



San Gabriel Valley Council of Governments*

REVISED AGENDA OF THE REGULAR MEETING OF THE SGVCOG PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE

Monday, August 16, 2021 – 12:00 PM

Zoom Link: <https://zoom.us/j/96751152070>

Livestream Link: <https://youtu.be/DSXNvPEjnlQ>

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
Diamond Bar
El Monte
Glendora
Industry
Irwindale
La Verne
Monrovia
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Marino
South El Monte
South Pasadena
Temple City
Walnut
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.sgvcog.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 Committee 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 August 16, 2021 at 12:00 p.m. will not be allowed. To allow for public participation, the Public Works Technical Advisory 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/96751152070>. 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 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.

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: 06/21/2021 (**Page 1**)
Recommended Action: Review and approve.

PRESENTATIONS (*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.
8. SoCalGas Energy Efficiency Project Presentation – Rob Bailes, Account Executive, SoCalGas (**Page 5**)
Recommended Action: For information only.
9. San Gabriel Valley Regional Food Recovery Program – Alexander Fung, Senior Management Analyst, SGVCOG (**Page 8**)
Recommended Action: For information only.

ACTION ITEM (*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 San Gabriel Valley Subregion – Alexander Fung, Senior Management Analyst, SGVCOG (**Page 10**)
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.

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

11. Legislative Updates: AB 43 (Friedman) – Alexander Fung, Senior Management Analyst, SGVCOG (**Page 47**)
Recommended Action: For information only.
12. 2021 San Gabriel Valley Energy Champion Awards Progress Updates – Sam Pedersen, Management Analyst, SGVCOG (**Page 72**)
Recommended Action: For information only.

STAFF ANNOUNCEMENTS

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

ANNOUNCEMENTS

ADJOURN



SGVCOG Public Works TAC Meeting Minutes

Date: June 21, 2021
Time: 12:00 PM
Location: Zoom Virtual Meeting

PRELIMINARY BUSINESS

1. Call to Order
R. Guerrero called the meeting to order at 12:02pm.
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

Arcadia	P. Wray	<u>Absent</u>
Azusa	R. Delgadillo, M. Cabanas	Monrovia
Baldwin Park	J. Beshay	San Marino
Diamond Bar	D. Liu, H. Ghafari	South El Monte
El Monte	L. Torres, L. Ortiz	Temple City
Glendora	A. Sweet	
Industry	J. Nelson	
Irwindale	D. Co	
La Verne	S. Igoe, L. O'Brien	
Monterey Park	F. Lopez	
Pasadena	B. Maue	
Pomona	R. Guerrero	
Rosemead	B. Janka	
San Dimas	S. Garwick, L. Marshall	
South Pasadena	S. Abbas, G. Shelleh, A. Kasparian	
Walnut	M. Rooney	
L.A. County DPW	A. Ross, C. Darensbourg, C. Sheppard, J. Yang, J. Pletyak, P. Doudar, S. Lai, T. Robinson	

Guests

City of Alhambra	R. Stover
City of Covina	S. Gallant
City of La Cañada Flint.	J. Dodd
City of La Cañada Flint.	P. DeChellis
HDR/WKE	D. Cadena
LAE Associates	F. Alamolhoda
SA Associates	S. Ahmad
SoCalGas	R. Cruz
TEC	C. Bruder

SGVCOG Staff

P. Hubler, Staff
K. Ward, Staff
A. Fung, Staff
A. Bordallo, Staff
T. Egan, Lobbyist

TEC N. Espinoza
Member of Public A. Ostojic

4. Public Comment
R. Cruz from SoCalGas congratulated Josh Nelson for being named as the City of Industry's new City Manager.
5. Changes to Agenda Order
There were no changes to the Agenda Order.

