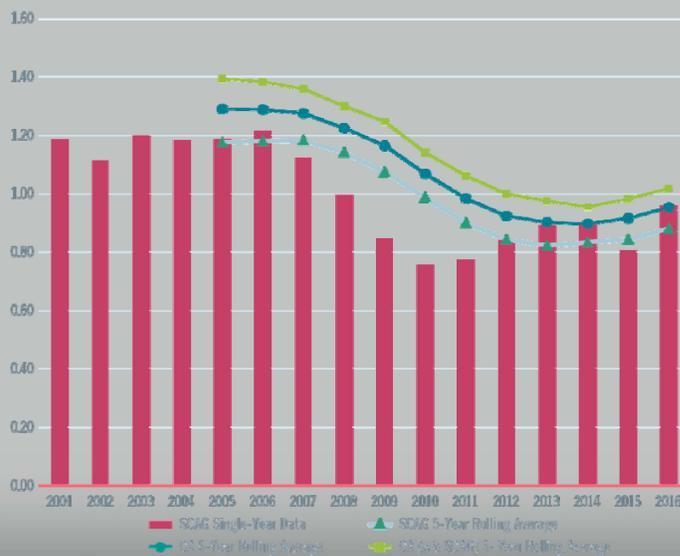
What are the overall trends? Number of Non-Motorized Serious Injuries (Victims)



What are the overall trends? Fatal Victims – Per 1,000 People

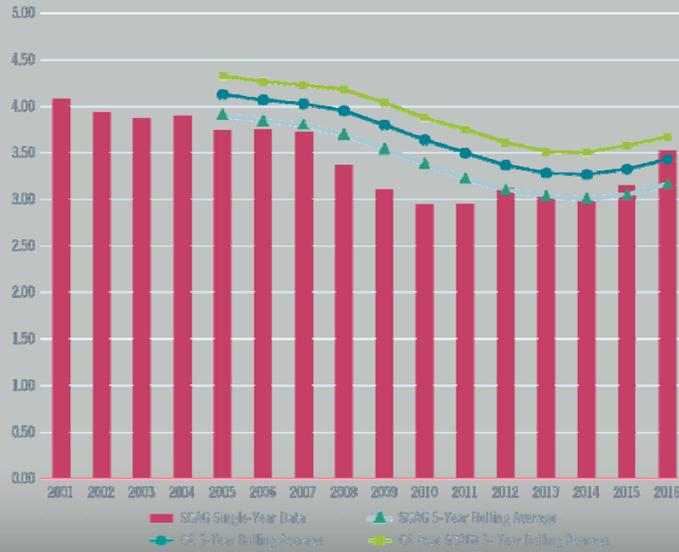


What are the overall trends? Rate of Fatalities (Victims) per 100 million VMT

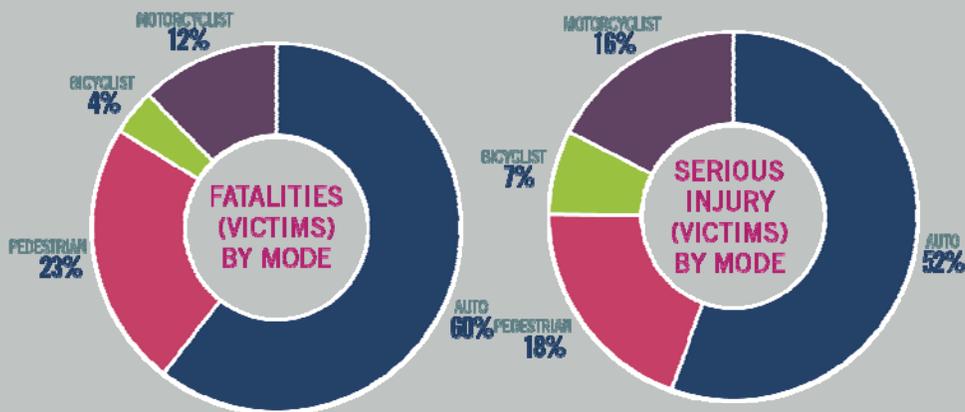


What are the overall trends?

