



**San Gabriel Valley Council of Governments\***  
**AGENDA AND NOTICE OF THE REGULAR**  
**MEETING OF THE TRANSPORTATION COMMITTEE**  
**THURSDAY, AUGUST 12, 2021 – 4:00 PM**

**Zoom Link:** <https://zoom.us/j/97465790739>  
**Livestream Available:** <https://youtu.be/hy5BFPxWBDI>

Chair  
**Jason Pu**  
City of San Gabriel

Vice Chair  
**Ed Reece**  
City of Claremont

**Members**  
*Alhambra*  
*Claremont*  
*Diamond Bar*  
*Duarte*  
*Glendora*  
*Industry*  
*La Cañada Flintridge*  
*Monterey Park*  
*Pasadena*  
*Pomona*  
*San Gabriel*  
*South El Monte*  
*South Pasadena*  
*Temple City*  
*Walnut*  
*L.A. County District #1*  
*L.A. County District #4*  
*L.A. County District #5*

Thank you for participating in today's meeting. The Transportation Committee encourages public participation and invites you to share your views on agenda items.

**MEETINGS:** *Regular Meetings of the Transportation Committee are held on the second Thursday of each month at 4:00 PM at the Foothill Transit Building (100 S. Vincent Avenue, Suite 200, West Covina, CA 91790).* The Transportation Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 S. Fremont Avenue, Suite 10-210, Alhambra, CA 91803, and on the website, [www.sgvco.org](http://www.sgvco.org). Copies are available via email upon request ([sgv@sgvco.org](mailto:sgv@sgvco.org)). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Attendance at this public meeting may result in the recording of your voice.

**CITIZEN PARTICIPATION:** Your participation is welcomed and invited at all Transportation Committee meetings. Time is reserved at each regular meeting for those who wish to address the Committee. The SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

**TO ADDRESS THE TRANSPORTATION COMMITTEE:** At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Transportation Committee may not discuss or vote on items not on the agenda.**

**AGENDA ITEMS:** The Agenda contains the regular order of business of the Transportation Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Transportation Committee can be fully informed about a matter before making its decision.

**CONSENT CALENDAR:** Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



**\*MEETING MODIFICATIONS DUE TO THE STATE AND LOCAL STATE OF EMERGENCY RESULTING FROM THE THREAT OF COVID-19:** On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and allows for members of the public to observe and address the meeting telephonically or electronically to promote social distancing due to the state and local State of Emergency resulting from the threat of the Novel Coronavirus (COVID-19).

To follow the new Order issued by the Governor and ensure the safety of Committee Members and staff for the purpose of limiting the risk of COVID-19, in-person public participation at the Transportation Committee meeting scheduled for August 12, 2021 at 4:00 p.m. will not be allowed. To allow for public participation, the Transportation Committee will conduct its meeting through Zoom Video Communications. To participate in the meeting, download Zoom on any phone or computer device and copy and paste the following link into your browser to access the live meeting: <https://zoom.us/j/97465790739>. You may also access the meeting via the livestream link on the front of the agenda page.

Submission of Public Comments: For those wishing to make public comments on agenda and non-agenda items you may submit comments via email or by Zoom.

- Email: Please submit via email your public comment to SGVCOG Senior Management Analyst, Alexander Fung, at [afung@sgvcog.org](mailto:afung@sgvcog.org) at least 1 hour prior to the scheduled meeting time. Please indicate in the Subject Line of the email “FOR PUBLIC COMMENT.” Emailed public comments will be read into the record and will be part of the recorded meeting minutes. Public comment may be summarized in the interest of time, however the full text will be provided to all members of the Committee prior to the meeting.
- Zoom: Through Zoom, you may speak by using the web interface “Raise Hand” feature. Wait to be called upon by staff, and then you may provide verbal comments for up to 3 minutes. Public comment is taken at the beginning of the meeting for items not on the agenda. Public comment is also accepted at the beginning of each agenda item.

Any member of the public requiring a reasonable accommodation to participate in this meeting should contact SGVCOG Senior Management Analyst, Alexander Fung, at least 48 hours prior to the meeting at (626) 457-1800 or at [afung@sgvcog.org](mailto:afung@sgvcog.org).

**PRELIMINARY BUSINESS**

**5 MINUTES**

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all public comments*)
5. Changes to the Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting.

**CONSENT CALENDAR**

**5 MINUTES**

*(It is anticipated that the Committee may take action on the following matters)*

6. Review Transportation Committee Meeting Minutes: 06/10/2021 (**Page 1**)  
*Recommended Action: Review and approve.*

**PRESENTATION**

**15 MINUTES**

*(It is anticipated that the Committee may take action on the following matters)*

7. Remarks from New SGVCOG President – Becky Shevlin, President, SGVCOG  
*Recommended Action: For information only.*

**UPDATE ITEMS**

**20 MINUTES**

*(It is anticipated that the Committee may take action on the following matters)*

8. 57/60 Confluence Chokepoint Relief Project INFRA Grant Funding – Michael Cano, Goods Movement and State Policy and Programming Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority (**Page 7**)  
*Recommended Action: For information only.*
9. Metro First/Last Mile Guidelines Updates – Jacob Lieb, First/Last Mile Planning Senior Director, Los Angeles County Metropolitan Transportation Authority (**Page 8**)  
*Recommended Action: For information only.*

**ACTION ITEMS**

**60 MINUTES**

*(It is anticipated that the Committee may take action on the following matters)*

10. Review of FY 2022-2025 Measure M Multi-Year Subregional Program (MSP) Active Transportation, Bus System Improvements, and First/Last Mile Funding Guidelines for the San Gabriel Valley Subregion – Alexander Fung, Senior Management Analyst, SGVCOG (**Page 9**)  
*Recommended Action: Recommend the Governing Board to approve the FY 2022-2025 Measure M MSP Active Transportation, Bus System Improvements, and First/Last Mile Funding Guidelines.*
11. AB 43 (Friedman) – Alexander Fung, Senior Management Analyst, SGVCOG (**Page 46**)  
*Recommended Action: Recommend the Governing Board to support AB 43 (Friedman).*
12. Appointment of SGVCOG Delegate to the Los Angeles International Airport Community Noise Roundtable – Alexander Fung, Senior Management Analyst, SGVCOG (**Page 71**)  
*Recommended Action: Recommend the Governing Board to appoint a committee member to serve as the SGVCOG Delegate on the Los Angeles International Airport Community Noise Roundtable.*

**EXECUTIVE DIRECTOR'S REPORT**

**5 MINUTES**

13. Oral Report

**LIAISON REPORTS**

**10 MINUTES**

- 14.** Los Angeles County Metropolitan Transportation Authority Report
- 15.** Foothill Transit Report (**Page 72**)
- 16.** Gold Line Foothill Extension Construction Authority Report (**Page 74**)

**ANNOUNCEMENTS**

**ADJOURN**



**SGVCOG Transportation Committee Meeting Minutes**

Date: June 10, 2021  
Time: 4:00 PM  
Location: Zoom Virtual Meeting

**PRELIMINARY BUSINESS**

1. Call to Order  
J. Pu called the meeting to order at 4:02pm.
  
2. Pledge of Allegiance  
J. Pu led the Transportation Committee in the Pledge of Allegiance.
  
3. Roll Call  
**A quorum was in attendance.**

**Committee Members Present**

Claremont	Ed Reece
Diamond Bar	David Liu
Glendora	Steven Mateer
Industry	Cory Moss
Monterey Park	Peter Chan
Pasadena	Laura Cornejo
Pomona	Tim Sandoval
San Gabriel	Jason Pu
South El Monte	Gloria Olmos
Walnut	Allen Wu
L.A. County District #1	Martin Reyes
L.A. County District #4	Jamie Hwang
L.A. County District #5	Dave Perry

**Absent**

Alhambra  
Duarte  
La Cañada Flintridge  
South Pasadena  
Temple City

**Guests**

City of Glendora	Vanessa Mikhail
City of Industry	Josh Nelson
City of Industry	Sam Pedroza
ActiveSGV	Danielle Zamora
Foothill Transit	Yoko Igawa
Foothill Gold Line	Lisa Levy Buch
Metro	Carlos Rico
Metro	Judy Gerhardt
Metro	Mary Lou Echternach
Member of Public	Cameron Griffin

**SGVCOG Staff**

M. Creter, Executive Director  
E. Shen, Staff  
C. Sims, Staff  
K. Ward, Staff  
A. Fung, Staff  
S. Matthews, Staff

4. Public Comment  
There were no public comments at this meeting.

5. Changes to Agenda Order  
 There were no changes to the Agenda Order.

**CONSENT CALENDAR**

6. Transportation Committee Meeting Minutes – 05/13/2021  
*Action: Review and approve.*
  
7. FY 2021-2022 Committee Chair & Vice Chair Elections  
*Action: Elect San Gabriel City Councilmember Jason Pu as the FY 2021-2022 Transportation Committee Chair and Claremont City Councilmember Ed Reece as the FY 2021-2022 Transportation Committee Vice Chair.*

**There was a motion to approve consent calendar items 6 and 7. (M/S: C/. Moss/T. Sandoval)**

**[Motion Passed]**

<b>AYES:</b>	Claremont, Diamond Bar, Glendora, Industry, Monterey Park, Pasadena, Pomona, San Gabriel, Walnut, L.A. County District #1, L.A. County District #4, L.A. County District #5
<b>NOES:</b>	
<b>ABSTAIN:</b>	
<b>NO VOTE RECORDED:</b>	South El Monte
<b>ABSENT:</b>	Alhambra, Duarte, La Cañada Flintridge, South Pasadena, Temple City

**ACTION ITEM**

8. Metro Strategic Project List  
 SGVCOG Management Analyst, Alexander Fung, provided a presentation on this item. Metro adopted the Long Range Transportation Plan (LRTP) last year to provide a detailed roadmap for guiding Metro’s plan to build, operate, maintain, and partner for improved mobility over the next three decades. Included in the LRTP is the development of the Short Range Transportation Plan (SRTP), a 10-15 year action plan which contains the Strategic Project List (SPL). The SPL includes a list of planned but unfunded major transportation projects and approved transportation programs submitted to Metro from any of the nine councils of governments (COGs) in Los Angeles County. Metro recently requested all of the COGs to submit eligible projects and programs for inclusion on the SPL by June 30, 2021. After soliciting feedback from member agencies, staff received a total of 38 programs and projects to be included on the SPL.

Key Questions/Discussions:

- T. Sandoval, as the San Gabriel Valley Representative on the Metro Board of Directors, extended an invitation for member agencies to consult or discuss SPL projects with him.
- D. Liu commented that the SR 57/60 Confluence Chokepoint Relief Project is almost fully funded and is currently lacking \$30 million in construction funding. Additionally, Mr. Liu commented that the Westbound SR-60 Direct Connector to

Grand Avenue Project is only Metro’s Measure M Project List. Mr. Fung responded that the SR 57/60 Confluence Chokepoint Relief Project should also still be eligible for inclusion on the SPL given that a portion of the project is unfunded.

- J. Pu inquired about the Public Works Technical Advisory Committee’s ability to comment on the proposed list of projects and programs. Mr. Fung responded that the Public Works Technical Advisory Committee was not able to review the proposed list of projects and programs due to the constrained timeline.
- J. Pu inquired about the process for member agencies to request additional projects and programs to be included on the SPL. Mr. Fung responded that member agencies are allowed to request additional projects and programs to be included on the SPL at any time. In the event that a request originates from the Public Works Technical Advisory Committee, the Transportation Committee would first review the request before it is presented to the Governing Board for approval.
- M. Echternach commented that it is possible that funding will become available for some projects as other Metro projects are shifted around.
- J. Pu inquired about the effect of the Cities of Pasadena and South Pasadena including their proposed projects and programs in both SGVCOG’s request and the Arroyo Verdugo Communities Joint Powers Authority’s request. Mr. Fung responded that both agencies are supportive of the Cities of Pasadena and South Pasadena’s proposed projects and programs; however, those projects and programs would not necessarily be given priority over other requests. Ms. Cornejo added that the City of Pasadena does not intend to leverage one agency over another and that these projects can provide benefits to both subregions.

**There was a motion to recommend the Governing Board to adopt the list of San Gabriel Valley regional transportation projects and programs to be included on the Metro Strategic Project List. (M/S: G. Olmos/C. Moss)**

**[Motion Passed]**

<b>AYES:</b>	Claremont, Diamond Bar, Glendora, Industry, Monterey Park, Pasadena, Pomona, San Gabriel, South El Monte, Walnut, L.A. County District #1, L.A. County District #4, L.A. County District #5
<b>NOES:</b>	
<b>ABSTAIN:</b>	
<b>NO VOTE RECORDED:</b>	
<b>ABSENT:</b>	Alhambra, Duarte, La Cañada Flintridge, South Pasadena, Temple City

**UPDATE ITEM**

9. San Gabriel Valley Transit Feasibility Study Update  
 SGVCOG Director of Capital Projects, Eric Shen, provided updates on this item. On May 20, 2021, the SGVCOG Governing Board approved a professional contract with Kimley-Horn and Associates, Inc. to conduct the technical analyses for the San Gabriel Valley Transit Feasibility Study. On June 1, 2021, the Executive Director approved a Task Order with Hill International, Inc. for providing public outreach services in support of Kimley-

Horn's analyses for the project. The Notice to Proceed (NTP) for both contracts are to be issued in mid-June and the project kick-off meeting has been scheduled for July 9, 2021.

Key Questions/Discussions:

- M. Echternach suggested that the Study should also include ExpressLanes and busways when analyzing existing mobility needs for the San Gabriel Valley.
- P. Chan inquired about the Study's public outreach activities. Mr. Shen responded that the public outreach schedule will soon be developed after technical tasks are confirmed. The information will be shared with committee members at a later meeting.
- C. Moss inquired about whether Metro's funding would cover the implementation of projects that will be recommended as a result of the Study. Mr. Shen responded that Metro has committed \$1.5 million, which covers the cost for a majority of the Study. Additionally, feasible projects that will be recommended as a result of the Study will be placed on Metro's project list. M. Echternach added that the SGVCOG will require additional funds from Metro in the next fiscal year to complete the Study.
- C. Moss inquired about the Public Works Technical Advisory Committee's involvement in the Study. Mr. Shen responded that plans to include the Public Works Technical Advisory Committee will be incorporated in the Study's public outreach efforts.
- J. Pu inquired about the Study's project timeline. M. Echternach responded that the total cost of the Study will likely be \$2 million to \$2.5 million and Metro is committed to funding the entire Study; however, the funding and a portion of the Study's scope may need to be adjusted as the Study progresses, which may impact the project timeline.
- J. Pu inquired about the source of the \$1.5 million that will be used to fund the Study. M. Echternach responded that the \$1.5 million originates from the Measure R allotment.