CONSENT CALENDAR

6. Review Public Works TAC Meeting Minutes: 05/17/2021
Action: Review and approve.
7. FY 2021-2022 Public Works TAC Chair and Vice Chair Elections
Action: Elect Rene Guerrero from the City of Pomona as the FY 2021-2022 Public Works TAC Chair and David Liu from the City of Diamond Bar as the FY 2021-2022 Public Works TAC Vice Chair.

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

AYES:	Arcadia, Azusa, Baldwin Park, Diamond Bar, El Monte, Irwindale, Pomona, Rosemead, South Pasadena, Walnut, L.A. County DPW
NOES:	
ABSTAIN:	Industry
NO VOTE RECORDED:	Glendora, La Verne, Monterey Park, Pasadena, Sam Dimas
ABSENT:	Monrovia, San Marino, South El Monte, Temple City

There was a motion to approve consent calendar item 7. (M/S: M. Rooney/J. Beshay)
[Motion Passed]

AYES:	Arcadia, Azusa, Baldwin Park, Diamond Bar, El Monte, Glendora, Industry, Irwindale, Monterey Park, Pasadena, Pomona, South Pasadena, Walnut, L.A. County DPW
NOES:	
ABSTAIN:	
NO VOTE RECORDED:	La Verne, Rosemead, Sam Dimas
ABSENT:	Monrovia, San Marino, South El Monte, Temple City

UPDATE ITEMS

8. SB 1 Local Streets and Roads Maintenance of Effort Requirement
SGVCOG Director of Government and Community Relations, Paul Hubler, provided updates on this item. SB 1 (Beall, 2017) requires cities to maintain their existing commitment of local funds for streets, roads, and highways comparable to FY 2009-2012 in order to receive their annual shares of SB 1 funds. In July 2020, the SGVCOG sent a

letter urging Governor Newsom and the San Gabriel Valley State Legislative Delegation to suspend the MOE commitment due to the impact on general fund revenues of the COVID-19 Pandemic. The California Transportation Commission's (CTC) proposed budget trailer bill requires the Controller to suspend MOE for FY 2020-2021 and FY 2021-2022 in proportion to declines in taxable sales within the city or county. Cities and counties may also petition the Controller to use transient occupancy tax, in lieu of sales tax, to calculate the adjustment.

9. Project Highlights: South El Monte Energy Projects

The Energy Coalition (TEC) Project Manager, Code Bruder, provided updates on this item. The City of South El Monte recently received multiple grants to complete energy projects at its buildings and facilities. Through collaborating with TEC through the Southern California Regional Energy Network (SoCalREN), the City of South El Monte received funds from the U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy to install an innovative technology package at three public facilities, including the City's City Hall, Community Center, and Senior Center. Additionally, the City received funds from the California Climate Investments' Clean Mobility Options Voucher Pilot Program to launch an Electric Vehicle (EV) carshare program and install eight Level 2 EV charging stations at municipal facilities and/or parks in South El Monte.

Key Questions/Discussions:

- R. Cruz inquired about TEC's plan to partner with local school districts to secure additional funding for energy projects. Mr. Bruder responded that TEC previously submitted applications with multiple local jurisdictions. TEC will continue to encourage multi-jurisdictional efforts to secure funding for energy projects.
- R. Guerrero inquired about matching fund requirements for the grants from the U.S. Department of Energy and the Clean Mobility Options Voucher Pilot Program. Mr. Bruder responded that those grants do not require jurisdictions to match the awarded amounts.

10. 2021 San Gabriel Valley Energy Champion Awards Progress Updates

SGVCOG Management Aide, Ana Bordallo, provided updates on this item. Earlier this year, the SGVCOG launched the 2021 San Gabriel Valley Energy Champion Awards to encourage San Gabriel Valley cities and agencies to implement energy efficiency actions and engage in long-term energy planning activities. 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. The Energy Champion Awards' most recent progress report can be found on the San Gabriel Valley Energy Wise Partnership website at <https://www.sgvenenergywise.org/2021-sgv-energy-champion-awards>.