Rate of Serious Injuries (Victims) per 100 million VMT



Who is being hurt?



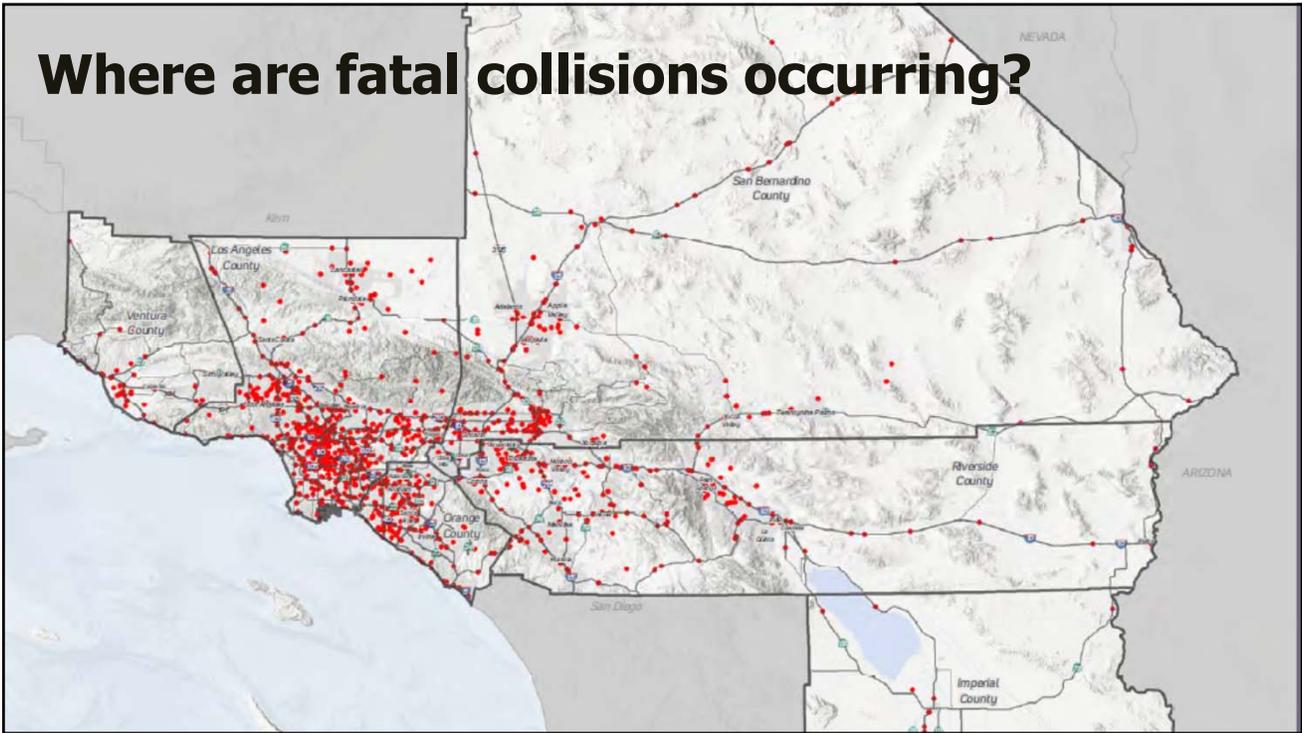
Who is being hurt?