**PRESENTATIONS**

**10. Glendora First/Last Mile Demonstrations**

City of Glendora Transportation Manager, Steven Mateer, presented on the City's first/last mile pilot demonstration projects. In December 2019, the Glendora City Council adopted a resolution to further refine first/last mile project concepts for Ada Avenue, Foothill Boulevard, Glendora Avenue, and Vermont Avenue. As a result, Glendora city staff engaged in public outreach activities and applied for funding to implement demonstration projects. In September 2020, the SGVCOG awarded the City of Glendora over \$30,000 for a demonstration project using repurposed Metro Open Streets grant funds. By November 2020, a temporary first/last mile demonstration project was installed on Glendora Avenue from Foothill Boulevard to Ada Avenue. This demonstration project ran through March 2021 with the goals of supporting active transportation and public health during the COVID-19 Pandemic, evaluating potential safer street designs, and collecting detailed public feedback. The demonstration provided an excellent opportunity for the City to test improvements and observe operational benefits and drawbacks.



Key Questions/Discussions:

- J. Pu inquired about feedback about street parking in the Demonstrations Project. Mr. Mateer responded that the angled parking suggestions originated from local businesses given that parallel parking can be difficult for visitors. While the Demonstrations Project removed 40% of the parking spaces, it did not interfere with local businesses' revenue streams given that the demand for parking spaces are quite low near areas of the Demonstrations Project.

**11. Metro Homelessness Programs**

Metro's System Security and Law Enforcement Chief Judy Gerhardt presented on Metro's "Operation Shelter the Unsheltered" that assists individuals experiencing homelessness in seeking housing and support services. During the COVID-19 Pandemic, Metro has experienced an increase in the number of persons experiencing homelessness seeking shelter on the rail system and riding trains throughout the day without a formal destination. Since riders are currently required to exit trains at all terminus stations, such as Union Station, to allow Metro staff to effectively clean and disinfect trains, Metro has used this opportunity to partner with law enforcement and several homeless outreach providers to engage with persons experiencing homelessness. Metro and these partners are engaging with individuals experiencing homelessness as they exit trains by offering them interim housing, mental health services, and substance abuse treatment. By tracking bed availability, Metro can subsequently provide these persons transportation to area shelters.

Key Questions/Discussions:

- P. Chan inquired about long-term plans to resolve the homeless issues. Ms. Gerhardt responded that relocating homeless encampments is only relocating the homeless problems and does not end homelessness. Metro has identified that continuously offering consistent services and resources to individuals experiencing homelessness and building trust with these individuals can help with mitigating the homeless issues.
- P. Chan inquired about ways to resolve conflicts between residents and individuals experiencing homelessness. Ms. Gerhardt responded that, from a law enforcement perspective, de-escalation trainings can assist with lowering the tensions between members of the community and individuals experiencing homelessness. It is also important for members of the community to understand that individuals experiencing crises may not be rational and should only allow trained professionals to engage with individuals experiencing homelessness.

**EXECUTIVE DIRECTOR'S REPORT**

**12. Oral Report**

SGVCOG Executive Director, Marisa Creter, provided a report.

**LIAISON REPORTS**

**13. Los Angeles County Metropolitan Transportation Authority Report**

Metro Board Deputy, Mary Lou Echternach, provided a report.

**14. Foothill Transit Report**

Foothill Transit Public Affairs Manager, Yoko Igawa, provided a report.

- 15.** Gold Line Foothill Extension Construction Authority Report  
Committee Vice Chair and Gold Line Foothill Extension Construction Authority Board  
Member, Ed Reece, provided a report.

- 16.** Metrolink Report  
There were no reports on this item.

**ANNOUNCEMENTS**

J. Pu announced that the Transportation Committee will be reconvening on Thursday, August 12, 2021 at 4:00pm.

**ADJOURN**

J. Pu adjourned the Transportation Committee meeting at 5:59pm.

# REPORT

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DATE: August 12, 2021

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **57/60 CONFLUENCE CHOKEPOINT RELIEF PROJECT INFRA GRANT FUNDING**

## **RECOMMENDED ACTIONS**

For information only.


## **BACKGROUND**


In June 2021, Congresswoman Young Kim (CA-39) announced that the U.S. Department of Transportation will award \$30 million in Infrastructure for Rebuilding America (INFRA) grant funding for the State Route 57/60 Confluence Chokepoint Relief Project. The Los Angeles County Metropolitan Transportation Authority (Metro) serves as the recipient of the grant award.

Earlier this year, Congresswoman Kim and Congresswoman Grace Napolitano (CA-32) led a bipartisan effort and urged Transportation Secretary Pete Buttigieg to support improving the 57/60 Freeway Confluence. The 57/60 Project aims to address the second highest truck accident location in Southern California, with an accident rate that is 50% higher than the statewide average. The 57/60 Chokepoint is also ranked as the eleventh worst truck bottleneck in the nation, with congestion lasting over four hours a day, especially during the afternoon peak period.

Once completed, the Project will increase the average peak travel speed from 31.5 mph to 68.5 mph and significantly reduce fatalities and accidents along the 2.5-mile chokepoint. Additional information on the 57/60 Confluence Chokepoint Relief Project can be found on <https://www.metro.net/projects/sr5760/>.

Metro Goods Movement and State Policy and Programming Deputy Executive Officer, Michael Cano, will provide updates on this item.

Prepared by:   
Alexander P. Fung  
Senior Management Analyst

Approved by:   
Marisa Creter  
Executive Director

# REPORT

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DATE: August 12, 2021  
TO: Transportation Committee  
FROM: Marisa Creter, Executive Director  
RE: **METRO FIRST/LAST MILE GUIDELINES UPDATES**

## **RECOMMENDED ACTIONS**

For information only.

## **BACKGROUND**

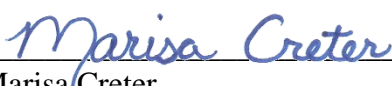
The Metro First/Last Mile Guidelines provide guidance on how Metro and local jurisdictions can partner on planning, designing, and constructing first/last mile improvements. These Guidelines, which only apply to Metro's new rail and Bus Rapid Transit (BRT) projects, describe a consistent and predictable process for Metro and local jurisdictions to implement first/last mile improvements around new Metro rail and BRT stations.

According to the Guidelines, Metro will initiate and facilitate the early phases of applicable first/last mile improvements and advance those improvements through their planning phases. Local jurisdictions, given their functions as owners of public right-of-way where most first/last mile improvements are to be located, will lead the design, implementation, and maintenance of the improvements within their right-of-way.

Engaged partnership between Metro and local jurisdictions is crucial throughout the project development process. The Guidelines also describe a number of specific and required terms to ensure a consistent and predictable collaborative partnership for both Metro and local jurisdictions. A copy of the Metro First/Last Mile Guidelines can be found on <https://tinyurl.com/FLM-Guidelines>.

Metro representatives will provide a presentation on this item.

Prepared by:   
Alexander P. Fung  
Senior Management Analyst

Approved by:   
Marisa Creter  
Executive Director

# REPORT

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DATE: August 12, 2021

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

**RE: REVIEW OF FY 2022-2025 MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM (MSP) ACTIVE TRANSPORTATION, BUS SYSTEM IMPROVEMENTS, AND FIRST/LAST MILE FUNDING GUIDELINES FOR SAN GABRIEL VALLEY SUBREGION**

## **RECOMMENDED ACTION**

Recommend the Governing Board to approve the FY 2022-2025 Measure M MSP Active Transportation, Bus System Improvements, and First/Last Mile Funding Guidelines.

## **BACKGROUND**

Measure M, which was a ½ cent sales tax measure to provide funding for transportation improvements across Los Angeles County, was approved by voters in November 2016. The funds generated from Measure M are expected to fund \$3.3 billion in transportation improvements in the San Gabriel Valley over the course of 40 years. In June 2018, the Los Angeles County Metropolitan Transportation Authority (Metro) adopted Measure M Guidelines to establish a process by which subregional funds under Measure M would be programmed and allocated by the subregions' respective governing/planning entities. As a result, the SGVCOG is tasked with programming and administering the Measure M Subregional Program (MSP) funds. While subregions are granted the authority to program and allocate MSP funds, all MSP projects must be reviewed and approved by the Metro Board of Directors before the allocated funds can be distributed.

In 2018, the SGVCOG allocated a total of \$37,338,550 in FY 2017-2021 Measure M funds to 20 active transportation, first/last mile, complete streets, highway, and bus system improvement. A list of the FY 2017-2021 MSP projects can be found on the SGVCOG website at <https://www.sgvkog.org/msp-projects>.

## **ELIGIBLE USES OF MSP FUNDING**

Under Metro's Measure M Guidelines, **active transportation** is defined as non-motorized transportation via walking, bicycling, or rolling modes. Projects under the Active Transportation Category should include capital improvements that:

- Improve access to transit;
- Support the establishment of active transportation as integral elements of the County's transportation system;
- Enhance safety, remove barriers to access or correct unsafe conditions in areas of heavy traffic, high transit use, and dense bicycle and pedestrian activities;

- Promote multiple clean transportation options to reduce criteria pollutants and greenhouse gas emissions; and
- Improve public health through traffic safety, reduced exposure to pollutants, and design infrastructure that encourage residents to utilize active transportation as a way to integrate physical activities in their daily lives.

The Metro Measure M Guidelines also define **first/last mile improvements** as infrastructure, systems, and modes of travel used by transit riders to start or end their transit trips. This includes, but not limited, to infrastructure for walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared-use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss and ride and bus/rail interface), signage and wayfinding, and information and technology that eases travel (e.g. information kiosks and mobile apps). Eligible projects under the First/Last Mile Improvements Category include:

- ADA-compliant curb ramps;
- Crosswalk upgrades;
- Traffic signals;
- Bus stops;
- Carshare and bikeshare;
- Bike parking;
- Context-sensitive bike infrastructure;
- Signage/wayfinding;
- Crossing enhancements and connections;
- Safety and comfort;
- Allocation of street space; and
- Plug-in components

Additionally, Metro stated that **bus system improvements** include construction of or improvements to transit centers, bus layover areas, park and ride lots, transit stops, commuter rail stations, and transit maintenance facilities.

### **FY 2022-2025 MSP FUNDS**

The SGVCOG was recently informed by Metro that plans to program the FY 2022-2025 MSP funds for eligible projects can be submitted to Metro as early as January 2022. The SGVCOG can program up to the following amounts for eligible active transportation, bus system improvements, and first/last mile projects:

#### FY 2022-2025 Active Transportation Available Funding:

<b>Unallocated</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>TOTAL (Excl. FY 2025)</b>
\$0	\$2,624,012	\$2,690,925	\$2,709,761	TBD	\$8,024,698

#### FY 2022-2025 Bus System Improvement Available Funding:

<b>Unallocated</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>TOTAL (Excl. FY 2025)</b>
\$43,190	\$624,765	\$640,696	\$645,181	TBD	\$1,953,832

FY 2022-2025 First/Last Mile Available Funding:

Unallocated	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL (Excl. FY 2025)
\$0	\$2,249,153	\$2,306,507	\$2,322,652	TBD	\$6,878,312

The FY 2025 funding amount will be available for programming starting October 2021. In total, the SGVCOG anticipates that approximately **\$22 million<sup>1</sup>** will be available for programming for FY 2022-2025 active transportation, bus system improvements, and first/last mile projects. Given the limited funding available, the SGVCOG intends to prioritize regional active transportation, bus system, and first/last mile enhancements for projects on San Gabriel Valley’s major corridors, with a goal of maximizing regional transportation benefits.

As a result, SGVCOG staff proposes to award the \$22 million for multi-jurisdictional projects that can enhance active transportation, bus systems, and first/last mile connections in key corridors in the San Gabriel Valley as follows:

- Category 1: Planning/Design and Construction of Major Corridor Projects
  - Up to **\$15 million** will be awarded to eligible corridor projects for their planning/design and construction phases.
- Category 2: Planning/Design of Major Corridor Projects
  - Up to **\$7 million** will be awarded to eligible corridor projects’ planning/design phases. Under this category, each project can apply for up to \$1 million.

Staff is proposing that the SGVCOG serves as the default implementer for project funded under the MSP program given feedback provided by cities under the initial round related to the Metro reporting requirements and the SGVCOG’s experience in coordinating and managing multi-jurisdictional planning and capital projects. However, if a city or the County desires to serve as the lead implementer for any of these multi-jurisdictional projects, they would do so, provided that they had the concurrence of the other jurisdictions<sup>2</sup>.

**PROPOSED FY 2022-2025 MSP PROJECT SCREENING CRITERIA**

SGVCOG staff proposes to allocate the FY 2022-2025 MSP funds for multi-jurisdictional projects that can effectively enhance active transportation, bus system improvements, and first/last mile improvements along regional corridors in the San Gabriel Valley. One corridor project can include various active transportation, bus system, and first/last mile improvements along the corridor, as long as the proposed improvements fit within the Measure M project eligibility criteria as previously stated. Proposers must also provide evidence of a community-based public participation process and community support, such as letters of support and documents of community/public meetings.

<sup>1</sup> The \$22 million includes the funding amount from FY 2022-2024, as well as the anticipated funding amount from FY 2025.

<sup>2</sup> Eligible applicants include cities, the County of Los Angeles, and joint powers authorities; however, proposals from joint power authorities must be sponsored by cities or the County of Los Angeles.

Proposals for Category 1 Projects should demonstrate 20% local funding matches and have a minimum of 25% design completion. Category 1 Projects with design completion of 65% or more will receive higher scores. A Category 1 project should be identifiable in at least one participating agency’s five-year Capital Improvements Plan (CIP); however, the jurisdiction is welcomed to expand the project’s scope in the MSP project proposal. Funds for Category 1 projects cannot be used for right-of-way acquisitions. Additionally, proposals for Category 2 Projects should have a minimum of 10% design completion. Category 2 Projects with design completion of 25% or more will receive higher scores.

Pursuant to Metro’s policies, awarded MSP funds must be expended within 3 years of allocation. Unless the awarded funds are reprogrammed for the respective project’s uses at a later date at the approval of the SGVCOG Governing Board and the Metro Board of Directors, funds that are not expended after 3 years will be redirected to the pool of MSP funds that will be awarded to other projects in the subsequent cycle.

A copy of the proposed FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile Funding Distribution Guidelines can be found in Attachment A.

**PROPOSED SCORING CRITERIA**

Based on the goals highlighted in the Measure M Guidelines and the MSP Project Screening Criteria listed in the previous section, SGVCOG staff proposes to implement the following scoring system to evaluate the FY 2022-2025 MSP project proposals:

**Category 1 Project Scoring Criteria (100 Points Total):**

- **Project Feasibility (50 Points):**

<b>Project Schedule (5 Points)</b>	Proposal describes an overall schedule along with a realistic description of how funds could be expended within the funding deadlines.
<b>Funding Strategy and Budget (5 Points)</b>	Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases.
<b>Local Match (10 Points)</b>	The project includes at least a 20% combined local match. Projects with at least a 5% combined local match will receive partial scores.
<b>Capital Improvement Plan (15 Points)</b>	The proposed project is identifiable in at least one participating agency’s five-year Capital Improvement Plan (CIP).
<b>Project Readiness (15 Points)</b>	The proposed project has a minimum of 25% design completion. Projects with at least a 10% design completion will receive partial scores. The project receives 5 additional bonus points if the design is at least 65% completed.

- **Regional Impact (20 Points):**



<b>Mobility and Accessibility (5 Points)</b>	Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
<b>Safety (5 Points)</b>	Project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.
<b>Demonstrated Need (10 Points)</b>	Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by providing a clear narrative that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.

