



San Gabriel Valley Council of Governments*

AGENDA AND NOTICE OF THE **SPECIAL MEETING OF THE SGVCOG PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE**

Monday, January 11, 2021 – 12:00 PM

Teleconference Meeting: Livestream Available at <https://youtu.be/Eg9HO7EuEII>

Chair
Rene Guerrero
City of Pomona

Vice Chair
David Liu
City of Diamond Bar

Immediate Past Chair
Phil Doudar
L.A. County DPW

Members

Arcadia
Azusa
Baldwin Park
Claremont
Diamond Bar
El Monte
Glendora
Irwindale
Industry
La Verne
Monrovia
Monterey Park
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
South El Monte
South Pasadena
Temple City
Walnut
West Covina
L.A. County DPW

Thank you for participating in today's meeting. The Public Works Technical Advisory Committee encourages public participation and invites you to comment on agenda items.

MEETINGS: *Regular Meetings of the Public Works Technical Advisory Committee are held on the third Monday of each month at 12:00 PM at the Monrovia Community Center – 119 W. Palm Ave., Monrovia, CA 91016.* The Public Works Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvcog.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. Your attendance at this public meeting may result in the recording of your voice.

PUBLIC PARTICIPATION: Your participation is welcomed and invited at all Public Works Technical Advisory Committee meetings. Time is reserved at each meeting for those who wish to address the Board. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

TO ADDRESS THE PUBLIC WORKS TECHNICAL ADVISORY 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 Public Works Technical Advisory Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Public Works Technical Advisory Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the 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 Public Works Technical Advisory 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 Board Members and staff for the purpose of limiting the risk of COVID-19, in-person public participation at the Public Works Technical Advisory Committee meeting scheduled for January 11, 2021 at 12:00pm will not be allowed. Members of the public may view the meeting live at <https://youtu.be/Eg9HO7EuEII>.

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 phone.

- **Email:** Please submit via email your public comment to SGVCOG Management Analyst, Alexander Fung (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.
- **Phone:** Please email your name and phone number to SGVCOG Management Analyst, Alexander Fung (afung@sgvcog.org), at least 1 hour prior to the scheduled meeting time for the specific agenda item you wish to provide public comment on. Please indicate in the Subject Line of the email "FOR PUBLIC COMMENT." You will be called on the phone number provided at the appropriate time, either during general public comment or specific agenda item. Wait to be called upon by staff, and then you may provide verbal comments for up to 3 minutes.

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

PRELIMINARY BUSINESS

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

6. Review Public Works TAC Meeting Minutes: 11/16/2020 (**Page 1**)
Recommended Action: Review and approve.

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

7. California Department of Transportation District 7 Quarterly Updates – Hammer Sui, District 7 Executive Liaison, California Department of Transportation (**Page 5**)
Recommended Action: For information only.
8. San Gabriel Valley Regional Vehicle Miles Travelled (VMT) Mitigation Fee Structure – Eric Shen, PE, PTP, Director of Capital Projects, SGVCOG (**Page 8**)
Recommended Action: For information only.
9. 2021 San Gabriel Valley Energy Champion Awards – Alexander Fung, Management Analyst, SGVCOG (**Page 11**)
Recommended Action: For information only.

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

10. Telematics in Auto Insurance Ratings – Deanna LaTour-Jarquín, Legislative Advocate, Personal Insurance Federation of California (**Page 14**)
Recommended Action: For information only.
11. Traffic Signal Synchronization Program – Ron Matsuoka, Civil Engineer, Los Angeles County Department of Public Works (**Page 19**)
Recommended Action: For information only.

STAFF ANNOUNCEMENT

12. Next Committee Meeting
Recommended Action: For information only.

ANNOUNCEMENTS

ADJOURN



SGVCOG Public Works TAC Special Meeting Minutes

Date: November 9, 2020
Time: 12:00 PM
Location: Zoom Virtual Meeting

PRELIMINARY BUSINESS

1. Call to Order
R. Guerrero called the meeting to order at 12:04pm.
2. Pledge of Allegiance
R. Guerrero led the Public Works TAC in the Pledge of Allegiance.
3. Roll Call
A quorum was in attendance.

Committee Members Present

Azusa	Robert Delgadillo
Baldwin Park	John Beshay
Diamond Bar	David Liu, Hal Ghafari
El Monte	Sal Mendez, Leticia Ortiz
Industry	Josh Nelson
Irwindale	Daniel Co, Gilbert Ramos
La Verne	Dan Keeseey
Monterey Park	Frank Lopez
Pomona	Rene Guerrero
Rosemead	Chris Daste
San Dimas	Shari Garwick
South Pasadena	Julian Lee, Garrett Crawford
Walnut	Mary Rooney
L.A. County DPW	Shirley Lai, Ron Matsuoka

Absent

Arcadia
Claremont
Glendora
Monrovia
San Gabriel
San Marino
South El Monte
Temple City
West Covina

Guests

L.A. County FCD	Enrique Baul
L.A. County FCD	Daniel Sharp

SGVCOG Staff

M. Christoffels, Staff
A. Fung, Staff

4. Public Comment
There were no public comments at this meeting.
5. Changes to Agenda Order
There were no changes to the agenda.