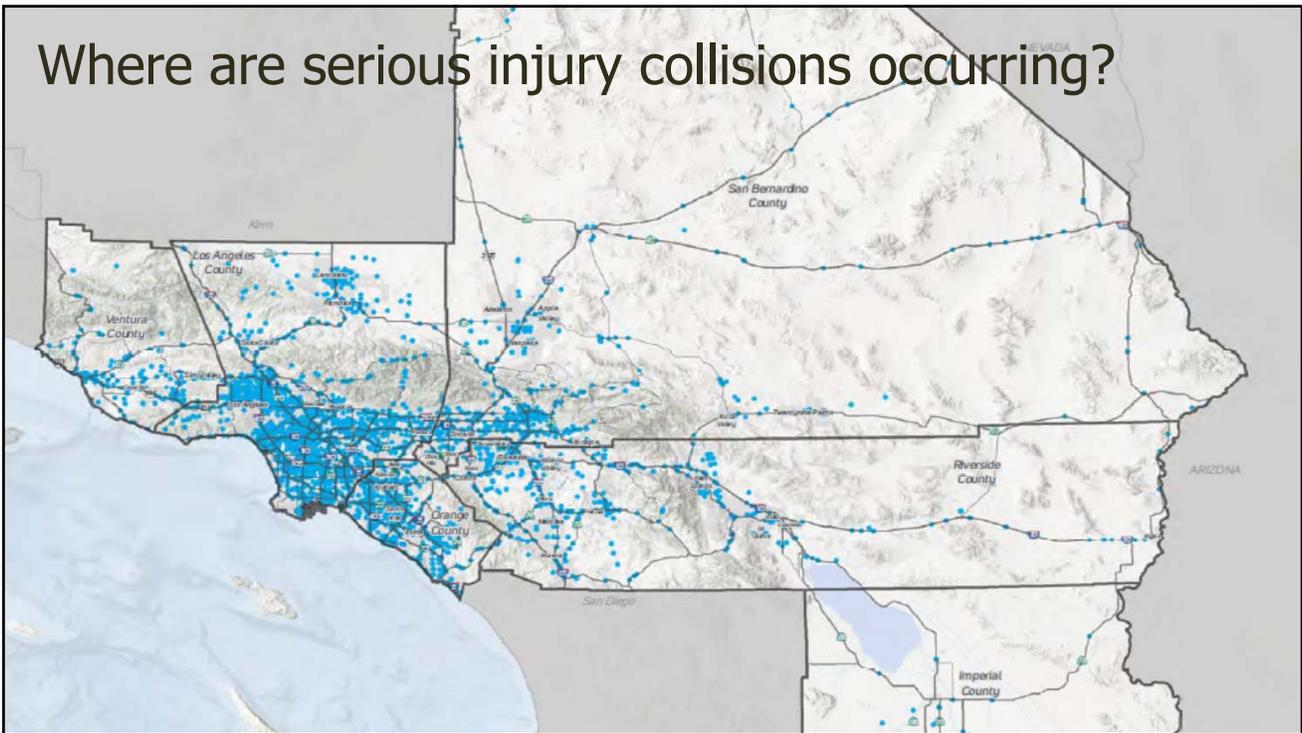
Where are collisions occurring?



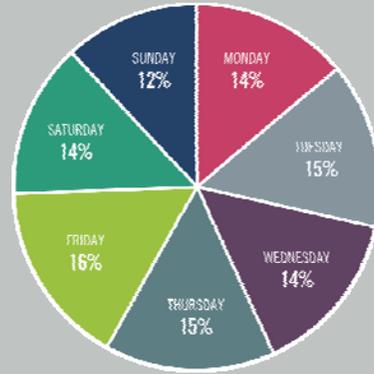
Where are fatal collisions occurring?



Where are serious injury collisions occurring?



When are collisions occurring?



When are collisions occurring?



Why are collisions occurring?

The top contributing factor of all collisions is unsafe speed.



Speed is the critical factor in the severity of collisions

HIT BY A VEHICLE TRAVELING AT 25 MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT 50 MPH



2.5 out of 10 pedestrians survive

Why are collisions occurring?