- **Demonstrated Support (30 Points):**

<b>Community Outreach (15 Points)</b>	Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
<b>Committed Partnerships (15 Points)</b>	Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
<b>Regional Plan Adoption (+5 Bonus Points)</b>	Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans <b>OR</b> the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan. Fulfilling either of the requirements would allow the proposal to receive 5 bonus points.

**Category 2 Project Scoring Criteria (100 Points Total):**

- **Project Feasibility (25 Points):**

<b>Project Schedule (5 Points)</b>	Proposal describes an overall schedule along with a realistic description of how funds could be expended within the funding deadlines.
<b>Funding Strategy and Budget (5 Points)</b>	Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases
<b>Design Progress (15 Points)</b>	The proposed project should reach a minimum of 10% design completion. The project receives 5 additional bonus points if the design is at least 25% completed.

- **Regional Impact (35 Points):**

<b>Mobility and Accessibility (10 Points)</b>	Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
<b>Safety (10 Points)</b>	Project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.
<b>Demonstrated Need (15 Points)</b>	Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by providing a clear narrative that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.

- **Demonstrated Support (50 Points):**

<b>Community Outreach (25 Points)</b>	Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
<b>Committed Partnerships (25 Points)</b>	Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
<b>Regional Plan Adoption (+5 Bonus Points)</b>	Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect

	SoCal Plan), or other adopted regional plans <b>OR</b> the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan. Fulfilling either of the requirements would allow the proposal to receive 5 bonus points.
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Copies of the proposed funding application and scoring rubric can be found in Attachments B and C, respectively.

**PROPOSED PROJECT SOLICITATION AND AWARD TIMELINE**

In accordance with the adopted SGVCOG Measure M MSP Public Outreach Plan (Attachment D), SGVCOG staff proposes to proceed with the following timeline to award the FY 2022-2025 MSP funds:

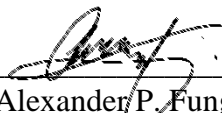
Open Call-for-Projects	Monday, September 20, 2021
Application Workshop	Monday, October 4, 2021
Application Deadline	Monday, October 18, 2021
Staff Recommendations Available	Monday, November 1, 2021
Recommendation Available for Public Comment	Monday, November 1, 2021 to Tuesday, November 30, 2021
Recommendation Review by Public Works Technical Advisory Committee	Monday, November 15, 2021
Recommendation Review by City Managers’ Steering Committee	Wednesday, December 1, 2021
Recommendation Review by Planning Directors’ Technical Advisory Committee	Thursday, December 2, 2021
Recommendation Review by Transportation Committee	Thursday, December 9, 2021
Recommendation Approval by Governing Board	Thursday, January 20, 2022
Final Recommendation Approval by Metro Board of Directors	Thursday, May 26, 2022

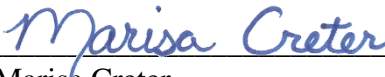
The proposed FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile Project Funding Guidelines will be reviewed by the Transportation Committee, City Managers’ Steering Committee, Public Works Technical Advisory Committee, and Planning Directors’ Technical Advisory Committee throughout this month. Based on the committees’

suggestions and inputs, SGVCOG staff will revise the Funding Guidelines and present the finalized Guidelines to the Governing Board for adoption in September 2021.

As the committees are reviewing the draft Funding Guidelines, interested cities and agencies can submit a statement of interest by completing an interest form that can be found on [https://docs.google.com/forms/d/e/1FAIpQLSe67MM8TZ7VpbRtDzp2fDuZm2Pi1q5C\\_9rYmIQz6hYyHgyQeA/viewform](https://docs.google.com/forms/d/e/1FAIpQLSe67MM8TZ7VpbRtDzp2fDuZm2Pi1q5C_9rYmIQz6hYyHgyQeA/viewform) to provide preliminary information on their proposed projects. The collected information can assist the SGVCOG to gauge member agencies' interest in applying for this cycle of MSP funds. The survey is scheduled to close on September 6, 2021.

SGVCOG Senior Management Analyst, Alexander Fung, will provide a presentation at this meeting.

Prepared by:   
Alexander P. Fung  
Senior Management Analyst

Approved by:   
Marisa Creter  
Executive Director

### **ATTACHMENTS**

- Attachment A – Proposed FY 2022-2025 MSP Funding Distribution Guidelines
- Attachment B – Proposed FY 2022-2025 MSP Funding Application
- Attachment C – Proposed FY 2022-2025 MSP Funding Application Scoring Rubric
- Attachment D – SGVCOG Measure M MSP Public Outreach Plan (Resolution 18-11)

**San Gabriel Valley Council of Governments**  
**FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile**  
**Draft Funding Distribution Guidelines**

**Section 1: Overview**

Under Metro’s Measure M Guidelines, **active transportation** is defined as non-motorized transportation via walking, bicycling, or rolling modes. Projects under this category should include capital improvements that:

- Improve access to transit;
- Support the establishment of active transportation as integral elements of the County’s transportation system;
- Enhance safety, remove barriers to access or correct unsafe conditions in areas of heavy traffic, high transit use, and dense bicycle and pedestrian activities;
- Promote multiple clean transportation options to reduce criteria pollutants and greenhouse gas emissions; and
- Improve public health through traffic safety, reduced exposure to pollutants, and design infrastructure that encourage residents to utilize active transportation as a way to integrate physical activities in their daily lives.

The Metro Measure M Guidelines also define **first/last mile improvements** as infrastructure, systems, and modes of travel used by transit riders to start or end their transit trips. This includes, but not limited, to infrastructure for walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared-use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss and ride and bus/rail interface), signage and wayfinding, and information and technology that eases travel (e.g. information kiosks and mobile apps).

Eligible projects include:

- ADA-compliant curb ramps;
- Crosswalk upgrades;
- Traffic signals;
- Bus stops;
- Carshare and bikeshare;
- Bike parking;
- Context-sensitive bike infrastructure;
- Signage/wayfinding;
- Crossing enhancements and connections;
- Safety and comfort;
- Allocation of street space; and
- Plug-in components

Additionally, the SGVCOG was informed by Metro that **bus system improvements** include construction of or improvements to transit centers, bus layover areas, park and ride lots, transit stops, commuter rail stations, and transit maintenance facilities.

Metro also informed that the SGVCOG can submit plans to program the FY 2022-2025 MSP funds for eligible San Gabriel Valley projects as early as January 2022. Additionally, the SGVCOG can program up to the following amounts for eligible active transportation, bus system improvements, and first/last mile projects:

**Active Transportation Available Funding:**

<b>Unallocated</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>TOTAL (Excl. FY 2025)</b>
\$0	\$2,624,012	\$2,690,925	\$2,709,761	TBD	\$8,024,698

**Bus System Improvement Available Funding:**

<b>Unallocated</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>TOTAL (Excl. FY 2025)</b>
\$43,190	\$624,765	\$640,696	\$645,181	TBD	\$1,953,832

**First/Last Mile Available Funding:**

<b>Unallocated</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>TOTAL (Excl. FY 2025)</b>
\$0	\$2,249,153	\$2,306,507	\$2,322,652	TBD	\$6,878,312

The FY 2025 amount will be available for programming starting October 2021. The SGVCOG anticipates that approximately **\$22 million<sup>1</sup>** in total will be available for programming for FY 2022-2025 active transportation, bus system improvements, and first/last mile projects. Given the limited funding available, the SGVCOG intends to prioritize regional active transportation, bus system, and first/last mile enhancements for projects on San Gabriel Valley’s active transportation and other major corridors.

The SGVCOG anticipates awarding the funds for regional projects that can enhance active transportation, bus systems, and first/last mile connections in key corridors in the San Gabriel Valley. Cities are encouraged to submit projects for the SGVCOG to manage and implement should the proposed projects be selected for funding awards; however, cities are also welcomed to submit eligible multi-jurisdictional projects that they can manage. The \$22 million will be awarded as follows:

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<sup>1</sup> The \$22 million includes the funding amount from FY 2022-2024, as well as the anticipated funding amount from FY 2025.

*Category 1: Planning/Design and Construction of Major Corridor Projects*

Up to \$15 million will be awarded to eligible corridor projects for their planning/design and construction phases.

*Category 2: Planning and Design of Major Corridor Projects*

Up to \$7 million will be awarded to eligible corridor projects' planning and design phases. Under this category, each project can apply for up to \$1 million.

Eligible applicants include cities, the County of Los Angeles, and joint powers authorities; however, proposals from joint power authorities must be sponsored by cities or the County of Los Angeles.

**Section 2: Screening Criteria**

The FY 2022-2025 MSP funds will be focused on providing active transportation, bus system improvements, and first/last mile improvements along regional corridors in the San Gabriel Valley. Specifically, projects that are listed within the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or within an adopted regional plan are given priority. Additionally, projects proposed on active transportation corridors that are listed in Metro's Active Transportation Strategic Plan are also given priority.

One corridor project can include various active transportation, bus system, and first/last mile improvements along the corridor, as long as the proposed improvements fit within the Measure M eligibility criteria stated above. Proposed projects must be multi-jurisdictional and demonstrate regional benefits. Proposers must also provide evidence of a community-based public participation process and community support, such as letters of support and documents of community/public meetings.

Proposals for Category 1 Projects should demonstrate 20% local funding matches and have a minimum of 25% design completion. Category 1 Projects with design completion of 65% or more will receive higher scores. A Category 1 project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP); however, the jurisdiction is welcomed to expand the project's scope in the proposal. Funds for Category 1 projects cannot be used for right-of-way acquisitions.

Proposals for Category 2 Projects should have a minimum of 10% design completion. Category 2 Projects with design completion of 25% or more will receive higher scores.

Pursuant to Metro’s policies, awarded MSP funds must be expended within 3 years of allocation. Unless the awarded funds are reprogrammed for the respective project’s uses at a later date at the approval of the SGVCOG Governing Board and the Metro Board of Directors, funds that are not expended after 3 years will be redirected to the pool of MSP funds that will be awarded to other projects in the subsequent cycle.

### **Section 3: Application Requirements and Scoring**

- **Basic Information:**
  - Contact Individual
  - Sponsoring Agency and Partnering Agencies
- **Category 1 Scoring Criteria: 100 Points**
  - **Project Feasibility (50 Points):**
    - Project Schedule (5 Points): Proposal describes an overall schedule along with a realistic description of how funds could be expended within the funding deadlines.
    - Funding Strategy and Budget (5 Points): Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases.
    - Local Match (10 Points): The project includes at least a 20% combined match. Projects with at least a 5% combined local match will receive partial scores.
    - Capital Improvement Plan (15 Points): The proposed project should be identifiable in at least one participating agency’s five-year Capital Improvements Plan (CIP).
    - Project Readiness (15 Points): The proposed project has a minimum of 25% design completed. Projects with at least a 10% design completion will receive partial scores. The project receives 5 additional bonus points if the design is at least 65% completed.
  - **Regional Impact (20 Points):**
    - Mobility and Accessibility (5 Points): Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
    - Safety (5 Points): Project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.
    - Demonstrated Need (10 Points): Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by



providing a clear narrative that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.

- **Demonstrated Support (30 Points):**
  - Community Outreach (15 Points): Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
  - Committed Partnerships (15 Points): Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
  - Regional Plan Adoption (+5 Bonus Points): Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans OR the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan. Fulfilling either of the requirements would allow the proposal to receive 5 bonus points.
- **Category 2 Scoring Criteria: 100 Points**
  - **Project Feasibility (25 Points):**
    - Project Schedule (5 Points): Proposal describes an overall schedule along with a realistic description of how funds could be expended within the funding deadlines.
    - Funding Strategy and Budget (5 Points): Proposal provides project funding strategy, budget, and cost estimates (as applicable) by project phases.
    - Design Progress (15 Points): The proposed project should reach a minimum of 10% design completion. The project receives 5 additional bonus points if the design is at least 25% completed.
  - **Regional Impact (35 Points):**
    - Mobility and Accessibility (10 Points): Project improves traffic flow, relieves congestion, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley. The project also improves access to destinations such as jobs, recreation, medical facilities, schools, and others.
    - Safety (10 Points): Project improves access to transit facilities, enhances safety, corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.

- Demonstrated Need (15 Points): Project demonstrates specific active transportation, bus system improvement, and/or first/last mile needs by providing a clear narrative that highlights the lack of connectivity, the lack of non-motorized users, and benefits to disadvantaged communities.
- **Demonstrated Support (50 Points):**
  - Community Outreach (25 Points): Proposal provides evidence of community outreach efforts and support from key local decision makers and stakeholders. The proposal must also provide evidence of a community-based public participation process.
  - Committed Partnerships (25 Points): Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities with other jurisdictions. The proposal also includes letters of commitment/support from each partnering jurisdiction.
  - Regional Plan Adoption (+5 Points): Proposal for a project that was listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans OR the proposal includes projects in San Gabriel Valley active transportation corridors listed in the Metro Active Transportation Strategic Plan. Fulfilling either of the requirements would allow the proposal to receive 5 bonus points.

**Section 4: Project Solicitation and Award Timeline**

Open Call-for-Projects	Monday, September 20, 2021
Application Workshop	Monday, October 4, 2021
Application Deadline	Monday, October 18, 2021
Staff Recommendations Available	Monday, November 1, 2021
Recommendation Available for Public Comment	Monday, November 1, 2021 to Tuesday, November 30, 2021
Recommendation Review by Public Works Technical Advisory Committee	Monday, November 15, 2021
Recommendation Review by City Managers’ Steering Committee	Wednesday, December 1, 2021
Recommendation Review by Planning Directors’ Technical Advisory Committee	Thursday, December 2, 2021

Recommendation Review by Transportation Committee	Thursday, December 9, 2021
Recommendation Approval by Governing Board	Thursday, January 20, 2022
Final Recommendation Approval by Metro Board of Directors	Thursday, May 26, 2022

**San Gabriel Valley Council of Governments  
FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile  
Draft Funding Application**

**SECTION 1: PROJECT SPONSOR INFORMATION**

Lead Agency:

Contact Individual Name:

Contact Individual Title:

Contact Individual Email Address:

Contact Individual Phone Number:

Partnering Agency 1:

Partnering Agency 2:

Partnering Agency 3:

Partnering Agency 4:

Partnering Agency 5:

**SECTION 2: PROJECT DESCRIPTION**

**Project Name:**

**Proposal Category:** Category 1 / Category 2

- **Category 1: Planning/Design and Construction of Major Corridor Projects**
  - Up to \$15 million will be awarded to eligible corridor projects for their planning/design and construction phases. Proposals for Category 1 Projects should demonstrate 20% local funding matches and have a minimum of 25% design completion. Projects with design completion of 65% or more will receive higher scores. A Category 1 project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP); however, the jurisdiction is welcomed to expand the project's scope in the proposal. Funds for Category 1 projects cannot be used for right-of-way acquisitions.
- **Category 2: Planning/Design of Major Corridor Projects**
  - Up to \$7 million will be awarded to eligible corridor projects' design phases. Under this category, each project can apply for up to \$1 million. Proposals for Category 2 Projects should have a minimum of 10% design completion.

**Project Location Description:**

Enter a project location that conveys road names, intersection cross street names, and/or geographical references of where the project is located.