CONSENT CALENDAR

6. Review Public Works TAC Meeting Minutes: 10/19/2020
Action: Review and approve.

**There was a motion to approve consent calendar item 6. (M/S: M. Rooney/J. Nelson)
[Motion Passed]**

AYES:	Azusa, Baldwin Park, Diamond Bar, Industry, Irwindale, La Verne, Monterey Park, Pomona, Rosemead, South Pasadena, Walnut, Los Angeles County DPW
NOES:	
ABSTAIN:	
NO VOTE RECORDED:	El Monte, San Dimas
ABSENT:	Arcadia, Claremont, Glendora, Monrovia, San Gabriel, San Marino, South El Monte, Temple City, West Covina

PRESENTATION

7. San Gabriel Valley Greenway Network Development Project

Los Angeles County Flood Control District Civil Engineer, Enrique Baul, provided a presentation on this item. The Los Angeles County Flood Control District's (LACFCD) San Gabriel Valley Greenway Network Strategic Implementation Plan builds upon the SGVCOG's Active Transportation Program Feasibility Study. The Plan's purpose is to transform approximately 138 miles of existing LACFCD right-of-way into the Greenway Network and to incorporate the needs of the communities, bridge gaps between existing planning efforts, and identify and prioritize project opportunities. A review of existing studies and planned projects was recently completed and LACFCD is currently analyzing tributaries to prioritize potential greenway reaches and conducting community engagement efforts with San Gabriel Valley cities.

Key Questions/Discussions:

- A committee member inquired about whether SGVCOG staff or SGVCOG city representatives are included in the project's Steering Committee. Mr. Baul responded that SGVCOG staff are included in the Steering Committee.
- Another committee member inquired about the County's engagement with cities that do not have early implementation projects. Mr. Baul responded that the County is looking forward to engaging with additional cities in the next few months. Cities are also welcomed to reach out to SGVCOG staff to schedule meetings to discuss the project.
- A committee member inquired about the timeline of the selected early implementation projects. Mr. Baul responded that the early implementation projects are on different schedule compared to the Greenway Network Project. The committee member recommended Mr. Baul to share the project schedule with all committee members.

DISCUSSION ITEMS

8. Regional VMT Mitigation Bank

SGVCOG Chief Engineer, Mark Christoffels, provided an overview of the proposed Regional VMT Mitigation Bank Project. Earlier this year, the SGVCOG Governing Board authorized the Executive Director to enter into a contract with Fehr and Peers to provide professional services for the implementation of the Regional Vehicle of Miles Travelled

(VMT) Model to assist member agencies with complying to SB 743 mandates. Under the direction of SGVCOG staff, Fehr and Peers analyzed existing traffic conditions in the San Gabriel Valley region to develop a baseline standard and determine significance California Environmental Quality Act (CEQA) thresholds for future land use and transportation projects. Several participating cities subsequently expressed the possibility of implementing a Regional VMT Mitigation Bank, which would create a monetary value for VMT mitigation such that a developer could purchase VMT reduction credits. Representatives of the 27 participating cities subsequently directed SGVCOG staff to consult with the committee regarding the possibility of implementing a Regional VMT Mitigation Bank for the San Gabriel Valley region.

Key Questions/Discussions:

- A committee member inquired about other regions that have implemented regionwide VMT fee programs. Mr. Christoffels responded that the San Diego region has recently implemented a VMT fee structure; however, the San Gabriel Valley region will become the first Los Angeles County subregion to implement such a program if member agencies decide to proceed with this endeavor.
- Several committee members expressed support for SGVCOG staff to proceed with this project; however, these committee members also mentioned that it would be beneficial to consult with the SGVCOG Planning Directors' Technical Advisory Committee. SGVCOG staff responded that the Planning Directors' Technical Advisory Committee will be reviewing this item at its upcoming meeting on Thursday, December 3, 2020 at 12:00pm.
- Mr. Christoffels commented that SGVCOG staff will provide additional updates at the January committee meeting after consulting with the Planning Directors' Technical Advisory Committee.

9. Metro Measure R Highway Program Criteria and Measure M Guidelines

SGVCOG Chief Engineer, Mark Christoffels, provided an overview on this item. Metro Board of Directors recently directed Metro staff to circulate recommendations to modernize the Metro Highway Program, including broadening its mission, expanding funding eligibility, recommitting to the previously adopted Metro Complete Streets Policy, and updating performance metrics. As a result, Metro staff are requesting councils of governments and regional partners to review and provide feedback on the Measure R Highway Program Criteria and Measure M Guidelines by December 7, 2020. Metro staff will subsequently summarize stakeholder input and proceed with a formal Criteria/Guideline Amendment for final Metro Board consideration. Mr. Christoffels mentioned that SGVCOG staff is concerned that these changes will create overlapping subregional fund definitions, particularly in the Measure M programs.

Key Questions/Discussions:

- A committee member inquired whether the documents that highlight the proposed changes were sent to the cities. Mr. Christoffels responded that Metro shared the documents directly with councils of governments' executive directors, but Metro did not send the documents to cities.

- Several committee members mentioned that the proposed changes can possibly mislead voters who voted in support of the measures.
- A committee member suggested that SGVCOG staff can submit a comment letter expressing that Metro should allow individual subregions to modify their eligibility requirements to preserve the existing funding structure that was established by the SGVCOG.

STAFF ANNOUNCEMENTS

10. Next Committee Meeting

The upcoming committee meeting is scheduled for Monday, January 11, 2021 at 12:00pm.