Key Questions/Discussions:

- R. Cruz commented that SoCalGas looks forward to recognizing cities and agencies for their energy efficiency efforts.

DISCUSSION ITEM

11. San Gabriel Valley Regional Food Recovery Program

SGVCOG Management Analyst, Alexander Fung, provided a presentation on this item. At the SGVCOG Solid Waste Working Group meeting on March 25, 2021, several cities expressed an interest in participating in a regional endeavor to comply with SB 1383's edible food recovery regulations, which can include the hiring of an external consultant to conduct activities such as assessing potential food recovery agencies and their capacities for cities to utilize for SB 1383 requirements, assessing Tier 1 and Tier 2 generators for current compliance with edible food recovery, preparing guidance, and assisting with communication efforts.

Key Questions/Discussions:

- R. Guerrero commented that the League of California Cities led the efforts to request \$200 million from the State for local jurisdictions to implement SB 1383 requirement and recommended the SGVCOG to proceed with the San Gabriel Valley Regional Food Recovery Program.
- R. Cruz commented that SoCalGas partnered with CR&R to convert food waste and organic waste into renewable natural gas.
- R. Guerrero shared that the League of California Cities will be holding a Solid Waste Roundtable on Wednesday, June 23, 2021.

PRESENTATION

12. SB 1383 Capacity Planning

Los Angeles County Department of Public Works representatives provided a presentation on this item. Under SB 1383 regulations, the County of Los Angeles must work collaboratively with each city to estimate the amount of organic waste that will be disposed, identify existing organic waste recycling infrastructure capacity that is verifiably available, and estimate the amount of new or expanded organic waste recycling capacity that is needed. The County of Los Angeles must also collaborate with each city to estimate the amount of edible food that will be disposed by Tiers 1 and 2 commercial edible food generators, identify existing capacity at food recovery organizations and services, identify proposed new or expanded food recovery organizations and services that will be utilized, and identify, if any, the amount of new or expanded capacity that is needed.

STAFF ANNOUNCEMENT

13. Next Committee Meeting

The upcoming committee meeting is scheduled for Monday August 16, 2021 at 12:00pm.

ANNOUNCEMENTS

R. Delgadillo introduced the City of Azusa's new Principal Engineer, Michael Cabanas. R. Guerrero also provided an announcement on the SGVCOG's Crisis Response Study Community Forums. Additionally, J. Beshay expressed appreciation to the SGVCOG staff for assisting on the annual blanket permit issue.

ADJOURN

R. Guerrero adjourned the Public Works Technical Advisory Committee meeting at 1:07pm.

REPORT

DATE: August 16, 2021

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **SOCALGAS ENERGY EFFICIENCY PROGRAMS AND SERVICES**

RECOMMENDED ACTION

For information only.


BACKGROUND

Local jurisdictions that utilize SoCalGas' services are eligible to participate in the company's Energy Efficiency Business Rebate Program, which provides financial assistance for qualifying energy efficiency equipment. Jurisdictions that participate in the Program must have active SoCalGas accounts and must have their eligible equipment installed by December 31, 2021 to receive the rebates.

Prior to purchasing or upgrading their gas equipment, the interested jurisdiction should consult with its respective SoCalGas account executive to discuss the gas equipment that they desire to purchase. The jurisdiction can subsequently complete a SoCalGas rebate application and purchase the equipment from an approved vendor. The contact information of SoCalGas account executives for San Gabriel Valley jurisdictions can be found in Attachment A.

The SoCalGas Energy Efficiency Business Rebate Program allows jurisdictions to receive rebates for replacing or upgrading water boilers, tankless water heaters, economizers, laminar flow restrictors, pipe/tank/fittings insulation, pool heaters, recirculating pumps, and insulation products. Additional details regarding rebate amounts and qualified list of products can be found on caenergywise.com.