**Project Scope (500 words maximum):**

Provide a clear and concise explanation of the types of work and/or the major elements that are proposed. Clearly indicate how the proposed improvements would fit under the active transportation, bus system improvements, and/or first/last mile categories based on the definitions provided under Measure M.

**Regional Impact (500 words maximum):**

Describe existing conditions and explain how the project impacts each and/or all of the following:

- Improves and/or enhances traffic flow, relieves congestion, enables individuals to travel quickly in the San Gabriel Valley.
- Improves access to destinations such as jobs, recreation, medical facilities, schools, and other key locations.
- Improves access to transit facilities, enhances safety, and corrects unsafe conditions.
- Demonstrates specific active transportation, bus system improvement, and/or first/last mile needs.
- Demonstrates benefits to disadvantaged communities and addresses the lack of connectivity and the lack of non-motorized users in the community.



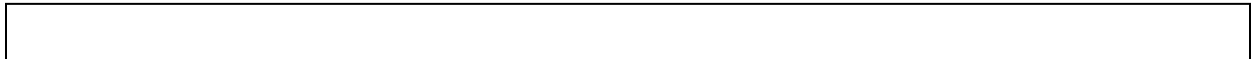
**Project Map:**

Provide a map of the project including existing conditions and proposed improvements. Please include the map in the attachments.



**Capital Improvement Plan:**

Is the project identifiable in at least one participating agency's five-year Capital Improvement Plan? Yes / No



If so, please include the Capital Improvement Plan in the attachments. Please also note that a Category 1 project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP).

**Project Readiness:**

Identify the progress of the project’s design completion:

% Completed

Please note that Category 1 projects should achieve a minimum of 25% design completion and Category 2 projects should achieve a minimum of 10% design completion. In the attachments, please provide any evidence or documents that can highlight the design progress of the proposed project.

**SECTION 3: PROJECT SCHEDULE**

<b>Project Phase</b>	<b>Start Date</b>	<b>End Date</b>
PAED		
PS&E		
ROW		
CON		
CLOSEOUT		

**What phase is the project currently in?**

**Identify any significant work and milestones that have been completed to date. (250 words maximum)**



**Please provide any planned strategies or strategies taken to ensure that the schedule can be met, as well as the steps that will be taken to mitigate schedule impacts of any unforeseen circumstances (250 words maximum).**

**SECTION 4: PUBLIC OUTREACH AND COMMUNITY SUPPORT**

**Describe the evidence of support from key local decision makers and stakeholders, as well as partnerships with local community organizations and/or groups. Please also describe the community-based public participation process that culminated in the project and include evidence of community support, including letters of interest and/or community meeting documents (500 words maximum).**

**Describe the roles and responsibilities of partnering jurisdictions in detail. Please also include letters of commitment/support from each partnering jurisdiction (500 words maximum).**

**Regional Plans:**

Provide any regional plans that the project is included in. Please include any applicable regional plans in the attachments.

**Metro Active Transportation Corridor:**

Is the project located on an active transportation corridor listed in the Metro Active Transportation Strategic Plan? Yes / No

**SECTION 5: FUNDING STRATEGY AND BUDGET**

**Note: For projects that are still in initial planning phases, for which design and/or engineering has not been completed, estimated costs are sufficient.**

Project Phase	Total Cost:	Secured Funding	Funding Requested from MSP
PAED			
PS&E			
ROW			This cycle of MSP funds cannot be used for ROW acquisition.
CON			
OTHER			
<b>TOTAL:</b>			

If "Other" is included, please describe additional phase(s) (250 words maximum).

For any funding that has been secured, please complete the table below. Please note that Category 1 proposals should at least have a combined total of 20% local match.

Amount	Source	Federal (Yes/No)	Additional Requirements (Ex. Deadline for Use of Funds)

Percentage of Local Match:  %

**For any additional funds required to complete the project, please list any potential sources of funding that have been identified (250 words maximum).**

**SECTION 6: APPLICATION SUBMISSION INSTRUCTIONS**

Please label all attachments appropriately and submit the attachments, along with the completed application form, to SGVCOG Senior Management Analyst, Alexander Fung, at [afung@sgvcog.org](mailto:afung@sgvcog.org) before Monday, October 18, 2021 at 5:00pm.

**San Gabriel Valley Council of Governments  
FY 2022-2025 MSP Active Transportation, Bus System Improvements, and First/Last Mile  
Draft Funding Application Scoring Rubric**

**Section 1: Project Category Introductions**

- **Category 1: Planning/Design and Construction of Major Corridor Projects**
  - Up to \$15 million will be awarded to eligible corridor projects for their planning/design and construction phases. Proposals for Category 1 Projects should demonstrate 20% local funding matches and have a minimum of 25% design completion. Projects with design completion of 65% or more will receive higher scores. A Category 1 project should be identifiable in at least one participating agency's five-year Capital Improvements Plan (CIP); however, the jurisdiction is welcomed to expand the project's scope in the proposal. Funds for Category 1 projects cannot be used for right-of-way acquisitions.
- **Category 2: Planning/Design of Major Corridor Projects**
  - Up to \$7 million will be awarded to eligible corridor projects' planning/design phases. Under this category, each project can apply for up to \$1 million. Proposals for Category 2 Projects should have a minimum of 10% design completion.

**Section 2: Category 1 Scoring Rubric**

**Overview:**

Project Feasibility	50 Points
Regional Impact	20 Points
Demonstrated Support	30 Points
<b>TOTAL</b>	<b>100 Points</b>

**Project Feasibility - Project Schedule (5 Points):**

The submitted schedule <b>fully incorporates</b> necessary phases, provides adequate time to complete the phases, describes how the schedule can be met, and highlights steps taken to expend the funds within the funding deadlines.	5 Points
The submitted schedule <b>contains enough detail and/or organization</b> on the necessary phases, how the schedule can be met, and steps taken to expend the funds within the funding deadlines; however, some areas are <b>unclear</b> and/or some details are <b>lacking</b> .	3-4 Points

The submitted schedule is <b>poorly developed or vague</b> in outlining the necessary phases, how the schedule can be met, and steps taken to expend the funds within the funding deadlines.	1-2 Points
The applicant <b>failed to incorporate</b> necessary phases and/or does not provide adequate time to complete the phases, provide information on how the schedule can be met, and highlight steps taken to expend the funds within the funding deadlines.	0 Points

**Project Feasibility - Funding Strategy and Budget (5 Points):**

The proposal provides <b>realistic and detailed</b> project funding strategy, budget, and cost estimates. Cost effectiveness is <b>apparent</b> .	5 Points
The proposal provides <b>enough detail and/or organization</b> on the project funding strategy, budget, and cost estimates. Details are <b>mostly consistent</b> with the proposed project and the cost effectiveness is <b>somewhat apparent</b> .	3-4 Points
The proposal <b>lacks sufficient detail</b> but is mostly consistent with the proposed project. Information on the project funding strategy, budget, and cost estimates are <b>lacking</b> . Cost effectiveness is <b>not as apparent</b> .	1-2 Points
The applicant <b>failed to provide</b> information on project funding strategy, budget, and/or cost estimates.	0 Points

**Project Feasibility - Local Match (10 Points):**

The proposal includes <b>at least a 20%</b> combined local match.	10 Points
The proposal includes <b>at least a 15%</b> combined local match.	7 Points
The proposal includes <b>at least a 10%</b> combined local match.	4 Points
The proposal includes <b>at least a 5%</b> combined local match.	1 Point
The proposal includes a combined local match of <b>less than 5%</b> .	0 Points

**Project Feasibility - Capital Improvement Plan (15 Points):**

The proposal <b>includes</b> a project that is identifiable in at least one participating agency's five-year Capital Improvement Plan.	15 Points
The proposal <b>does not include</b> a project that is identifiable in at least one participating agency's five-year Capital Improvement Plan.	0 Points

**Project Feasibility - Project Readiness (15 Points):**

The proposed project reached <b>at least 65% design</b> completion.	<b>15 Points + 5 Bonus Points</b>
The proposed project reached <b>at least 25% design</b> completion.	15 Points
The proposed project reached <b>at least 10% design</b> completion.	5 Points
The proposed project has a design completion of <b>less than 10%</b> .	0 Points

**Regional Impact - Mobility and Accessibility (5 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	5 Points
The proposed project <b>sufficiently demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	3-4 Points
The proposed project <b>somewhat demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	1-2 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	0 Points

**Regional Impact - Safety (5 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	5 Points
The proposed project <b>sufficiently demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity	3-4 Points

where it is not a result of lack of normal maintenance.	
The proposed project <b>somewhat demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	1-2 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	0 Points

**Regional Impact - Demonstrated Need (10 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	10 Points
The proposed project <b>sufficiently demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	7 Points
The proposed project <b>somewhat demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	4 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	0 Points

**Demonstrated Support - Community Outreach (15 Points):**

The applicant <b>clearly and convincingly describes</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	15 Points
The applicant <b>sufficiently demonstrates</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	10 Points



The applicant <b>somewhat demonstrates</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	5 Points
The applicant <b>fails to demonstrate</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	0 Points

**Demonstrated Support - Committed Partnerships (15 Points):**

The applicant <b>clearly and convincingly describes</b> the roles and responsibilities of partnering jurisdictions and <b>includes letters of commitment/support</b> from each partnering jurisdiction.	15 Points
The applicant <b>sufficiently demonstrates</b> the roles and responsibilities of partnering jurisdictions and <b>includes letters of commitment/support</b> from each partnering jurisdiction.	10 Points
The applicant <b>somewhat demonstrates</b> the roles and responsibilities of partnering jurisdictions. The applicant <b>failed to include all letters of commitment/support</b> from each of the partnering jurisdictions.	5 Points
The applicant <b>failed to demonstrate</b> the roles and responsibilities of partnering jurisdictions. The applicant <b>also failed to include all letters of commitment/support</b> from each of the partnering jurisdictions.	0 Points

**Demonstrated Support - Regional Plan Adoption (5 Bonus Points):**

The proposed project <b>was</b> listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans <b>OR</b> the proposal <b>includes</b> a project in a San Gabriel Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	<b>5 Bonus Points</b>
The proposed project <b>was not</b> listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans. Additionally, the proposal <b>does not include</b> a project in a San Gabriel Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	0 Bonus Points

**Section 3: Category 2 Scoring Rubric**

**Overview:**

Project Feasibility	25 Points
Regional Impact	35 Points
Demonstrated Support	50 Points
<b>TOTAL</b>	<b>100 Points</b>

**Project Feasibility - Project Schedule (5 Points):**

The submitted schedule <b>fully incorporates</b> necessary phases and provides a realistic description of how funds could be expended within the funding deadlines.	5 Points
The submitted schedule <b>contains enough detail and/or organization</b> on the necessary phases and provides a description of how funds could be expended within the funding deadlines; however, some areas are <b>unclear</b> and/or some details are <b>lacking</b> .	3-4 Points
The submitted schedule is <b>poorly developed or vague</b> in outlining the necessary phases and how funds could be expended within the funding deadlines.	1-2 Points
The applicant <b>failed to incorporate</b> necessary phases and/or does not provide adequate time to complete the phases. A description on how funds could be expended within the funding deadlines is <b>missing</b> .	0 Points

**Project Feasibility - Funding Strategy and Budget (5 Points):**

The proposal provides <b>realistic and detailed</b> project funding strategy, budget, and cost estimates. Cost effectiveness is <b>apparent</b> .	5 Points
The proposal provides <b>enough detail and/or organization</b> on the project funding strategy, budget, and cost estimates. Details are <b>mostly consistent</b> with the proposed project and the cost effectiveness is <b>somewhat apparent</b> .	3-4 Points
The proposal <b>lacks sufficient detail</b> but is mostly consistent with the proposed project. Information on the project funding strategy, budget, and cost estimates are <b>lacking</b> . Cost effectiveness is <b>not as apparent</b> .	1-2 Points
The applicant <b>failed to provide</b> information on project funding strategy,	0 Points

budget, and/or cost estimates.	
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**Project Feasibility - Design Progress (15 Points):**

The proposed project reached <b>at least 25% design</b> completion.	<b>15 Points + 5 Bonus Points</b>
The proposed project reached <b>at least 10% design</b> completion.	15 Points
The proposed project has a design completion of <b>less than 10%</b> .	0 Points

**Regional Impact - Mobility and Accessibility (10 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	10 Points
The proposed project <b>sufficiently demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	7 Points
The proposed project <b>somewhat demonstrates</b> that it improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	4 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project improves traffic flow, relieves congestion, improves access to destinations such as jobs, recreation, medical facilities, and schools, and enables residents, workers, and visitors to travel freely and quickly throughout the San Gabriel Valley.	0 Points

**Regional Impact - Safety (10 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	10 Points
The proposed project <b>sufficiently demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in	7 Points

areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	
The proposed project <b>somewhat demonstrates</b> that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	4 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project improves access to transit facilities, enhances safety, and corrects unsafe conditions in areas of heavy traffic, high transit use, and dense pedestrian activity where it is not a result of lack of normal maintenance.	0 Points

**Regional Impact - Demonstrated Need (15 Points):**

The proposed project <b>clearly and convincingly demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	15 Points
The proposed project <b>sufficiently demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	10 Points
The proposed project <b>somewhat demonstrates</b> that it addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	5 Points
Evaluators can award no points in this section if the applicant <b>does not demonstrate</b> that the proposed project addresses specific active transportation, bus system improvement, and/or first/last mile needs in the community and benefits to disadvantaged communities.	0 Points

**Demonstrated Support - Community Outreach (25 Points):**

The applicant <b>clearly and convincingly describes</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	25 Points
The applicant <b>sufficiently demonstrates</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public	15 Points

participation process, and showcases community support for the project.	
The applicant <b>somewhat demonstrates</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	5 Points
The applicant <b>fails to demonstrate</b> who was engaged in the identification and development of the project and documents that the engagement included all appropriate levels of public and governmental stakeholders, highlights evidence of a community-based public participation process, and showcases community support for the project.	0 Points

**Demonstrated Support - Committed Partnerships (25 Points):**

The applicant <b>clearly and convincingly describes</b> the roles and responsibilities of partnering jurisdictions and <b>includes letters of commitment/support</b> from each partnering jurisdiction.	25 Points
The applicant <b>sufficiently demonstrates</b> the roles and responsibilities of partnering jurisdictions and <b>includes letters of commitment/support</b> from each partnering jurisdiction.	15 Points
The applicant <b>somewhat demonstrates</b> the roles and responsibilities of partnering jurisdictions. The applicant <b>failed to include all letters of commitment/support</b> from each of the partnering jurisdictions.	5 Points
The applicant <b>failed to demonstrate</b> the roles and responsibilities of partnering jurisdictions. The applicant <b>also failed to include all letters of commitment/support</b> from each of the partnering jurisdictions.	0 Points

**Demonstrated Support - Regional Plan Adoption (5 Bonus Points):**

The proposed project <b>was</b> listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans <b>OR</b> the proposal <b>includes</b> a project in a San Gabriel Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	<b>5 Bonus Points</b>
The proposed project <b>was not</b> listed in the Metro Mobility Matrix, the Metro Long Range Transportation Plan, the Metro Strategic Project List, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal Plan), or other adopted regional plans. Additionally, the proposal <b>does not include</b> a project in a San Gabriel	0 Bonus Points

Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	
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**RESOLUTION NO. 18-11****RESOLUTION OF THE SAN GABRIEL VALLEY  
COUNCIL OF GOVERNMENTS (SGVCOG) APPROVING MEASURE M  
SUBREGIONAL PUBLIC OUTREACH PROGRAM FOR INITIAL FIVE-YEAR  
PROGRAMMING PLAN**

**WHEREAS**, Measure M, a ½ cent sales tax for Countywide transportation improvements, was approved by voters in November 2016; and

**WHEREAS**, Measure M is projected to fund \$3.3 Billion in transportation improvements in the San Gabriel Valley over the next 40 years; and

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (Metro) adopted the Measure M guidelines to establish a process by which subregional funds under Measure M will be programmed by the subregional entities through the development of five-year subregional fund programming plans; and

**WHEREAS**, San Gabriel Valley Council of Governments (SGVCOG) Staff has received from Metro the projected five-year cash flow for each subregional fund in the San Gabriel Valley subregion; and

**WHEREAS**, under its Measure M Guidelines, the Metro Board requires each COG to develop and submit a Public Participation Element which will cover how interest groups within the COG's jurisdiction are addressed, identify the processes involved in the engagement effort, and key components of the MSP plan; and

**WHEREAS**, at minimum, the Public Participation Element must address the interests of: the subregion represented by the COG cities, county and other local jurisdictions and communities, and stakeholders, such as advocacy organizations and non-profits; and

**WHEREAS**, this Public Participation Element must be included in the MSP 5-Year Plan which will be adopted by both the COG Governing Board and the Metro Board.