ANNOUNCEMENTS

R. Guerrero congratulated the Cities of Alhambra, Claremont, El Monte, La Verne, Monrovia, Pomona, and San Gabriel for finishing Southern California Regional Energy Network's (SoCalREN) energy efficiency training series and reminded cities that are enrolled in the SoCalREN to complete the agency satisfaction survey by the end of November.

ADJOURN

R. Guerrero adjourned the Public Works Technical Advisory Committee meeting at 12:56pm.

REPORT

DATE: January 11, 2021

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 7
QUARTERLY UPDATES**

RECOMMENDED ACTION

For information only.

BACKGROUND

The California Department of Transportation (Caltrans) launched a City Ambassador Program last year to allow for additional comprehensive discussions regarding transportation-related projects in the region. This program aims to provide opportunities for cities to further engage and communicate and coordinate transportation and infrastructure projects with Caltrans representatives.

Under this program, each San Gabriel Valley city has been assigned a designated contact and the contacts have recently been updated as follows:


Representative	Assigned San Gabriel Valley Jurisdictions
Mark A. Archuleta Deputy District Director, Construction (213) 792-8141 mark.archuleta@dot.ca.gov	Arcadia Azusa Bradbury Glendora Monrovia San Marino Sierra Madre Temple City
Paul-Albert Marquez Deputy District Director, Transportation Planning & Local Assistance (213) 215-5112 paul-albert.marquez@dot.ca.gov	La Cañada Flintridge
Blanca A. Rodriguez Deputy District Director, External Affairs (213) 276-4025 blanca.rodriguez@dot.ca.gov	Alhambra Baldwin Park Duarte Pasadena Rosemead South El Monte South Pasadena
Jerrel B. Kam	El Monte


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Deputy District Director, Design (213) 703-2240 jerrel.b.kam@dot.ca.gov	Industry La Puente Montebello Monterey Park San Gabriel
Ronald J. Kosinski Deputy District Director, Environmental Planning (213) 507-4301 ron.kosinski@dot.ca.gov	Claremont Covina Diamond Bar Irwindale La Verne Pomona San Dimas Walnut West Covina

Los Angeles County departments can contact Caltrans District 7 Executive Liaison, Hammer Sui, at hammer.sui@dot.ca.gov to coordinate projects with Caltrans representatives. General questions regarding Caltrans projects can be directed to D7inquiries@dot.ca.gov or (213) 897-3656.

Representatives from Caltrans will provide a brief presentation at this meeting.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – List of Caltrans District 7 City Ambassadors

AMBASSADOR PROGRAM



TONY TAVARES
District Director



(213) 897-0362

GLORIA ROBERTS
Chief Deputy District Director



(213) 897-0362

BARBARA MARQUEZ Deputy District Director Sustainability	MARK A. ARCHULETA Deputy District Director Construction	PAUL ALBERT MARQUEZ Deputy District Director Transportation Planning & Local Assistance	BLANCA A. RODRIGUEZ Deputy District Director External Affairs	DAN MURDOCH Deputy District Director (Acting) Right of Way	ROBERT C. H. SO Deputy District Director Program/Project Management	JERREL B. KAM Deputy District Director Design	RONALD J. KOSINSKI Deputy District Director Environmental Planning	RAFAELA MOLINA Deputy District Director Operations	DEBORAH PROCHNOW Deputy District Director Maintenance
									
(213) 431-3084 barbara.marquez@dot.ca.gov	(213) 792-8141 mark.archuleta@dot.ca.gov	(213) 215-5112 paul-albert.marquez@dot.ca.gov	(213) 276-4025 blanca.rodriguez@dot.ca.gov	(213) 280-4299 dan.murdoch@dot.ca.gov	(213) 248-4610 robert.so@dot.ca.gov	(213) 703-2240 jerrel.b.kam@dot.ca.gov	(213) 507-4301 ron.kosinski@dot.ca.gov	(213) 700-7197 rafael.molina@dot.ca.gov	(213) 379-5187 deborah.prochnow@dot.ca.gov
Lakewood Paramount Lawndale Lomita Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Rolling Hills Rolling Hills Estates Pico Rivera	South Gate Vernon Arcadia Azusa Bradbury Glendora Monrovia San Marino Sierra Madre Temple City	Lynwood Maywood Burbank La Cañada Flintridge La Crescenta Culver City Oxnard Port Hueneme Thousand Oaks Ventura	Los Angeles Alhambra Baldwin Park Duarte Pasadena Rosemead South El Monte South Pasadena Carson Inglewood	Agoura Hills Hidden Hills Calabasas Westlake Village Glendale San Fernando Topanga Cyn Beverly Hills Santa Monica West Hollywood	Hawaiian Gardens Huntington Park Long Beach Signal Hill El Segundo Gardena Hawthorne Hermosa Beach Redondo Beach Torrance	La Habra Heights La Mirada Montebello Norwalk Santa Fe Springs Whittier El Monte Industry La Puente Monterey Park San Gabriel	Claremont Covina Diamond Bar Irwindale La Verne Pomona San Dimas Walnut West Covina	Malibu Santa Clarita Lancaster Palmdale Camarillo Fillmore Moorpark Ojai Santa Paula Simi Valley	Avalon Artesia Bell Bell Gardens Bellflower Cerritos Commerce Compton Cudahy Downey

REPORT

DATE: January 11, 2021

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **SAN GABRIEL VALLEY REGIONAL VEHICLE MILES TRAVELLED (VMT) MITIGATION FEE STRUCTURE**

RECOMMENDED ACTION

For information only.