THE TOP THREE CONTRIBUTING FACTORS FOR ALL COLLISIONS



THE TOP THREE CONTRIBUTING FACTORS FOR FATAL COLLISIONS



THE TOP THREE CONTRIBUTING FACTORS FOR SERIOUS INJURIES



Safety Target Setting Types

- Aspirational or vision-based target setting
 - Long-term vision for future performance
 - Examples: Vision Zero, Towards Zero Deaths
- Evidence- or investment-based target setting
 - Shorter timeframe (5 to 10 years) when future trends forecasted with more accuracy based on available data
- Many choose to adopt interim hard targets based on broader vision

Next Steps

- October 2017: TC reviews existing conditions
- November/December: TC considers draft regional targets
- December/February: RC adopts regional targets
- February onwards: Work with stakeholders to develop regional safety plan for 2020 RTP/SCS

Thank You
Further Questions? Please contact:
Courtney Aguirre, aguirre@scag.ca.gov



DATE: October 5, 2017
TO: Transportation Committee (TC)
FROM: Naresh Amatya, Acting Director of Transportation, (213) 236-1885,
amatya@scag.ca.gov
SUBJECT: I-105 Corridor Sustainability Study

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG staff will provide an overview of the I-105 Corridor Sustainability Study, which was recently initiated. The goal of study is to identify a comprehensive set of multi-modal solutions to address the challenges on this corridor in an effort to reduce overall congestion while promoting long-term sustainability.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

In 2016, SCAG was awarded a California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant to examine the multi-modal I-105 corridor and to assess its future potential through a Corridor Sustainability Study (CSS). Historically, SCAG, working in partnership with Caltrans, has developed Corridor System Management Plans (CSMPs) for a number of freeway corridors throughout the region. CSMPs have traditionally focused on delay due congestion along the mainline highway. The I-105 CSS will go beyond the current CSMP framework and examine the entire I-105 corridor from a multi-modal perspective. The study will integrate new planning frameworks and sustainable strategies that go beyond the traditional approach of adding capacity, including, but not limited to: complete streets concepts, the Smart Mobility Framework (SMF), managed lanes, advanced operational strategies (e.g., integrated corridor management, transportation system management and operations strategies) in an effort to improve overall mobility and safety throughout the corridor.

Study Scope and Schedule

The scope of the study includes comprehensive public and stakeholder outreach; developing a strong purpose and need; an assessment of existing conditions and future baseline conditions; development of performance measures; development and evaluation of improvement scenarios; and a series of comprehensive multi-modal recommendations and associated cost estimates. SCAG staff have formed a project development team (PDT) to provide technical guidance and input to SCAG and its consultant. The

REPORT

PDT includes staff representatives from the Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans. In addition to the PDT, a technical advisory committee (TAC) will be convened to provide additional technical guidance and input during major project milestones. The TAC will be composed of planning staff from local jurisdictions along the corridor (e.g., Norwalk, Bellflower, and Gardena), Los Angeles County, the Los Angeles World Airports (LAWA), Gateway Cities Council of Governments, South Bay Cities Council of Governments, Metro, and Caltrans.

The study is expected to be completed by March 2019, and will include recommendations that will be presented to the Transportation Committee.

FISCAL IMPACT:

Funding for staff work on this issue is included in FY17/18 OWP Task 18-010.00170.08.

ATTACHMENT:

PowerPoint Presentation: “I-105 Corridor Sustainability Study”