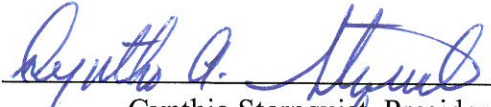
**NOW THEREFORE, BE IT RESOLVED** that the Governing Board does hereby approve the Public Participation Plan for the SGVCOG's initial MSP 5-Year Plan, as follows:

1. Staff will develop a preliminary proposed project list for each sub-fund based on cash flow and results for the adopted Mobility Matrix.
2. This list will be distributed to COG member agencies and other stakeholders and posted on the COG's website for comment. Staff will attempt to make personal contact with known stakeholders and offer briefings if desired.
3. The proposed project list, as well as any comments received, will be agendized for the Public Works and Planning TACs, and the City Managers' Steering Committee, for discussion and public input.

4. Recommendations from the TACs will be forwarded to the COG's Transportation Committee and agendaized for discussion and public input.
5. Final recommendations from the COG's Transportation Committee will be forwarded to the COG's Governing Board for final approval
6. Upon approval of the MSP 5-Year Plan by the Metro Board and subsequent execution of funding MOU's with each individual project implementing agency, further outreach regarding the design, environmental clearance and construction of those projects will be handled individually by the implementing agency in accordance with funding guidelines and local policies.

Additionally, throughout this entire process, SGVCOG Staff will share Measure M project selection information on social media, use social media to inform the public and pertinent stakeholders about opportunities to engage in the project selection process, and work closely with cities to conduct outreach in an innovative matter through different technologies and mediums.

**PASSED AND ADOPTED** by the Governing Board of the San Gabriel Valley Council of Governments, County of Los Angeles, State of California, on the 15<sup>th</sup> day of February 2018.

  
\_\_\_\_\_  
Cynthia Sternquist, President  
San Gabriel Valley Council of Governments



**Attest:**

I, Marisa Creter, Interim Executive Director and Secretary of the Board of Directors of the San Gabriel Valley Council of Governments, do hereby certify that Resolution 18-11 was adopted at a regular meeting of the Governing Board held on the 15<sup>th</sup> day of February 2018, by the following roll call vote:

<b>AYES:</b>	Alhambra, Arcadia, Azusa, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, La Canada Flintridge, La Puente, La Verne, Monrovia, Montebello, Monterey Park, Pomona, Rosemead, San Dimas, San Gabriel, South El Monte, South Pasadena, Temple City, Walnut, West Covina, LA County District 1, LA County District 4, LA County District 5, Water Districts
<b>NOES:</b>	
<b>ABSTAIN:</b>	
<b>ABSENT:</b>	Baldwin Park, Bradbury, Industry, Irwindale, Pasadena, San Marino, Sierra Madre

  
\_\_\_\_\_  
Marisa Creter, Secretary

DATE: August 12, 2021

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **AB 43 (FRIEDMAN)**

## **RECOMMENDED ACTION**

Recommend the Governing Board to support AB 43 (Friedman).

## **BACKGROUND**

Introduced by Assemblymember Laura Friedman (D-Burbank) on December 7, 2020, AB 43 provides the California Department of Transportation (Caltrans) and local authorities greater flexibility in setting speed limits based on recommendations made by the Zero Traffic Fatality Task Force in January 2020. The Task Force was formed after the passage of AB 2363 (Friedman, 2018) to commission research on speed setting from the University of California Institute of Transportation Studies (UC ITS). The report was published in January 2020 and can be found on <https://calsta.ca.gov/subject-areas/enforcement-and-safety/zero-traffic-fatalities>.

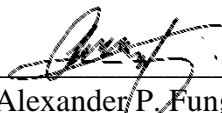
Specifically, AB 43 authorizes local authorities, when performing an engineering and traffic survey (ETS), to consider the safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups. Additionally, the bill authorizes:

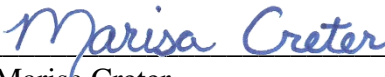
- Caltrans and local authorities, on streets where a 65 mph limit is applicable, to lower the speed limit to as low as 15 mph pursuant to an ETS (current law permits the speed limit to be as low as 25 mph);
- A local authority to establish a 15 mph speed limit when adjacent to school zones on highways with posted limits of 35 mph and up to four lanes during hours when children are present (current law limits this provision to highways with posted speed limits of 30 mph and up to two lanes);
- A local authority to establish a 25 mph speed limit when approaching school zones on highways with posted limits of 35 mph and up to four lanes during hours when children are present (current law limits this provisions to highways with posted speed limits of 30 mph and up to two lanes);
- A local authority who, after completing an ETS, finds that the speed limit is more than reasonable or safe, to reduce the speed limit by 5 mph by ordinance if the highway is designated as a high-injury street or the portion of highway is adjacent to any land or facility that generates high concentrations of bicycles or pedestrians;
- A local authority who, after completing an ETS, finds that the speed limit is more than what is reasonable or safe, to retain the current speed limit or restore the immediately prior speed limit; and
- A local authority by ordinance to declare a 25 mph or 20 mph speed limit in a business activity district when the highway has a maximum of four traffic lanes, a maximum posted

speed limit of 30 mph if establishing a 25 mph speed limit, and a maximum posted speed limit of 25 mph if establishing a 20 mph speed limit.

With the goal of lowering speeds to decrease the number of accidents and injuries, AB 43 can provide agencies and local jurisdictions flexibility to lower speed limits to improve road safety for all users. The bill passed the Assembly Floor on May 10, 2021 and the Senate Transportation Committee on July 13, 2021. It is currently being reviewed by the Senate Appropriations Committee. AB 43's bill language and bill analysis can be found in Attachments A and B, respectively.

SGVCOG Senior Management Analyst, Alexander Fung, will provide a presentation at this meeting.

Prepared by:   
Alexander P. Fung  
Senior Management Analyst

Approved by:   
Marisa Creter  
Executive Director

**ATTACHMENTS**

Attachment A – AB 43 Bill Language

Attachment B – AB 43 Bill Analysis

AMENDED IN SENATE JULY 14, 2021

AMENDED IN SENATE JULY 6, 2021

AMENDED IN SENATE JUNE 25, 2021

AMENDED IN ASSEMBLY MARCH 22, 2021

CALIFORNIA LEGISLATURE—2021–22 REGULAR SESSION

## ASSEMBLY BILL

**No. 43**

**Introduced by Assembly Members Friedman, Gipson, Ting, Chiu,  
and Quirk  
(Principal coauthor: Assembly Member Boerner Horvath)  
(Coauthors: Assembly Members Gabriel, Medina, Nazarian, Ward,  
and Wicks)**

December 7, 2020

An act to amend Sections 627, 21400, 22352, 22354, 22358, ~~22358.4~~, 22359, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the Vehicle Code, relating to traffic safety.

### LEGISLATIVE COUNSEL'S DIGEST

AB 43, as amended, Friedman. Traffic safety.

(1) Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety.

This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.

(2) Existing law establishes a prima facie speed limit of 25 miles per hour on any highway, other than a state highway, located in any business or residence district, as defined. Existing law authorizes a local authority to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

This bill would establish a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize the Department of Transportation (Caltrans) to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

(3) Existing law establishes a speed limit of 65 miles per hour on state highways, as specified. Existing law authorizes Caltrans to declare a speed limit on any such highway, as prescribed, of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, including erecting signs to give notice thereof. Existing law also authorizes a local authority, on a section of highway, other than a state highway, where the speed limit is 65 miles per hour to declare a lower speed limit, as specified.

This bill would additionally authorize Caltrans and a local authority to declare a speed limit of 20 or 15 miles per hour, as specified, on these highways.

(4) Existing law authorizes a local authority, without an engineering and traffic survey, to declare a lowered speed limit on portions of highway, as specified, approaching a school building or school grounds. Existing law limits this authority to sections of highway meeting specified requirements relating to the number of lanes and the speed limit of the highway before the school zone.

~~This bill would change certain of these requirements related to the declaration of these lowered speed limits. The~~

*This* bill would similarly authorize a lowered speed limit on a section of highway contiguous to a business activity district, as defined.

(5) Existing law requires Caltrans, by regulation, to provide for the rounding up or down to the nearest 5 miles per hour increment of the 85th percentile speed of free-flowing traffic on a portion of highway as determined by a traffic and engineering survey.

This bill would authorize a local authority to further reduce the speed limit, as specified, and require Caltrans to accordingly revise the California Manual on Uniform Traffic Control Devices, as specified.

(6) Existing law defines a speed trap and prohibits evidence of a driver’s speed obtained through a speed trap from being admissible in court in any prosecution against a driver for a speed-related offense. Existing law deems a road where the speed limit is not justified by a traffic and engineering survey conducted within the previous 7 years to be a speed trap, unless the roadway has been evaluated by a registered engineer, as specified, in which case the speed limit remains enforceable for a period of 10 years. Existing law exempts a school zone, as defined, from certain provisions relating to defining a speed trap.

This bill would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

This bill would also exempt a senior zone and business activity district, as defined, from those provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.

State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 627 of the Vehicle Code is amended to  
2 read:

3 627. (a) “Engineering and traffic survey,” as used in this code,  
4 means a survey of highway and traffic conditions in accordance  
5 with methods determined by the Department of Transportation for  
6 use by state and local authorities.

7 (b) An engineering and traffic survey shall include, among other  
8 requirements deemed necessary by the department, consideration  
9 of all of the following:

10 (1) Prevailing speeds as determined by traffic engineering  
11 measurements.

12 (2) Accident records.

13 (3) Highway, traffic, and roadside conditions not readily  
14 apparent to the driver.

15 (c) When conducting an engineering and traffic survey, local  
16 authorities, in addition to the factors set forth in paragraphs (1) to  
17 (3), inclusive, of subdivision (b) may consider all of the following:

18 (1) Residential density, if any of the following conditions exist  
19 on the particular portion of highway and the property contiguous  
20 thereto, other than a business district:

1 (A) Upon one side of the highway, within a distance of a quarter  
2 of a mile, the contiguous property fronting thereon is occupied by  
3 13 or more separate dwelling houses or business structures.

4 (B) Upon both sides of the highway, collectively, within a  
5 distance of a quarter of a mile, the contiguous property fronting  
6 thereon is occupied by 16 or more separate dwelling houses or  
7 business structures.

8 (C) The portion of highway is longer than one-quarter of a mile  
9 but has the ratio of separate dwelling houses or business structures  
10 to the length of the highway described in either subparagraph (A)  
11 or (B).

12 (2) Safety of bicyclists and pedestrians, with increased  
13 consideration for vulnerable pedestrian groups including children,  
14 seniors, persons with disabilities, users of personal assistive  
15 mobility devices, and the unhoused.

16 SEC. 2. Section 21400 of the Vehicle Code is amended to read:

17 21400. (a) The Department of Transportation shall, after  
18 consultation with local agencies and public hearings, adopt rules  
19 and regulations prescribing uniform standards and specifications  
20 for all official traffic control devices placed pursuant to this code,  
21 including, but not limited to, stop signs, yield right-of-way signs,  
22 speed restriction signs, railroad warning approach signs, street  
23 name signs, lines and markings on the roadway, and stock crossing  
24 signs placed pursuant to Section 21364.

25 (b) The Department of Transportation shall, after notice and  
26 public hearing, determine and publicize the specifications for  
27 uniform types of warning signs, lights, and devices to be placed  
28 upon a highway by a person engaged in performing work that  
29 interferes with or endangers the safe movement of traffic upon  
30 that highway.

31 (c) Only those signs, lights, and devices as are provided for in  
32 this section shall be placed upon a highway to warn traffic of work  
33 that is being performed on the highway.

34 (d) Control devices or markings installed upon traffic barriers  
35 on or after January 1, 1984, shall conform to the uniform standards  
36 and specifications required by this section.

37 SEC. 3. Section 22352 of the Vehicle Code is amended to read:

38 22352. The prima facie limits are as follows and shall be  
39 applicable unless changed as authorized in this code and, if so  
40 changed, only when signs have been erected giving notice thereof:

1 (a) Fifteen miles per hour:

2 (1) When traversing a railway grade crossing, if during the last  
3 100 feet of the approach to the crossing the driver does not have  
4 a clear and unobstructed view of the crossing and of any traffic on  
5 the railway for a distance of 400 feet in both directions along the  
6 railway. This subdivision does not apply in the case of any railway  
7 grade crossing where a human flagperson is on duty or a clearly  
8 visible electrical or mechanical railway crossing signal device is  
9 installed but does not then indicate the immediate approach of a  
10 railway train or car.

11 (2) When traversing any intersection of highways if during the  
12 last 100 feet of the driver's approach to the intersection the driver  
13 does not have a clear and unobstructed view of the intersection  
14 and of any traffic upon all of the highways entering the intersection  
15 for a distance of 100 feet along all those highways, except at an  
16 intersection protected by stop signs or yield right-of-way signs or  
17 controlled by official traffic control signals.

18 (3) On any alley.

19 (b) Twenty-five miles per hour:

20 (1) On any highway, in any business or residence district unless  
21 a different speed is determined by local authority or the Department  
22 of Transportation under procedures set forth in this code.

23 (2) When approaching or passing a school building or the  
24 grounds thereof, contiguous to a highway and posted with a  
25 standard "SCHOOL" warning sign, while children are going to or  
26 leaving the school either during school hours or during the noon  
27 recess period. The prima facie limit shall also apply when  
28 approaching or passing any school grounds which are not separated  
29 from the highway by a fence, gate, or other physical barrier while  
30 the grounds are in use by children and the highway is posted with  
31 a standard "SCHOOL" warning sign. For purposes of this  
32 subparagraph, standard "SCHOOL" warning signs may be placed  
33 at any distance up to 500 feet away from school grounds.