BACKGROUND

The passage of SB 743 (Steinberg, 2013) changed the primary metric that California uses to assess transportation impacts under the California Environmental Quality Act (CEQA) from Level of Service (LOS) to Vehicle Miles Travelled (VMT). This change resulted in the deployment of new analytic approaches to determine the significance of potential transportation impacts and the use of new mitigation measures to address those impacts.

On March 19, 2020, the SGVCOG Governing Board authorized the Executive Director to enter into a contract with Fehr & Peers to provide professional services for the implementation of the Regional VMT Analysis Model to assist member agencies with complying to SB 743 mandates. A total of 27 member cities participated in the Regional VMT Analysis Model Project. Under the direction of SGVCOG staff, Fehr & Peers analyzed existing traffic conditions in the San Gabriel Valley region, developed a baseline standard and determined significance California Environmental Quality Act (CEQA) thresholds for future land use and transportation projects. Participating member agencies have now adopted these criteria in compliance with SB 743. As part of the process, a web-based tool was developed to allow city staff and developers to determine if a proposed project would require a full VMT analysis based on each city's adopted CEQA criteria. The tool, which can be accessed through the SGVCOG website at <https://www.sgvkog.org/vmt-analysis-tool>, will be maintained by Fehr and Peers until July 31, 2025.

Towards the end of the project, several participating cities discussed that the implementation of mitigation fee structures can be used to streamline VMT-related impact analysis and ensure successful implementation of associated mitigations. In response to the collective interest for a regional approach, SGVCOG staff is proposing to solicit professional services and develop the Regional VMT Mitigation Fee Structure Program in Spring 2021. When completed in mid-late 2022, participating cities could begin assessing future proposed developments to supplement the funding transportation improvements with localized and regional benefits.

In concept, each participating city would submit a list of planned or approved transportation improvements with nexus for receiving future VMT mitigation fees. The proposed program would monetize "cost per trip" based on the type, scale, and impact level of each proposed development.

Participating cities may elect to incorporate such Regional VMT Mitigation Fee Structure in their project review process. When a proposed development exceeds the threshold for VMT mitigation, the lead city could allow developers to pay appropriate “trip fees” thus obtain necessary VMT reduction credits. Each participating city in the program would retain a portion of the VMT mitigation fees collected from its proposed developments. Additional details and criteria would be jointly developed and agreed by participating cities based on quantitative and qualitative analyses. Improvements covered by the Regional VMT Mitigation Fee Structure would achieve the expected VMT reductions.

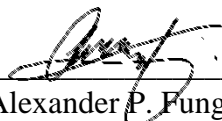
Given the technical and legal complexity, SGVCOG staff estimates the overall cost between \$250,000 and \$300,000, to be shared among all participating cities, for establishing a defensible and consistent fee structure across the San Gabriel Valley region. Although cities may elect to establish their own VMT mitigation fees, the non-participating cities will not receive the fees collected through the Regional VMT Mitigation Fees Structure. Thus, SGVCOG staff highly encourages its member cities to participate in this collective effort. Furthermore, cities could utilize their Measure M and Measure R funds to pay for their share of cost and actively shape the development.


Cities can formalize their interest in participating in the project by submitting a response at https://docs.google.com/forms/d/e/1FAIpQLSfFF0oVMcepy77sOu9xkrvkiUNEJcbMgyR2UkcdF_wfZi1niA/viewform by **Friday, January 15, 2021**.

As of January 4th, the following **15** jurisdictions have submitted responses on the interest form:

Arcadia	Glendora	Monterey Park
Claremont	Industry	Sierra Madre
Diamond Bar	La Cañada Flintridge	South El Monte
Duarte	La Verne	Walnut
El Monte	Monrovia	West Covina

Cities with questions or concerns regarding this project are invited to schedule one-on-one meetings with SGVCOG staff at afung@sgvcog.org. SGVCOG Director of Capital Projects, Eric Shen, will provide detailed updates at this meeting.

Prepared by: 
 Alexander P. Fung
 Management Analyst


 Eric C. Shen, PE, PTP
 Director of Capital Projects

Approved by: Marisa Creter
Marisa Creter
Executive Director

DATE: January 11, 2021

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **2021 SAN GABRIEL VALLEY ENERGY CHAMPION AWARDS**

RECOMMENDED ACTION

For information only.

BACKGROUND

Last year, the SGVCOG launched the San Gabriel Valley Energy Champion Awards to encourage San Gabriel Valley cities and agencies to implement energy efficiency actions and engage in long-term strategic energy planning activities. Jurisdictions that were interested in participating were given until the end of 2020 to complete the required activities in the Energy Champion Awards. As a result, a total of 15 cities and agencies achieved recognizable tiers and received awards for their energy efficiency accomplishments.

Witnessing the success of implementing the awards structure last year, the SGVCOG revamped the recognition model and introduced the 2021 San Gabriel Valley Energy Champion Awards this month. Requirements for cities and agencies to receive an award include implementing a combination of activities such as attending energy efficiency trainings and meetings, benchmarking municipal facilities, and conducting energy efficiency outreach activities.