SoCalGas Senior Account Executive, Rob Bailes, will provide a detailed presentation on this item.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – SoCalGas Account Executives for San Gabriel Valley Cities

SoCalGas San Gabriel Valley Account Executives

CITY	ACCOUNT EXECUTIVE	Emails	Phone No.
Alhambra	Rob Bailes	RBailes@socalgas.com	(818) 421-8859
Arcadia	Rob Bailes	RBailes@socalgas.com	(909) 335-7993
Azusa	Jaime Lopez	JLopez8@socalgas.com	(909) 335-7509
Baldwin Park	Jaime Lopez	JLopez8@socalgas.com	(909) 335-7509
Bradbury	Jaime Lopez	JLopez8@socalgas.com	(909) 335-7509
Claremont	Jaime Lopez	JLopez8@socalgas.com	(909) 335-7509
Covina	Jaime Lopez	JLopez8@socalgas.com	(909) 335-7509
Diamond Bar	Joshua Lee	JLee3@socalgas.com	(714) 634-3063
Duarte	Jaime Lopez	JLopez8@socalgas.com	(909) 335-7509
El Monte	Rob Bailes	RBailes@socalgas.com	(909) 335-7993
Glendora	Jaime Lopez	JLopez8@socalgas.com	(909) 335-7509
Industry	Joshua Lee	JLee3@socalgas.com	(714) 634-3063
Irwindale	Jaime Lopez	JLopez8@socalgas.com	(909) 335-7509
La Canada	Justin Hart	JHart2@socalgas.com	(818) 421-8859
La Puente	Joshua Lee	JLee3@socalgas.com	(714) 634-3063
La Verne	Jaime Lopez	JLopez8@socalgas.com	(909) 335-7509
Monrovia	Rob Bailes	RBailes@socalgas.com	(909) 335-7993
Montebello	Kumi Ambatipudi	KAmbatipudi@socalgas.com	(562) 803-7488
Monterey Park	Rob Bailes	RBailes@socalgas.com	(909) 335-7993
Pasadena	Rob Bailes	RBailes@socalgas.com	(909) 335-7993
Pomona	Joshua Lee	JLee3@socalgas.com	(714) 634-3063
Rosemead	Rob Bailes	RBailes@socalgas.com	(909) 335-7993
San Dimas	Jaime Lopez	JLopez8@socalgas.com	(909) 335-7509
San Gabriel	Rob Bailes	RBailes@socalgas.com	(909) 335-7993
San Marino	Rob Bailes	RBailes@socalgas.com	(909) 335-7993
Sierra Madre	Rob Bailes	RBailes@socalgas.com	(909) 335-7993
South El Monte	Rob Bailes	RBailes@socalgas.com	(909) 335-7993
South Pasadena	Rob Bailes	RBailes@socalgas.com	(909) 335-7993
Temple City	Rob Bailes	RBailes@socalgas.com	(909) 335-7993
Walnut	Joshua Lee	JLee3@socalgas.com	(714) 634-3063
West Covina	Joshua Lee	JLee3@socalgas.com	(714) 634-3063

REPORT

DATE: August 16, 2021

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **SAN GABRIEL VALLEY REGIONAL FOOD RECOVERY PROGRAM**

RECOMMENDED ACTION

For information only.

BACKGROUND

In February 2021, the SGVCOG reconvened the Solid Waste Working Group to provide a platform for San Gabriel Valley cities and agencies to discuss solid waste issues. Specifically, the Solid Waste Working Group focuses on providing support and resources for cities to strategize and plan efforts to comply with upcoming SB 1383 (Lara, 2016) mandates. SB 1383 serves as a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) and sets the following targets:

1. Reduce statewide disposal of organic waste by 50% by January 1, 2020 and by 75% by January 1, 2025 (based on 2014 levels).
2. Recover at least 20% of currently disposed edible food for human consumption by 2025.