34 (3) When passing a senior center or other facility primarily used  
35 by senior citizens, contiguous to a street other than a state highway  
36 and posted with a standard "SENIOR" warning sign. A local  
37 authority may erect a sign pursuant to this paragraph when the  
38 local agency makes a determination that the proposed signing  
39 should be implemented. A local authority may request grant  
40 funding from the Active Transportation Program pursuant to



1 Chapter 8 (commencing with Section 2380) of Division 3 of the  
 2 Streets and Highways Code, or any other grant funding available  
 3 to it, and use that grant funding to pay for the erection of those  
 4 signs, or may utilize any other funds available to it to pay for the  
 5 erection of those signs, including, but not limited to, donations  
 6 from private sources.

7 SEC. 4. Section 22354 of the Vehicle Code is amended to read:

8 22354. (a) Whenever the Department of Transportation  
 9 determines upon the basis of an engineering and traffic survey that  
 10 the limit of 65 miles per hour is more than is reasonable or safe  
 11 upon any portion of a state highway where the limit of 65 miles  
 12 is applicable, the department may determine and declare a prima  
 13 facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles  
 14 per hour, whichever is found most appropriate to facilitate the  
 15 orderly movement of traffic and is reasonable and safe, which  
 16 declared prima facie speed limit shall be effective when appropriate  
 17 signs giving notice thereof are erected upon the highway.

18 (b) This section shall become operative on the date specified in  
 19 subdivision (c) of Section 22366.

20 SEC. 5. Section 22358 of the Vehicle Code is amended to read:

21 22358. (a) Whenever a local authority determines upon the  
 22 basis of an engineering and traffic survey that the limit of 65 miles  
 23 per hour is more than is reasonable or safe upon any portion of  
 24 any street other than a state highway where the limit of 65 miles  
 25 per hour is applicable, the local authority may by ordinance  
 26 determine and declare a prima facie speed limit of 60, 55, 50, 45,  
 27 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most  
 28 appropriate to facilitate the orderly movement of traffic and is  
 29 reasonable and safe, which declared prima facie limit shall be  
 30 effective when appropriate signs giving notice thereof are erected  
 31 upon the street.

32 (b) This section shall become operative on the date specified in  
 33 subdivision (c) of Section 22366.

34 ~~SEC. 6. Section 22358.4 of the Vehicle Code is amended to~~  
 35 ~~read:~~

36 ~~22358.4. (a) (1) Whenever a local authority determines upon~~  
 37 ~~the basis of an engineering and traffic survey that the prima facie~~  
 38 ~~speed limit of 25 miles per hour established by subdivision (b) of~~  
 39 ~~Section 22352 is more than is reasonable or safe, the local authority~~  
 40 ~~may, by ordinance or resolution, determine and declare a prima~~

1 facie speed limit of 20 or 15 miles per hour, whichever is justified  
2 as the appropriate speed limit by that survey.

3 ~~(2) An ordinance or resolution adopted under paragraph (1)~~  
4 ~~shall not be effective until appropriate signs giving notice of the~~  
5 ~~speed limit are erected upon the highway and, in the case of a state~~  
6 ~~highway, until the ordinance is approved by the Department of~~  
7 ~~Transportation and the appropriate signs are erected upon the~~  
8 ~~highway.~~

9 ~~(b) (1) Notwithstanding subdivision (a) or any other provision~~  
10 ~~of law, a local authority may, by ordinance or resolution, determine~~  
11 ~~and declare prima facie speed limits as follows:~~

12 ~~(A) A 15 miles per hour prima facie limit in a residence district,~~  
13 ~~on a highway with a posted speed limit of 35 miles per hour or~~  
14 ~~slower, when approaching, at a distance of less than 500 feet from,~~  
15 ~~or passing, a school building or the grounds of a school building,~~  
16 ~~contiguous to a highway and posted with a school warning sign~~  
17 ~~that indicates a speed limit of 15 miles per hour, while children~~  
18 ~~are going to or leaving the school, either during school hours or~~  
19 ~~during the noon recess period. The prima facie limit shall also~~  
20 ~~apply when approaching, at a distance of less than 500 feet from,~~  
21 ~~or passing, school grounds that are not separated from the highway~~  
22 ~~by a fence, gate, or other physical barrier while the grounds are in~~  
23 ~~use by children and the highway is posted with a school warning~~  
24 ~~sign that indicates a speed limit of 15 miles per hour.~~

25 ~~(B) A 25 miles per hour prima facie limit in a residence district,~~  
26 ~~on a highway with a posted speed limit of 35 miles per hour or~~  
27 ~~slower, when approaching, at a distance of 500 to 1,000 feet from,~~  
28 ~~a school building or the grounds thereof, contiguous to a highway~~  
29 ~~and posted with a school warning sign that indicates a speed limit~~  
30 ~~of 25 miles per hour, while children are going to or leaving the~~  
31 ~~school, either during school hours or during the noon recess period.~~  
32 ~~The prima facie limit shall also apply when approaching, at a~~  
33 ~~distance of 500 to 1,000 feet from, school grounds that are not~~  
34 ~~separated from the highway by a fence, gate, or other physical~~  
35 ~~barrier while the grounds are in use by children and the highway~~  
36 ~~is posted with a school warning sign that indicates a speed limit~~  
37 ~~of 25 miles per hour.~~

38 ~~(2) The prima facie limits established under paragraph (1) apply~~  
39 ~~only to highways that meet all of the following conditions:~~

40 ~~(A) A maximum of four traffic lanes.~~

1 ~~(B) A maximum posted 35 miles per hour prima facie speed~~  
2 ~~limit immediately prior to and after the school zone.~~

3 ~~(3) The prima facie limits established under paragraph (1) apply~~  
4 ~~to all lanes of an affected highway, in both directions of travel.~~

5 ~~(4) When determining the need to lower the prima facie speed~~  
6 ~~limit, the local authority shall take the provisions of Section 627~~  
7 ~~into consideration.~~

8 ~~(5) (A) An ordinance or resolution adopted under paragraph~~  
9 ~~(1) shall not be effective until appropriate signs giving notice of~~  
10 ~~the speed limit are erected upon the highway and, in the case of a~~  
11 ~~state highway, until the ordinance is approved by the Department~~  
12 ~~of Transportation and the appropriate signs are erected upon the~~  
13 ~~highway.~~

14 ~~(B) For purposes of subparagraph (A) of paragraph (1), school~~  
15 ~~warning signs indicating a speed limit of 15 miles per hour may~~  
16 ~~be placed at a distance up to 500 feet away from school grounds.~~

17 ~~(C) For purposes of subparagraph (B) of paragraph (1), school~~  
18 ~~warning signs indicating a speed limit of 25 miles per hour may~~  
19 ~~be placed at any distance between 500 and 1,000 feet away from~~  
20 ~~the school grounds.~~

21 ~~(D) A local authority shall reimburse the Department of~~  
22 ~~Transportation for all costs incurred by the department under this~~  
23 ~~subdivision.~~

24 ~~SEC. 7.~~

25 ~~SEC. 6. Section 22358.6 is added to the Vehicle Code, to read:~~

26 ~~22358.6. The Department of Transportation shall, in the next~~  
27 ~~scheduled revision, revise and thereafter maintain the California~~  
28 ~~Manual on Uniform Traffic Control Devices to require the~~  
29 ~~Department of Transportation or a local authority to round speed~~  
30 ~~limits to the nearest five miles per hour of the 85th percentile of~~  
31 ~~the free-flowing traffic. However, in cases in which the speed limit~~  
32 ~~needs to be rounded up to the nearest five miles per hour increment~~  
33 ~~of the 85th-percentile speed, the Department of Transportation or~~  
34 ~~a local authority may decide to instead round down the speed limit~~  
35 ~~to the lower five miles per hour increment. A local authority may~~  
36 ~~additionally lower the speed limit as provided in Sections 22358.7~~  
37 ~~and 22358.8.~~

38 ~~SEC. 8.~~

39 ~~SEC. 7. Section 22358.7 is added to the Vehicle Code, to read:~~

1 22358.7. (a) If a local authority, after completing an  
 2 engineering and traffic survey, finds that the speed limit is still  
 3 more than is reasonable or safe, the local authority may, by  
 4 ordinance, determine and declare a prima facie speed limit that  
 5 has been reduced an additional five miles per hour for either of  
 6 the following reasons:

7 (1) The portion of highway has been designated as a high-injury  
 8 street. A local authority shall not deem more than one-fifth of their  
 9 streets as high-injury streets.

10 (2) The portion of highway is adjacent to any land or facility  
 11 that generates high concentrations of bicyclists or pedestrians,  
 12 especially those from vulnerable groups such as children, seniors,  
 13 persons with disabilities, and the unhoused.

14 (b) (1) As used in this section, “high-injury street” shall be  
 15 defined by the Department of Transportation in the next revision  
 16 of the California Manual on Uniform Traffic Control Devices. In  
 17 making this determination, the department shall consider highways  
 18 that have the highest number of serious injuries and fatalities based  
 19 on collision data that may be derived from the Statewide Integrated  
 20 Traffic Records System, Transportation Injury Mapping System,  
 21 or a jurisdiction’s established database.

22 (2) *The Department of Transportation shall, in the next revision*  
 23 *of the California Manual on Uniform Traffic Control Devices,*  
 24 *determine what constitutes land or facilities that generate high*  
 25 *concentrations of bicyclists and pedestrians, as used in paragraph*  
 26 *(2) of subdivision (a). In making this determination, the department*  
 27 *shall consider density, road use type, and bicycle and pedestrian*  
 28 *infrastructure present on a section of highway.*

29 ~~SEC. 9.~~

30 SEC. 8. Section 22358.8 is added to the Vehicle Code, to read:

31 22358.8. (a) If a local authority, after completing an  
 32 engineering and traffic survey, finds that the speed limit is still  
 33 more than is reasonable or safe, the local authority may, by  
 34 ordinance, retain the current speed limit or restore the immediately  
 35 prior speed limit if that speed limit was established with an  
 36 engineering and traffic survey and if a registered engineer has  
 37 evaluated the section of highway and determined that no significant  
 38 design changes, with the specific intent of increasing the safe  
 39 operating speed, have been made *additional general purpose lanes*

1 *have been added* to the roadway since completion of the traffic  
 2 survey that established the prior speed limit.

3 *(b) This section does not authorize a speed limit to be reduced*  
 4 *by any more than five miles per hour from the current speed limit*  
 5 *nor below the immediately prior speed limit.*

6 ~~SEC. 10.~~

7 SEC. 9. Section 22358.9 is added to the Vehicle Code, to read:

8 22358.9. (a) (1) Notwithstanding any other law, a local  
 9 authority may, by ordinance, determine and declare a 25 or 20  
 10 miles per hour prima facie speed limit on a highway contiguous  
 11 to a business activity district when posted with a sign that indicates  
 12 a speed limit of 25 or 20 miles per hour.

13 (2) The prima facie limits established under paragraph (1) apply  
 14 only to highways that meet all of the following conditions:

- 15 (A) A maximum of four traffic lanes.
- 16 (B) A maximum posted 30 miles per hour prima facie speed  
 17 limit immediately prior to and after the business activity district,  
 18 if establishing a 25 miles per hour speed limit.
- 19 (C) A maximum posted 25 miles per hour prima facie speed  
 20 limit immediately prior to and after the business activity district,  
 21 if establishing a 20 miles per hour speed limit.

22 (b) As used in this section, a “business activity district” is that  
 23 portion of a highway and the property contiguous thereto that  
 24 includes central or neighborhood downtowns, urban villages, or  
 25 zoning designations that prioritize commercial land uses at the  
 26 downtown or neighborhood scale and meets at least three of the  
 27 following requirements in paragraphs (1) to (4), ~~inclusive, and one~~  
 28 ~~of the subparagraphs of paragraph (5):~~ *inclusive:*

- 29 (1) ~~Retail~~ *No less than 50 percent of the contiguous property*  
 30 *fronting the highway consists of retail or dining commercial uses,*  
 31 *including outdoor dining, that open directly onto sidewalks adjacent*  
 32 *to the highway.*
- 33 (2) Parking, including parallel, diagonal, or perpendicular spaces  
 34 located alongside the highway.
- 35 (3) Traffic control signals or stop signs regulating traffic flow  
 36 on the highway, located at intervals of no more than 600 feet.
- 37 (4) Marked crosswalks not controlled by a traffic control device.
- 38 (5) ~~A high concentration of bicycles or pedestrians as determined~~  
 39 ~~by either of the following:~~

1 (A) ~~Pedestrian volume of greater than 10 pedestrians in one~~  
2 ~~hour at least every 1,200 feet of sidewalk through the length of~~  
3 ~~the proposed section of highway.~~

4 (B) ~~Bicycle volume of 20 or more bicycles in one hour operating~~  
5 ~~along the street at least every 1,200 feet through the section of~~  
6 ~~highway.~~

7 (c) A local authority shall not declare a prima facie speed limit  
8 under this section on a portion of a highway where the local  
9 authority has already lowered the speed limit as permitted under  
10 Sections 22358.7 and 22358.8.

11 ~~SEC. 11.~~

12 *SEC. 10.* Section 22359 of the Vehicle Code is amended to  
13 read:

14 22359. With respect to boundary line streets and highways  
15 where portions thereof are within different jurisdictions, an  
16 ordinance adopted under Sections 22357 and 22358 shall not be  
17 effective as to any portion until all authorities having jurisdiction  
18 of the portions of the street concerned have approved the same.  
19 This section shall not apply in the case of boundary line streets  
20 consisting of separate roadways within different jurisdictions.

21 ~~SEC. 12.~~

22 *SEC. 11.* Section 40802 of the Vehicle Code is amended to  
23 read:

24 40802. (a) A “speed trap” is either of the following:

25 (1) A particular section of a highway measured as to distance  
26 and with boundaries marked, designated, or otherwise determined  
27 in order that the speed of a vehicle may be calculated by securing  
28 the time it takes the vehicle to travel the known distance.

29 (2) A particular section of a highway with a prima facie speed  
30 limit that is provided by this code or by local ordinance under  
31 paragraph (1) of subdivision (b) of Section 22352, or established  
32 under Section 22354, 22357, 22358, or 22358.3, if that prima facie  
33 speed limit is not justified by an engineering and traffic survey  
34 conducted within five years prior to the date of the alleged  
35 violation, and enforcement of the speed limit involves the use of  
36 radar or any other electronic device that measures the speed of  
37 moving objects. This paragraph does not apply to a local street,  
38 road, school zone, senior zone, or business activity district.

39 (b) (1) For purposes of this section, a local street or road is one  
40 that is functionally classified as “local” on the “California Road

1 System Maps,” that are approved by the Federal Highway  
2 Administration and maintained by the Department of  
3 Transportation. It may also be defined as a “local street or road”  
4 if it primarily provides access to abutting residential property and  
5 meets the following three conditions:

- 6 (A) Roadway width of not more than 40 feet.
- 7 (B) Not more than one-half of a mile of uninterrupted length.
- 8 Interruptions shall include official traffic control signals as defined  
9 in Section 445.

10 (C) Not more than one traffic lane in each direction.