Requirements for the 2021 San Gabriel Valley Energy Champion Awards are separated into four separate categories as follows:


Categories	Requirements
Energy Work Group	Silver: Attending 1 Energy Work Group meeting Gold: Attending 2 Energy Work Group meetings Platinum: Attending 3 Energy Work Group meetings
Education & Trainings	Silver: Attend 1 energy efficiency training or provide 1 energy efficiency presentation Gold: Complete a combination of 2 activities that include attending energy efficiency training (s) or providing energy efficiency presentation(s) Platinum: Complete a combination of 3 activities that include attending energy efficiency training (s) or providing energy efficiency presentation(s)
Outreach & Marketing	Silver: Refer 1 agency that has not been previously engaged with the SGVCOG’s energy efficiency efforts or implement 1 energy efficiency marketing campaign Gold: Complete a combination of 2 activities that include referring agencies that have not been previously engaged with the SGVCOG’s energy efficiency efforts or implement energy efficiency marketing campaigns Platinum: Complete a combination of 3 activities that include referring


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	agencies that have not been previously engaged with the SGVCOG’s energy efficiency efforts or implement energy efficiency marketing campaigns
Benchmarking, Audits, and Projects	Silver: Complete 1 of the following menu items Gold: Complete 2 of the following menu items Platinum: Complete 3 of the following menu items <u>Menu Items:</u> <ul style="list-style-type: none">• Collaborate with the SGVCOG, SoCalGas, and the SoCalREN to benchmark all facilities on Energy Star Portfolio Manager or host a Comparative Energy Analysis meeting with the SGVCOG in 2021.• Conduct at least 1 municipal facility audit in 2021.• Participate in the SoCalGas Direct Install Program.• Participate in one of the following SoCalREN programs to install a gas project: Metered Savings Program, Revolving Savings Fund, and Pathway to Zero.• Install a gas energy efficiency project in 2020 or 2021.

Jurisdictions have most of the year to complete the necessary requirements to reach the highest tier. Requirements in the “Benchmarking, Audits, and Projects” Category must be completed by November 1, 2021. Requirements in all other categories must be completed by December 1, 2021. Cities and agencies that have reached recognizable tiers by the stated deadlines will be receiving their awards at the Energy Work Group meeting in December 2021.

A graphical summary of the 2021 San Gabriel Valley Energy Champion Awards can be found in Attachment A. Additionally, monthly reports will be made available on the San Gabriel Valley Energy Wise Partnership website at <https://www.sgvenergywise.org/2021-sgv-energy-champion-awards>. SGVCOG Management Analyst, Alexander Fung, will provide a presentation on this item. Questions and inquiries can be directed to Mr. Fung at afung@sgvcog.org.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Graphical Summary of the 2021 San Gabriel Valley Energy Champion Awards

SILVER LEVEL

Attend **1** EWG Meeting
1 Training or Presentation
1 Referral or Marketing Campaign
 Complete **1** Action Listed Below



GOLD LEVEL

Attend **2** EWG Meetings
2 Training(s) and/or Presentation(s)
2 Referral(s) and/or Marketing Campaign(s)
 Complete **2** Actions Listed Below



PLATINUM LEVEL

Attend **3** EWG Meetings
3 Training(s) and/or Presentation(s)
3 Referral(s) and/or Marketing Campaign(s)
 Complete **3** Actions Listed Below



- Collaborate with the SGVCOG, SoCalGas, and the SoCalREN to benchmark all facilities on Energy Star Portfolio Manager **OR** host a Comparative Energy Analysis meeting with the SGVCOG in 2021.
- Conduct at least 1 municipal facility audit in 2021.
- Participate in the SoCalGas Direct Install Program.
- Participate in one of the following SoCalREN programs to install a gas project: Metered Savings Program, Revolving Savings Fund, and Pathway to Zero.
- Install a gas energy efficiency project in 2020 or 2021.

REPORT

DATE: January 11, 2021
TO: Public Works Technical Advisory Committee
FROM: Marisa Creter, Executive Director
RE: **TELEMATICS IN AUTO INSURANCE RATINGS**

RECOMMENDED ACTION


For information only.

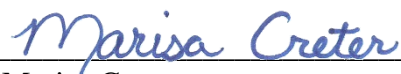
BACKGROUND

Automobile insurance policies provide liability, property, and medical coverage in the event of a traffic incident. The main factors that decide the driver's share of cost include the drivers' number of years driving, annual mileage driven, and driving safety record. Insurance companies also use optional rating factors such as the completion of driver training, type of use, and academic standing.

Telematics technology, which uses data accessed through a driver's smartphone or ports located in vehicles, can measure behaviors such as braking, acceleration, speeding, and distraction. This technology can measure the drivers' actual driving behavior as a factor in deciding the amounts they should contribute to their automobile insurance policies. The use of telematics requires a driver to consent to their behavior being monitored and measured, which would include access to sensitive information such as GPS location. According to the Personal Insurance Federation of California (PIFC), insurance companies take appropriate and legally required steps to protect the privacy of their customers.

Currently, a majority of the states in the country allow the use of telematics technology in automobile insurance policies, with California being one of the states that do not allow the use of telematics-enabled pricing in automobile insurance models. PIFC Legislative Advocate, Deanna LaTour-Jarquin, will provide a detailed presentation on this item.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – PIFC Telematics Overview

Attachment B – Boston’s Safest Driver Pilot Program

AUTO INSURANCE + TECHNOLOGY: TELEMATICS



Auto Insurance Basics

Auto insurance provides liability, property, and medical coverage in the unfortunate event of a crash.