The California Department of Resources Recycling and Recovery (CalRecycle) is responsible for creating regulatory standards for SB 1383. Based on guidelines adopted by CalRecycle, regulations to meet statewide organics reduction and food recovery requirements will begin to take effect on January 1, 2022. Additionally, regulations may require local jurisdictions to impose penalties for noncompliance on regulated entities starting January 1, 2024. As a result, local jurisdictions began collaborating with their elected officials, businesses, haulers, and stakeholders to develop the necessary programs and ordinances to comply with SB 1383 regulations before the stated deadlines.

At the Solid Waste Working Group meeting on March 25, 2021, several cities expressed an interest in participating in a regional endeavor to comply with SB 1383's edible food recovery regulations, which can include the hiring of an external consultant to conduct activities such as assessing potential food recovery agencies and their capacities for cities to utilize for SB 1383 requirements, identifying Tier 1 and Tier 2 generators and assessing their current compliance with SB 1383's food recovery regulations, preparing guidance, assisting with education and outreach efforts, and implementing inspection and enforcement programs.

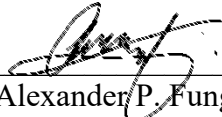
After receiving recommendations from the City Managers' Steering Committee and the Public Works Technical Advisory Committee to proceed with the Regional Food Recovery Program, a Request-for-Proposals (RFP) was released on July 20, 2021. A copy of the RFP can be found on the SGVCOG's Vendor Portal at <https://pbsystem.planetbids.com/portal/15588/bo/bo-search>.


As of August 10th, the following 15 cities have expressed interest in joining a Regional Food Recovery Program:

Alhambra	Glendora	Pomona
Azusa	Irwindale	San Marino
Covina	La Cañada Flintridge	South Pasadena
Duarte	Monrovia	Temple City
El Monte	Monterey Park	Walnut

The SGVCOG is anticipated to execute memorandums of agreement with participating cities beginning this month. Cities that are interested in participating in the Regional Food Recovery Program can contact SGVCOG Senior Management Analyst, Alexander Fung, at afung@sgvcog.org.

SGVCOG staff will provide a detailed presentation on this item.

Prepared by: 
Alexander P. Fung
Senior Management Analyst

Approved by: 
Marisa Creter
Executive Director

REPORT

DATE: August 16, 2021

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **REVIEW OF FY 2022-2025 MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM 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:

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

FY 2022-2025 Bus System Improvement Available Funding:

Unallocated	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL (Excl. FY 2025)
\$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**¹ 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 jurisdictions².

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.

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

² 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):**

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 local match. Projects with at least a 5% combined local match will receive partial scores.
Capital Improvement Plan (15 Points)	The proposed project is identifiable in at least one participating agency's five-year Capital Improvement Plan (CIP).
Project Readiness (15 Points)	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):**

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 Project Scoring Criteria (100 Points Total):

- **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 (25 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 (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 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.
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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 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 detailed presentation on this item.

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:

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

Bus System Improvement Available Funding:

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

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 amount will be available for programming starting October 2021. The SGVCOG anticipates that approximately **\$22 million¹** 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:

¹ 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 (25 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, 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:

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Partnering Agency 5:

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SECTION 2: PROJECT DESCRIPTION

Project Name:

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Proposal Category: Category 1 / Category 2

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- 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.