11 (2) For purposes of this section, “school zone” means that area  
12 approaching or passing a school building or the grounds thereof  
13 that is contiguous to a highway and on which is posted a standard  
14 “SCHOOL” warning sign, while children are going to or leaving  
15 the school either during school hours or during the noon recess  
16 period. “School zone” also includes the area approaching or passing  
17 any school grounds that are not separated from the highway by a  
18 fence, gate, or other physical barrier while the grounds are in use  
19 by children if that highway is posted with a standard “SCHOOL”  
20 warning sign.

21 (3) For purposes of this section, “senior zone” means that area  
22 approaching or passing a senior center building or other facility  
23 primarily used by senior citizens, or the grounds thereof that is  
24 contiguous to a highway and on which is posted a standard  
25 “SENIOR” warning sign, pursuant to Section 22352.

26 (4) For purposes of this section, “business activity district”  
27 means a section of highway described in subdivision (b) of Section  
28 22358.9 in which a standard 25 miles per hour or 20 miles per  
29 hour speed limit sign has been posted pursuant to paragraph (1)  
30 of subdivision (a) of that section.

31 (c) (1) When all of the following criteria are met, paragraph  
32 (2) of this subdivision shall be applicable and subdivision (a) shall  
33 not be applicable:

- 34 (A) When radar is used, the arresting officer has successfully  
35 completed a radar operator course of not less than 24 hours on the  
36 use of police traffic radar, and the course was approved and  
37 certified by the Commission on Peace Officer Standards and  
38 Training.

- 39 (B) When laser or any other electronic device is used to measure  
40 the speed of moving objects, the arresting officer has successfully

1 completed the training required in subparagraph (A) and an  
2 additional training course of not less than two hours approved and  
3 certified by the Commission on Peace Officer Standards and  
4 Training.

5 (C) (i) The prosecution proved that the arresting officer  
6 complied with subparagraphs (A) and (B) and that an engineering  
7 and traffic survey has been conducted in accordance with  
8 subparagraph (B) of paragraph (2). The prosecution proved that,  
9 prior to the officer issuing the notice to appear, the arresting officer  
10 established that the radar, laser, or other electronic device  
11 conformed to the requirements of subparagraph (D).

12 (ii) The prosecution proved the speed of the accused was unsafe  
13 for the conditions present at the time of alleged violation unless  
14 the citation was for a violation of Section 22349, 22356, or 22406.

15 (D) The radar, laser, or other electronic device used to measure  
16 the speed of the accused meets or exceeds the minimal operational  
17 standards of the National Highway Traffic Safety Administration,  
18 and has been calibrated within the three years prior to the date of  
19 the alleged violation by an independent certified laser or radar  
20 repair and testing or calibration facility.

21 (2) A “speed trap” is either of the following:

22 (A) A particular section of a highway measured as to distance  
23 and with boundaries marked, designated, or otherwise determined  
24 in order that the speed of a vehicle may be calculated by securing  
25 the time it takes the vehicle to travel the known distance.

26 (B) (i) A particular section of a highway or state highway with  
27 a prima facie speed limit that is provided by this code or by local  
28 ordinance under paragraph (1) of subdivision (b) of Section 22352,  
29 or established under Section 22354, 22357, 22358, or 22358.3, if  
30 that prima facie speed limit is not justified by an engineering and  
31 traffic survey conducted within one of the following time periods,  
32 prior to the date of the alleged violation, and enforcement of the  
33 speed limit involves the use of radar or any other electronic device  
34 that measures the speed of moving objects:

35 (I) Except as specified in subclause (II), seven years.

36 (II) If an engineering and traffic survey was conducted more  
37 than seven years prior to the date of the alleged violation, and a  
38 registered engineer evaluates the section of the highway and  
39 determines that no significant changes in roadway or traffic  
40 conditions have occurred, including, but not limited to, changes



- 1 in adjoining property or land use, roadway width, or traffic volume,
- 2 14 years.
- 3 (ii) This subparagraph does not apply to a local street, road, or
- 4 school zone, senior zone, or business activity district.

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**SENATE COMMITTEE ON TRANSPORTATION**  
**Senator Lena Gonzalez, Chair**  
**2021 - 2022 Regular**

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<b>Bill No:</b>	AB 43	<b>Hearing Date:</b>	07/13/2021
<b>Author:</b>	Friedman		
<b>Version:</b>	07/06/2021		
<b>Urgency:</b>	No	<b>Fiscal:</b>	Yes
<b>Consultant:</b>	Randy Chinn		

**SUBJECT:** Traffic safety

**DIGEST:** This bill provides Caltrans and local authorities greater flexibility in setting speed limits based on recommendations the Zero Traffic Fatality Task Force made in January 2020.

**ANALYSIS:**

*Existing law:*

- 1) Prohibits driving at a speed greater than is reasonable or prudent having due regard for weather, visibility, traffic, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property. This is known as California's Basic Speed Law.
- 2) Establishes a maximum speed of 65 mph under most circumstances and allows for lower speed limits under numerous specified conditions.
- 3) Defines "engineering and traffic survey" (ETS) as a survey of highway and traffic conditions in accordance with methods determined by Caltrans for use by state and local authorities. An ETS must consider prevailing speeds, accident records, and conditions not readily apparent to the driver. An ETS may consider residential density and bicycle and pedestrian safety.
- 4) Authorizes Caltrans and local authorities to establish a speed limit on most streets of between 60 mph to 25 mph in 5 mph increments on the basis of an ETS.
- 5) Establishes prima facie speed limits, or speed limits that apply when no other speed limit is posted, of 15 mph when traversing railroad crossings, in specified intersections, and in alleys, and of 25 mph in any business or residence district,

as defined, near schools and near senior centers. These speed limits do not need to be justified by an ETS.

- 6) Authorizes a local authority to set a speed limit of 20 mph or 15 mph as justified by an ETS on a street where there is a prima facie speed limit of 25 mph. Speed limits as low as 25 mph and 15 mph are authorized on streets with posted speed limits of 30 mph during school hours around schools under specified conditions provided the highway is posted with a school warning sign indicating when the lower limit is in effect.
- 7) Prohibits the use of speed traps, as defined, in arresting or prosecuting any violation of the Vehicle Code including speeding.

**This bill:**

- 1) Authorizes local authorities, when performing an engineering and traffic survey, to consider the safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups.
- 2) Authorizes Caltrans and local authorities, on streets where a 65 mph limit is applicable, to lower the speed limit to as low as 15 mph pursuant to an ETS. Current law permits the speed limit to be as low as 25 mph.
- 3) Authorizes a local authority to establish a 15 mph speed limit when adjacent to school zones on highways with posted limits of 35 mph and up to four lanes during hours when children are present. Current law limits this provision to highways with posted speed limits of 30 mph and up to two lanes.
- 4) Authorizes a local authority to establish a 25 mph speed limit when approaching school zones on highways with posted limits of 35 mph and up to four lanes during hours when children are present. Current law limits this provision to highways with posted speed limits of 30 mph and up to two lanes.
- 5) Authorizes a local authority who, after completing an ETS, finds that the speed limit is more than reasonable or safe, to reduce the speed limit by 5 mph by ordinance if the highway is designated as a high-injury street, as defined by Caltrans, or the portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians.

- 6) Authorizes a local authority who, after completing an ETS, finds that the speed limit is more than is reasonable or safe, to retain the current speed limit or restore the immediately prior speed limit.
- 7) Defines a business activity district as a central or neighborhood downtown, urban village or zoning designation that prioritizes commercial land uses at the downtown or neighborhood scale and meets the following tests:
  - a) Three of the following four conditions:
    - i. Retail or dining uses
    - ii. Street parking
    - iii. Traffic control signals no more than 600 feet apart
    - iv. Marked crosswalks not controlled by a traffic control device
  - b) And either of the following two conditions:
    - v. Pedestrian volume of greater than 10 pedestrians in one hour
    - vi. Bicycle volumes of 20 or more per hour
- 8) Authorizes a local authority by ordinance to declare a 25 mph or 20 mph speed limit in a business activity district when the highway has a maximum of four traffic lanes, a maximum posted speed limit of 30 mph if establishing a 25 mph speed limit, and a maximum posted speed limit of 25 mph if establishing a 20 mph speed limit.

## BACKGROUND

- 1) *Zero Fatalities Task Force*. In 2018 AB 2363 (Friedman; Chapter 650) required the Secretary of the State Transportation Agency to convene a task force to develop policies for reducing traffic fatalities to zero. The task force commissioned research on speed setting from the UC Institute of Transportation Studies (UC ITS) and issued a report on its findings based on that research in January 2020 entitled “CalSTA Report of Findings; AB 2363 Zero Traffic Fatalities Task Force” (Task Force Report).
- 2) *Setting Speed Limits*. The Task Force Report describes how speed limits are currently set, a practice known as the 85<sup>th</sup> percentile:
  - a) Drivers play an important role in how posted speed limits are set. Many U.S. states and California rely on a long-standing and widespread

methodology known as the 85<sup>th</sup> percentile speed to establish speed limits. As its name implies, the 85<sup>th</sup> percentile speed is the velocity at which 85% of vehicles drive at or below on any given road. This approach was developed in the U.S. in the mid-20<sup>th</sup> century and is still the dominant factor in how speed limits are set in the U.S today. The 85<sup>th</sup> percentile methodology assumes that most drivers will drive at a safe and reasonable speed based on the road conditions. It is also based on the idea that speed limits are safest when they conform to the natural speed driven by most drivers and that uniform vehicle speeds increase safety and reduce the risks for crashes.<sup>1</sup>

- 3) Over the last several years, the conventional wisdom supporting the 85<sup>th</sup> percentile methodology has been criticized. The UC ITS report finds that the 85<sup>th</sup> percentile speed was intended to only be a starting point for setting speed limits, with subsequent adjustments made to account for safety concerns. The Task Force Report criticizes the 85<sup>th</sup> percentile methodology as privileging driver behavior, not requiring consideration of other road users such as pedestrians and bicyclists, and assuming that drivers will choose reasonable speeds, among other things.
- 4) *How Safe Are We?* California has many traffic fatalities and injuries: nearly 3,600 people die each year in traffic crashes and more than 13,000 are severely injured.<sup>2</sup> However, the trend has been relatively steady over the near term -- traffic fatalities decreased 5.1% from 2018 to 2019<sup>3</sup> -- and declining over the long term. Pedestrian fatalities have also been relatively steady; the CHP notes that statewide pedestrian fatalities increased only slightly, from 947 in 2016 to 1021 in 2019. Excess speed is only one of many factors that can cause these fatalities, including alcohol, drugs and distracted driving. CalSTA reports that about one-third of driving fatalities are due to speeding.
- 5) *What Determines How Fast We Actually Drive?* Driver speed is in part based on the driver perception of circumstances, such as width of the road, road geometry, surrounding environment, and smoothness of the road. As cars have become more powerful, handle better, and quieter, the perception of a safe speed has increased, leading to higher actual speeds. Some researchers contend that drivers tend to be poor judges of safe speeds.

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<sup>1</sup> CalSTA Report of Findings, AB 2363 Zero Traffic Fatalities Task Force; January 2020.

<sup>2</sup> California Office of Traffic Safety, California Highway Safety Plan (2019), 5.

<sup>3</sup> California Office of Traffic Safety, Quick Statistics website, June 29, 2021.

**COMMENTS:**

- 1) *Author's Statement.* Speed limit reform is far overdue in California. Speed limits are based on the speed driver's feel comfortable driving at, not safety. The 85<sup>th</sup> percentile is outdated, and has led locals to increase speed limits at the same time traffic fatalities continue to increase. Implementation of AB 43 at the local level has the potential to save hundreds of lives. This bill is the culmination of the Zero Traffic Fatalities Task Force recommendations on speed setting, verified and contributed to by experts across the state.
- 2) *Lower Speed Limits = Lower Speeds?* The goal of this bill is to lower speeds. But lowering speed limits doesn't by itself slow drivers much. The Federal Highway Administration notes that simply lowering speed limits has little impact on driver behavior.<sup>4</sup> While the UC Institute of Transportation Studies concludes that reducing speed limits almost universally reduce speeds, "the absolute magnitude of speed changes from speed limits alone is quite small."<sup>5</sup>

Bill supporters note that 1/3 of traffic fatalities are speed related. They believe reducing speed limits will reduce speed, reducing fatalities and injuries.

Lowering speed limits too much carries its own risks. The Task Force Report notes that "artificially low speed limits can lead to poor compliance as well as large variations in speed within the traffic stream. Increased speed variance can also create more conflicts and passing maneuvers."

- 3) *Using All the Tools.* The most effective way to reduce speeds is through a combination of signage, street engineering and enforcement. As noted by the UC Institute of Transportation Studies, speed limits are a mechanism that can be used to control speed, but most studies suggest that effectively controlling speed relies on numerous other factors including enforcement, features of the road, land use, and traffic control devices.<sup>6</sup>

Perhaps the most important factor in reducing speeds is the street engineering, which describes the physical character of the streets and the surrounding environment. The Task Force Report acknowledges this:

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<sup>4</sup> FHWA; Effects of Raising and Lowering Speed Limits on Selected Roadway Sections (No. FHWA RD-97-084); p.24.

<sup>5</sup> UC Institute of Transportation Studies: Research Synthesis for AB 2363 Zero Traffic Fatalities Task Force; December 31, 2019; p21.

<sup>6</sup> *ibid*

“Many studies find that engineering changes are the most effective interventions at reducing pedestrian injury and fatality rates.”

“Task Force members overwhelmingly agree that changing a road’s infrastructure is the most important factor to reduce vehicle operating speeds.”

The Task Force Report identifies many potential street engineering changes, which they call engineering countermeasures, such as curb extensions, median islands, raised crosswalks, roundabouts, and speed bumps. Despite noting the effectiveness of engineering countermeasures, the Task Force Report recommendations state that these measures can be costly and time-consuming to implement, only recommending that they be reviewed and considered. Instead the Task Force Report supports automated speed enforcement (e.g. speed cameras), a more punitive and surveillance-heavy approach.

- 4) *Supporters Arguments:* The bill provides flexibility to lower speed limits which will make streets safer for all road users, as 1/3 of traffic fatalities are speed related, and will help cities prevent and reverse speed creep. Speed limits should account for all road users, not just cars. Reducing speed even a little will reduce deaths and injuries substantially.
- 5) *Opponent Arguments:* Studies demonstrate that lowering speed limits by itself won’t reduce speed. It will criminalize normal behavior and won’t make streets safer.
- 6) *Proposed Committee Amendments.* The following amendments are recommended by the committee to clarify sections of the bill and make its provisions more workable. With the proposed committee amendments the bill provides the opportunity for local governments to incrementally reduce speed limits to improve safety through a public process in specific circumstances as well as prevent and reverse speed creep. While the speed reductions resulting from this bill will not be as significant as if the bill required engineering countermeasures, any reduction in speed will improve public safety.
  - In Section 22358.7 (a)(1) which describes where a local government may reduce speed limits by 5 mph, the application to “any land or facility that generates high concentrations of bicyclists or pedestrians” is very general and includes any street with a bike shop or shoe store. This should be refined, narrowed and made more specific to deal with areas that generate a

safety concern by having Caltrans convene a group of experts in the next revision to the California Manual on Uniform Traffic Control Devices.