The main factors that decide how much a driver pays for insurance are:

- The number of years driving
- Annual mileage driven
- Driving safety record

Insurance companies can also use optional rating factors like completion of driver training, type of use, and academic standing.

The Benefits of Telematics Technology

Telematics technology is another tool that gives drivers the opportunity to use their actual driving behavior as a factor in what they pay for auto insurance.

Unfortunately, Californians currently cannot access this technology which 42 other states allow. Using data accessed through a driver's smart phone or ports located in vehicles, telematics can measure behavior, such as:

- Braking – Harsh or abrupt braking
- Acceleration – How quickly the vehicle accelerates
- Speeding – Based on a variable speed in excess of the speed limit and by road type
- Distraction – Phone position (held or fixed) and screen interaction

Drivers often only vaguely understand the link between their safety record and how their insurance is priced. Unless their price goes up significantly after an accident or speeding ticket, consumers do not always link price to the way they drive.

Telematics technology provides immediate feedback that can help change bad habits and encourage good ones. Simple data about distances driven, frequency of operation, braking and acceleration, and driving patterns can build awareness of the connection between driving behavior and insurance rates.

Telematics Incentivizes Safe Driving

According to the US Department of Transportation, 94% of all crashes are attributed to driver error.

Decision errors represent 33% of crashes caused by driver error. Decision error includes driving too fast for conditions, too fast for the curve, false assumption of others' actions, illegal maneuver, and misjudgment of gap or others' speed. Data collected by telematics tools closely mirror these decision errors.

People incentivized with lower auto insurance premiums drive better which make our streets safer. During a 60-day contest in Boston where drivers allowed themselves to be monitored with telematics technology, the top 25% of drivers showed reductions of 47% in distraction, 37% in harsh braking and 35% in speeding. Engagement with telematics informs drivers of aggressive driving tendencies and incentivizes improvement of dangerous and risky habits on the road.

Telematics and Privacy

Telematics requires a driver to consent to their behavior being monitored and measured. This includes sensitive information like GPS location. Insurance companies take appropriate and legally required steps to protect the privacy of their customers including disclosure, industry-standard encryption and limited retention. In the end, telematics is an option and will not be adopted by all drivers.

However, the vast majority of young drivers (72%) prefer telematics and usage-based insurance to traditional auto insurance and a large percentage (51%) also expressed an interest in using an app or device to check for a telematics discount before buying a policy, according to a 2015 survey from Towers Watson.

For more information please contact PIFC Legislative Advocate, Deanna Jarquin, at 925.395.8802.

The Personal Insurance Federation of California (PIFC) is a statewide trade association that represents six of the nation's largest property and casualty insurance companies (State Farm, Liberty Mutual Insurance, Progressive, Mercury, Nationwide, and Farmers as well as associate members NAMIC, Chubb, and American Family Connect Property and Casualty Insurance) who collectively write a majority of personal lines auto and home insurance in California.

APRIL 2020 | FHWA-SA-20-006

VISION ZERO SUCCESS STORY — BEHAVIORAL

Safest Driver Contest — Boston, Massachusetts

FHWA is pleased to present this vision zero success story. While behavioral initiatives don't typically fall under FHWA's purview, they play a critical role in reaching our goal of zero deaths, and our part of our shared responsibility to reduce fatal or serious injuries. For more information on safe driving behaviors, please visit our partner agency, the National Highway Safety Administration (NHTSA) at: <https://www.nhtsa.gov/road-safety>.

Key Successes

Two seasons of the Boston "Safest Driver Contest" yielded the following results. During the **first season**, the top 25% of drivers showed:

47% -reduction in distraction.

37% -reduction in harsh braking.

35% -reduction in speeding.

During the **second season**, 35 days after registration, participants showed:

48% -reduction in distraction.

57% -reduction in harsh braking.

38% -reduction in speeding.

Mayor Martin J. Walsh commented, *"I'm proud of our winners and their contribution to make our streets safer. The City of Boston is committed to ensuring our streets work for everyone, and by investing in programs such as Boston's Safest Driver, we will continue to emphasize the importance of safe streets, and safe driving habits."*

There was positive public response to the contest. *"Interest in the contest was contagious,"* said the 2019 Slow and Steady Driver prize winner Jenn Brandel. *"Once my family and friends learned about the competition, they started trying to outdo each other and get higher scores. While I'm bracing myself for jokes about being the Slow and Steady winner, I've learned to become a more patient and careful driver."*

Background

The City of Boston's Mayor's Office of New Urban Mechanics (MONUM) championed the inaugural "Safest Driver Contest."¹ As a partnership between the Vision Zero Task Force, MONUM, and the Transportation Department, the Safest Driver Contest held its first season in 2016 and a second season in 2019. Similar contests have been held in other cities including Seattle, San Antonio, and Los Angeles.

The contest aimed to change driver behavior by offering incentives to participants who adopted safe practices while behind the wheel. Participants downloaded an app that used five performance evaluation metrics to assess each driver including braking, acceleration, speeding, cornering, and distraction. The app made calculations for these metrics based on the phone's GPS, accelerometer, and gyroscope. The app collected and stored the monitored behaviors of individual drivers for each trip.