I-105 Corridor Sustainability Study

Transportation Committee

Daniel Tran, Senior Regional Planner

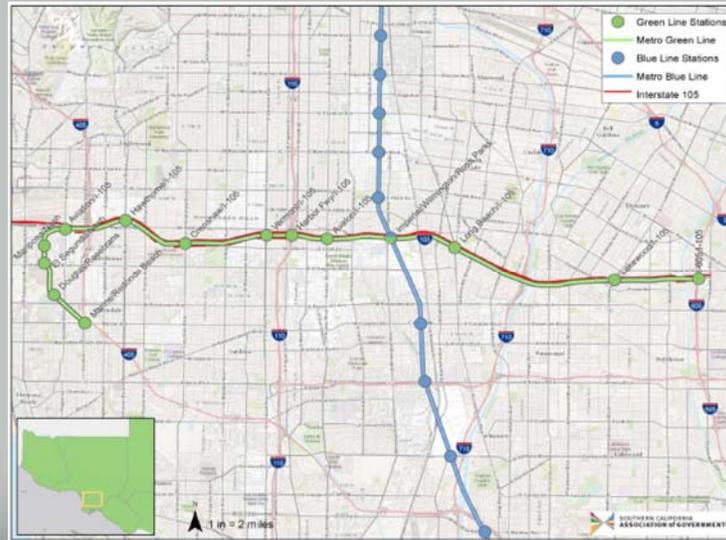
October 5, 2017



Background

- In 2016, SCAG received a grant through the Caltrans Transportation Planning Grant Program for FY 16/17.
- The grant will fund a planning level study to examine the multi-modal I-105 corridor and to assess its future potential through a Corridor Sustainability Study (CSS).
- Historically, SCAG and Caltrans prepared corridor system management plans (CSMPs), but focused on delay.
- The I-105 CSS will leverage existing CSMP framework, but will incorporate new planning tools (i.e., complete streets, smart mobility framework).
- Heavy coordination with Metro and Caltrans throughout the study.

I-105 Area Map



Studies – Completed/Underway

Completed

- Transportation Concept Report (TCR): Route I-105 (2014).
- I-105 General Purpose – Managed Lanes Traffic Analysis (2014).
- Project Study Report – Project Development Support: Route I-105 (2015).

Underway

- I-105 ExpressLanes Environmental Document (Fall/Winter 2019)
- Green Line Extension Study (Winter 2017/2018)

Challenges

- Population growth = increase in travel demand within corridor.
- One of the top congested highways within Los Angeles County.
 - ADT = 200,000 + vehicles, including 13,000 freight trucks
 - Drivers experience 3.7 million annual hours of delay
 - Operating beyond its designed capacity
- Transit ridership has been declining- recent 8% reduction in ridership.
- Due to right-of-way, environmental, and cost constraints, expansion is no longer a viable solution.

Core Tasks

1. Define the study area based upon technical and policy considerations.
2. Develop and implement a stakeholder engagement strategy.
3. Develop an evaluation framework to assess current conditions, future baseline conditions, and improvement scenarios, including a compilation of proposed performance measures.
4. Conduct field work and data collection as part of current conditions and future baseline conditions assessment.
5. Identify deficiencies and develop and evaluate improvement scenarios.

Project Goals

- Maximize mobility and productivity for all people and goods throughout the corridor
- Improve the integration of various modes of travel within the corridor
- Encourage and improve access to other modes of travel
- Improve safety for all modes throughout the corridor
- Preserve and ensure a sustainable regional transportation system

Project Objectives

- Reduce delay per capita
- Reduce VMT per capita
- Improve connectivity between modes
- Increase transit, walking, and bicycling mode shares
- Improve system conditions (preservation)
- Improve system efficiency (operations)
- Reduce total number and rates of serious and fatal collisions
- Support regional and local efforts to meet Senate Bill 375 targets

Project Timeline – Key Milestones

- August 2017 – project initiation
- Winter 2017 – initial round of open house public meetings and TAC
- Spring 2018 – study area, evaluation framework, current conditions, and future baseline assessments
- Summer/Fall 2018 – develop/evaluate improvement scenarios
- Fall 2018 – 2nd round of open house public meetings; TAC; presentation to Transportation Committee
- Winter 2018/2019 – Draft and Final Report
- Duration: ~ 22 months

Thank You
Further Questions? Please contact:
Daniel Tran, tran@scag.ca.gov