- In Section 22358.4 which expands where lower schoolzone speed limits can be set, the signage for when children are present is vague and difficult to understand. This section should be revised to instead require a flashing beacon when the school zone speed limit is being enforced or the section should be removed from the bill.
- In Section 22358.8 which is a general provision dealing with speed creep, the requirement for a finding of specific intent seems hard to demonstrate. Replacing that with no general purpose lanes having been added is much easier to demonstrate and achieves the same outcome. This section should also be clarified that the speed limit cannot be reduced more than 5 mph or below the immediately prior speed limit.
- In Section 22358.9 which establishes business activity districts, the definition should be simplified and made a bit more restrictive. Requiring that a majority of the highway consist of business or dining uses, rather than a single instance, seems like a more reasonable definition. This also makes the second test for a business activity district, a specified concentration of bicyclists or pedestrians, seem redundant.

#### **RELATED LEGISLATION:**

**AB 550 (Chiu, 2021)** — Authorizes a pilot program for automated speed enforcement. That bill is pending before the Assembly Appropriations Committee.

**SB 735 (Rubio, 2021)** — Authorizes a pilot program for the use of automated speed enforcement in school zones. That bill is pending before Senate Transportation Committee.

**AB 2363 (Friedman, Chapter 650, Statutes, 2018)** — Created the Zero Traffic Fatalities Task Force.

**AB 529 (Gatto, Chapter 528, Statutes, 2011)** — Allowed, in instances where Caltrans or the local authority should round up to reach the nearest 5 mph, that Caltrans or the local authority may instead round down but then may not reduce the posted speed limit by a 5 mph increment for a safety-related factor.



**FISCAL EFFECT:** Appropriation: No    Fiscal Com.: Yes    Local: Yes

From the Assembly Appropriations Committee

These requirements of this bill would lead to Caltrans needing to update the California Manual on Uniform Traffic Devices. Caltrans regularly updates this manual and reports it could absorb the work required by this bill within existing resources.

In addition, because the bill extends the longevity of Caltrans surveys where highway conditions have not changed, and because the bill will result in more roadways with set speed limits, Caltrans expects this bill to reduce its need to conduct engineering and traffic surveys by about 20%, which the department estimates will save approximately \$250,000 a year (special funds).

**POSITIONS: (Communicated to the committee before 9am on Thursday, July 8, 2021.)**

**SUPPORT:**

- Alameda County Board of Supervisors
- Alameda County Transportation Commission
- Alameda-contra Costa Transit District (ac Transit)
- Association of Bay Area Governments (ABAG)
- Bay Area Council
- Berkeley; City of
- California Bicycle Coalition
- California City Transportation Initiative
- California State Association of Counties
- Circulate San Diego
- City and County of San Francisco
- City of Alameda
- City of Chula Vista, Mayor Casillas Salas
- City of Glendale
- City of Los Angeles
- City of Novato
- City of Oakland Bicyclist and Pedestrian Advisory Commission
- City/county Association of Governments of San Mateo County
- County of Santa Clara
- Independent Hospitality Coalition
- Los Angeles County Bicycle Coalition
- Los Angeles County Metropolitan Transportation Authority

Metropolitan Transportation Commission  
Napa County Transportation and Planning Agency/napa Valley Transportation  
Authority  
National Safety Council  
Oakland; City of  
Sacramento Area Council of Governments  
San Diego Association of Governments  
San Francisco Bay Area Families for Safe Streets  
San Francisco County Transportation Authority  
San Francisco Municipal Transportation Agency (SFMTA)  
San Jose; City of  
Silicon Valley Leadership Group  
South Bay Bicycle Coalition  
Southern California Association of Governments  
Spur  
The League of American Bicyclists  
Thousand Oaks; City of  
Vision Zero Network  
Walk Oakland Bike Oakland  
Walk San Francisco

**OPPOSITION:**

California Association of Highway Patrolmen  
California Traffic Defense Bar Association, a California Not for Profit  
Peace Officers Research Association of California (PORAC)

ACLU California Action  
Auto Club of Southern California (AAA)  
Safer Streets LA  
Western Center on Law & Poverty

**-- END --**

# REPORT

DATE: August 12, 2021

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **APPOINTMENT OF SGVCOG DELEGATE TO THE LOS ANGELES INTERNATIONAL AIRPORT COMMUNITY NOISE ROUNDTABLE**

## **RECOMMENDED ACTIONS**

Recommend the Governing Board to appoint a committee member to serve as the SGVCOG Delegate on the Los Angeles International Airport Community Noise Roundtable.

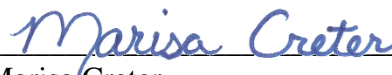
## **BACKGROUND**

The LAX Community Noise Roundtable was founded in 2000 to reduce and mitigate the adverse noise impacts on the surrounding communities that result from airport operations. Membership of the Roundtable includes local elected officials and staff, representatives from congressional offices, members of recognized community groups, the U.S. Federal Aviation Administration (FAA), airline representatives, and Los Angeles World Airports (LAWA). The Roundtable provides a platform to ensure cooperation between LAX and the impacted communities in achieving noise impact reduction without shifting noise from one community to another. Regular meetings are held on the second Wednesday of every odd-numbered month.

On March 18, 2021, the Governing Board appointed Walnut Mayor Pro Tem Allen Wu as the SGVCOG Delegate and La Cañada Flintridge Mayor Pro Tem Keith Eich as the SGVCOG Alternate to the LAX Community Noise Roundtable. Recently, Walnut Mayor Pro Tem Wu resigned from the position given that he is no longer the City's Delegate to the SGVCOG due to a recent city council reorganization process. As a result, the Committee is presented with the opportunity to nominate a committee member to serve as the SGVCOG Delegate to the Roundtable.

SGVCOG Senior Management Analyst, Alexander Fung, will provide a presentation on this item.

Prepared by:   
Alexander P. Fung  
Senior Management Analyst

Approved by:   
Marisa Creter  
Executive Director



# Foothill Transit

To: San Gabriel Valley Council of Governments Transportation Committee  
 Date: July 29, 2021  
 Re: August 2021 Foothill Transit Liaison Report

Foothill Transit continues to observe all CDC and Los Angeles County Department of Public Health guidelines. Information regarding COVID-19 safety protocols on board Foothill Transit buses, Transit Stores, and facilities are continuously updated and available at [foothilltransit.org/covid](http://foothilltransit.org/covid).

### *Foothill Transit Summer Sale*

In an effort to be a supportive community partner in the region’s economic recovery from the COVID-19 pandemic, Foothill Transit launched its first-ever Summer Sale on July 1. All Day and 31-Day Passes for adults, students, seniors, and persons with disabilities or on Medicare are half off during this 90-



day campaign. These passes allow unlimited travel on all Local, Silver Streak, and Commuter Express buses beginning when they are first tapped on the farebox, even after the sale has ended. The passes may be purchased at the Summer Sale rate on the bus, TAP LA app, Transit Stores, and third-party vendor locations

between July 1 and September 30, 2021. Further information regarding where each type of Summer Sale pass is available for purchase is outlined at [foothilltransit.org/summersale](http://foothilltransit.org/summersale).

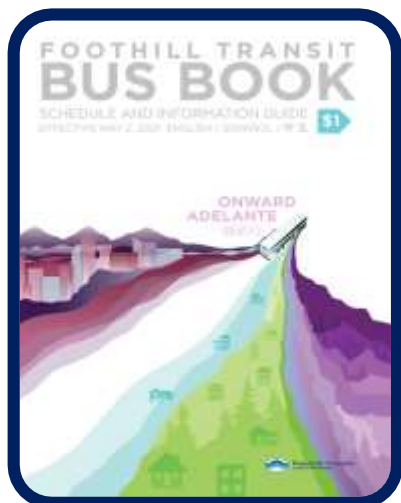
31-Day Pass	Regular	Summer Sale
<b>Local</b>		
Adult	\$60.00	\$30.00
Student	\$40.00	\$20.00
Senior/Persons with Disabilities/Medicare	\$30.00	\$15.00
<b>Silver Streak</b>		
Adult	\$110.00	\$55.00
Student	\$85.00	\$42.50
Senior/Persons with Disabilities/Medicare	\$55.00	\$27.50
<b>Express</b>		
All Rider Class	\$180.00	\$90.00
<b>1-Day Pass - Valid on Local and Silver Streak services</b>		
Adult	\$6.00	\$3.00
Senior/Persons with Disabilities/Medicare	\$3.00	\$1.50

During these challenging times, the intent of this Summer Sale is to stimulate regional mobility to local businesses, schools, and community destinations, decrease congestion, and increase ridership and fare revenues.

100 S. Vincent Ave., Suite 200 • West Covina, CA 91790 **W** [foothilltransit.org](http://foothilltransit.org) **P** 626.931.7300 **F** 626.915.1143

**MEMBER CITIES** Arcadia, Azusa, Baldwin Park, Bradbury, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Industry, Irwindale, La Puente, La Verne, Monrovia, Pasadena, Pomona, San Dimas, South El Monte, Temple City, Walnut, West Covina and Los Angeles County **A PUBLIC AGENCY**

*New Bus Schedule:*



Foothill Transit's new Bus Book is electronically available at [foothilltransit.org/ebusbook](https://foothilltransit.org/ebusbook) and in [Transit Stores](#), but not on board buses in order to mitigate the spread of COVID-19. The \$1 fee for the Bus Book has been waived until further notice. Changes incorporated within the new Bus Book include a schedule adjustment on the evening schedules for Line 190, and the Silver Streak stops on the I-10 Freeway at Puente Avenue and Azusa Avenue being back in service. In response to COVID-19, we continue to run fewer buses on Commuter Express Lines and have temporarily paused service on Lines 690, 851, 853, and 854.

*TAP Available on Android and Apple:*

The TAP App has recently been made available on both Android and Apple smartphones. Using the TAP App allows riders across Los Angeles County to have a safe, contactless, and faster option to pay their fares. The TAP App can be downloaded by searching "TAP LA" on Google Play or the Apple Store on Apple or Android devices. Further information and instructions are available at [foothilltransit.org/tapapp](https://foothilltransit.org/tapapp).



*Breaking Ground: Mt. SAC Transit Center*



Last month, Foothill Transit and Mt. San Antonio College (SAC) broke ground for the construction of the Mt. SAC Transit Center, which is funded by a Bus and Bus Facilities grant awarded by the FTA. Mt. SAC riders comprise 4.8 percent of Foothill Transit's system-wide ridership, and will soon enjoy the transit center's 10 bus bays, canopy shelters, a pedestrian bridge, stairwell, and ADA-accessible

elevator. The Mt. SAC Transit Center is anticipated for completion in Fall 2022.



## Foothill Gold Line July 2021 Project Update

### Glendora to Pomona Project Segment is one-third complete

The Foothill Gold Line light rail project segment from Glendora to Pomona, which started major construction just one year ago, is now one-third complete. Later this month the design-build project will reach a major milestone when the design elements of the project will reach substantial completion. Additionally, construction is on track to meet or exceed the early 2025 contractual requirement to reach substantial completion and turn the project over to Metro for training and pre-revenue service (Metro decides when the line opens for passenger service).

Since major construction began last July, more than 270,000 work hours have been expended on the project; and none have been lost due to injury. The freight track relocation is now 40% complete, and the at-grade (street-level) crossing reconstruction is 50% complete. Crews have substantially completed nine of the 23 at-grade crossings with another five currently closed for reconstruction. They have also started work on more than half of the 19 bridge structures to be built on the project, including work starting on the approaches to two of the new light rail bridges over major streets. Crews are also underway or complete with half of the utility work along the 9.1-mile alignment and are at beginning stages of work on sound walls and retaining walls throughout the corridor. Keep reading for details.

**Grade Crossing Updates:** Crews are currently reconstructing the grade crossings at Vermont Ave, Loraine Ave and Pasadena Ave (Glendora), Walnut Ave (San Dimas) and E St. (La Verne); D St. (La Verne) is scheduled to begin reconstruction in early August (following E St. reopening). Eucla Ave in San Dimas (shown in the photo below, left) reopened this month after a four-month closure. Each crossing requires significant work to relocate underground utilities, upgrade the existing drainage systems and add new conduit duct banks for the new grade crossing equipment and traffic signals (among other activities). In the City of San Dimas, the crossing work at Bonita Ave/Cataract Ave. includes extensive intersection realignment. The first of four major construction phases to improve safety at the intersection is now complete. As shown below, right new eastbound lanes are complete and in use, making room for crews to begin work on the abutments for the future light rail bridge.



*It is easy to stay updated on the Foothill Gold Line. Sign up to receive construction alerts and E-News Updates on the project at - [www.foothillgoldline.org](http://www.foothillgoldline.org)*

**Freight Track Relocation:** The freight track through the city of Glendora (starting west of Barranca Ave. through Gladstone St.) has been fully relocated to its new position, and freight service is planned to resume through this area of the corridor as early as August 1.

The Glendora relocated segment accounts for the longest of three segments of the project that will undergo freight track relocation and shifting. As seen in the photo below left, once the freight track is relocated, crews begin installation of fencing barriers between the freight track and future light rail tracks. As seen in the photo below right, crews weld together rail pieces for the relocated freight track.



**Bridge Construction:** Work is underway on half of the 19 bridges to be built as part of the project. Most - like the one shown in the photo below, left - will be built over drainage channels and waterways; however, work is also now underway on two of the four new light rail bridges that will be built over major streets. The California Public Utilities Commission (CPUC) required the new light rail bridges to be built over the intersections to improve safety for both the new light rail system and city streets, as the result of the estimated 200+ light rail trains that will cross the intersections each day in the future.

At the intersection of Foothill Blvd./Grand Ave. in Glendora, crews have begun building the retaining walls of the western approach for the future light rail bridge that will carry light rail trains over the intersection. As seen in the photo below, right, the walls for the approach will consist of custom form panels that feature the project's citrus design - and span approximately 1,250 feet in length.

As part of the plan for the bridge and intersection at Foothill Blvd./Grand Ave., the existing freight track will be relocated south of its current position within the existing railroad corridor and remain at street level, and the intersection will be reconfigured. Pedestrian access will be maintained under the future bridge.



**Glendora Station Update:** At the site of the future Glendora station, crews have now completed the major structures for the pedestrian undercrossing that will provide riders access to the station platform. As seen in the photo below, the walls of the ramp to the station platform have been completed. Future riders will walk up this ramp - seeing the citrus design patterns on the walls - and onto the Glendora Station platform to board the trains.



**Parking Facility Construction:** At the site of the future La Verne Station parking facility, crews are demolishing the existing industrial warehouse. In its place in the future will be a 299-space surface parking lot for Metro riders, as well as amenities for riders arriving by walking, bicycle, bus and drop-off.



As a reminder, in January 2021, the Construction Authority Board of Directors certified a Final Supplemental Environmental Impact Report (SEIR) for the project, approving project modifications to the station parking facilities in Los Angeles County. The modifications include building surface lots (with reduced total parking spaces) at the Glendora, San Dimas, La Verne and Pomona stations; increasing the land needed for the Glendora and San Dimas facilities; and also approving a new location for the Pomona Station parking facility.

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