Contest Details

Season 1 (2016): The first season of Boston's Safest Driver Contest occurred from October 3, 2016 to December 3, 2016 and included nearly 5,000 participants. The app assessed and ranked the drivers by their overall safety scores. Weekly prizes included the top three drivers of the week and the most improved driver.

¹ <https://www.boston.gov/departments/new-urban-mechanics/bostons-safest-driver-competition>



Driver behaviors that were monitored were:

- Braking – Harsh or abrupt braking.
- Acceleration – How quickly the vehicle accelerates.
- Speeding – Based on a variable speed in excess of the speed limit and by road type.
- Cornering – Based on the infrastructure and how the vehicle maneuvered around the existing roadway facilities.
- Distraction – Measured by smartphone sensors and evaluated based on the screen state, the speed of the vehicle (greater than 10 mph), phone position (held or fixed), and screen interaction.

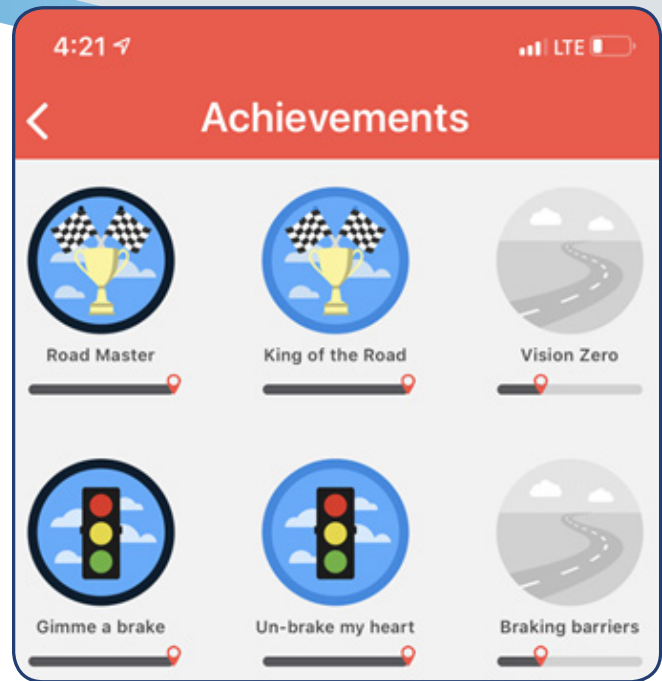
A “Car-Free” trip award was also included in the first season to promote mode shift from a single occupancy vehicle to other modes of transportation.

The City awarded \$4,500 to the top four winners and distributed approximately \$4,500 in additional weekly prizes.

Season 2 (2019): The second season of Boston’s Safest Driver Contest occurred between May 6, 2019 to July 28, 2019 and included over 2,000 participants. In addition to the individual resident challenge, the second contest included a corporate challenge with participating Transportation Management Associations. The prize categories for the second round included:

- Safest City of Boston Driver
- Safest Boston Metro Driver
- Least Distracted Driver
- Slow and Steady Driver
- Corporate Challenge Safest Driver
- Safest Workplace of Drivers
- Workplace with Most Non-driving Trips

The City awarded \$25,000 in prizes, including four grand prizes totaling \$16,000 and biweekly prizes of \$50.



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Figure 1. Graphic. Boston Safest Driver competition dashboard page.

Figure 2. Graphic. Boston scoring dashboard.



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Funding

The Arbella Insurance Foundation sponsored the 2016 competition. Liberty Mutual Insurance and a National Safety Council Road to Zero Safe System Innovation Grant (funded by NHTSA) sponsored the 2019 competition.

POINT OF CONTACT

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REPORT

DATE: January 11, 2021
TO: Public Works Technical Advisory Committee
FROM: Marisa Creter, Executive Director
RE: TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

RECOMMENDED ACTION

For information only.

BACKGROUND

The Los Angeles County Board of Supervisors launched the Countywide Traffic Signal Synchronization Program (TSSP) in 1988 to enhance mobility on congested local highways and streets. By partnering with California Department of Transportation, the Los Angeles County Metropolitan Transportation Authority (Metro), and local jurisdictions, the Los Angeles County Department of Public Works (DPW) implemented low-cost operational improvements to the network of traffic signals on major roadways across Los Angeles County. A typical improvement project involves upgrading the traffic signals along a route to ensure signal synchronization, placing vehicle detectors in the pavements to detect the presence of vehicles, coordinating the timing of signals between successive intersections, and automatically adjusting signals to facilitate the movement of vehicles through roadway intersections.

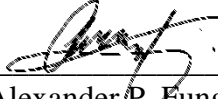
The first phase of the TSSP was completed in September 1995, with 39 routes and 780 signalized intersections along 220 miles of streets in 58 cities and unincorporated areas improved at an estimated cost of \$17 million. Analyses show that TSSP has saved motorists \$468 million in vehicle costs, 31.9 million travel hours, and 38.6 million gallons of fuel on an annual basis. Additionally, the program saved more than 10,100 tons of pollutants to date and reduced travel times by as much as 24% to 29%.

As of last month, 148 projects on 116 routes impacting over 2,900 intersections were either completed or under construction. A list of ongoing projects in the San Gabriel Valley can be found below:

Project Location	Status
Arrow Highway (Part 3)	Under Design
Las Tunas Drive/Live Oak Avenue/Arrow Highway (Part 2)	Under Design
Lower Azusa Road/Los Angeles Street	Under Design
Main Street/Las Tunas Drive (Part 1)	Under Design
Myrtle Avenue/Peck Road	Under Design
Olympic Boulevard	Under Design
Ramona Boulevard/Badillo Street/Covina Boulevard	Under Design
Valley Boulevard/Holt Avenue	Under Design
Atlantic Boulevard	Planned or Pre-Design

Cesar Chavez Avenue	Planned or Pre-Design
Eastern Avenue	Planned or Pre-Design
Foothill Boulevard	Planned or Pre-Design
Peck Road	Planned or Pre-Design
Santa Anita Avenue	Planned or Pre-Design
Whittier Boulevard	Planned or Pre-Design
1 st Street	Planned or Pre-Design

DPW staff plans on continuing pursuing funding to complete additional TSSP projects and partner with stakeholders on regionally significant projects. Los Angeles County Department of Public Works Civil Engineer, Ron Matsuoka, will provide a detailed presentation at this meeting.

Prepared by: 
 Alexander P. Fung
 Management Analyst

Approved by: 
 Marisa Creter
 Executive Director

ATTACHMENTS

Attachment A – List of Completed TSSP Routes

TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM COMPLETED ROUTES

Project Route	Limits
Alondra Bl	Figueroa St / La Mirada Bl
Atlantic Av	Abbott Rd / Alondra Bl
Atlantic Bl	Pine St / Union Pacific Av
Atlantic Bl / Atlantic Av-Everington/Michigan	Everington St / Michigan Av
Atlantic Bl / Garfield Av / Huntington Dr	Triangle
Azusa Av/San Gabriel Av	Sierra Madre Av / Colima Rd
Base Line Rd	Foothill Bl / County Line
Carson Street	Long Beach Bl / Bloomfield Avenue
Central Av	El Segundo Bl / Victoria St
Eastern Av / Garfield Av / Cherry Av	Atlantic Bl / Pacific Coast Hy
Fair Oaks Av	Columbia St / Huntington Dr
Fair Oaks Av-Altadena Dr / Glenarm St	Altadena Dr / Glenarm St
Firestone Bl	Alameda St / Garfield & 605 / Carmenita ROSECRANS
Fremont Av (w/Mission Rd)	Alhambra Rd / Valley Bl
Gale Av / Walnut Dr (w/Fullerton Rd)-7th Av / Fairway Dr	7th Av / Fairway Dr
Garey Ave	Corona Exp / Foothill Bl
Garfield Av - North Segment	Pine St / Riggins St
Garfield Av-S/o Riggins St/Olympic Bl	Riggins St / Olympic Bl
Garvey Avenue	Rosemead Bl / Durfee Av
Golden Springs Dr / Colima Rd (w/Wheeler Av)	Temple Av / Brea Canyon Cutoff Rd
Grand Av TSSP	Fairway / Holt
Grand Ave	Cameron Av / 57 Fwy
Hawthorne Bl	405 Fwy / Pacific Coast Hy
Huntington Dr (w/Junipero Serra)	San Gabriel Bl / 5th Av
Imperial Hwy	Curtis & King Rd / Bloomfield Av
Indian Hill Bl	American Av / Holt Bl
Inglewood Av-Hillcrest Bl/Artesia Bl	Hillcrest Bl / Artesia Bl
La Brea Av	Centinela Av / Century Bl
Lake Av	Altadena Dr / Del Mar Bl
Lomita Bl-Hawthorne Bl/Avalon Bl	Hawthorne Bl / Avalon Bl, Et Al.
Normandie Av (N)-El Segundo Bl / 170th St	El Segundo Bl / 170th St
Normandie Av (S)-Artesia Bl / Anaheim St	Artesia Bl / Anaheim St
Pacific Bl / Long Beach Bl	Florence Av / Temple / Bullis Rd
Paramount Bl	Beverly Bl / Carson St
Peck Rd	Hemlock St / Fineview Rd
Prairie Av/Madrona Av-Artesia Bl/Sepulveda Bl	Artesia Bl / Sepulveda Bl
Prairie Av-Florence Av/Imperial Hwy (TSSP)	Florence Av / Imperial Hy
Rosecrans Av	Broadway / Mercado
Rosemead Bl-Huntington Dr / 60 Fwy	Huntington Dr / 60 Fwy
Rosemead Bl-San Gabriel Bl/Telegraph Rd	San Gabriel Bl / Telegraph Rd
Santa Anita Av	Live Oak Av / Durfee Av
Santa Fe Av	Slauson Av / Firestone Bl
Sepulveda Bl	Prospect Av / Easy St
Sepulveda Bl / Pacific Coast Hy	Imperial Hy / Studebaker Rd
Telegraph Rd-Camfield/Shoemaker	Camfield / Shoemaker
Telegraph Rd-Painter Av/Leffingwell Rd	Painter Av / Leffingwell Rd
Temple City Bl	Duarte Rd / Loftus Dr
Torrance Bl-Pacific Coast Hy / Main St	Pacific Coast Hy / Main St
Towne Av	Harrison Av / County Rd
Valley Bl (w/Ramona Bl)	Baldwin Av / Durfee Av
Western Av	104th St / Paseo Del Mar
White Av	Foothill Bl / Mission Bl
Whittier Bl	5th St / 1st St
Whittier Bl	Paramount Bl / Valley Home Av