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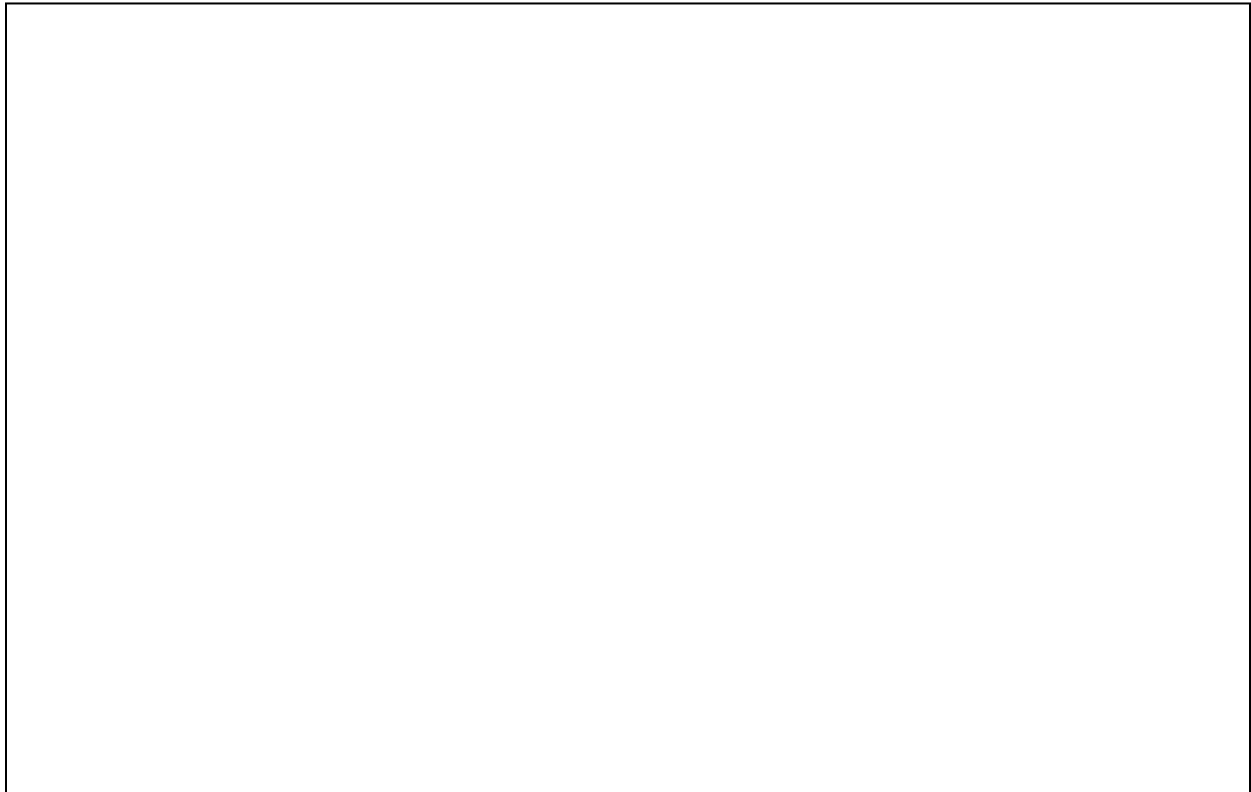
Project Scope (500 words maximum):

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.



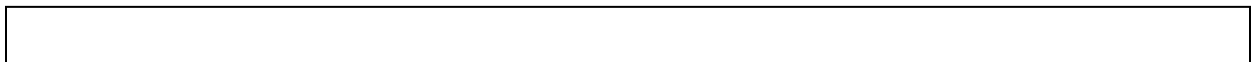
Project Map:

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

Project Phase	Start Date	End Date
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			
TOTAL:			

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 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
TOTAL	100 Points

Project Feasibility - Project Schedule (5 Points):

The submitted schedule fully incorporates 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 contains enough detail and/or organization 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 unclear and/or some details are lacking .	3-4 Points

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

Project Feasibility - Local Match (10 Points):

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

Project Feasibility - Capital Improvement Plan (15 Points):

The proposal includes a project that is identifiable in at least one participating agency's five-year Capital Improvement Plan.	15 Points
The proposal does not include 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 at least 65% design completion.	15 Points + 5 Bonus Points
The proposed project reached at least 25% design completion.	15 Points
The proposed project reached at least 10% design completion.	5 Points
The proposed project has a design completion of less than 10% .	0 Points

Regional Impact - Mobility and Accessibility (5 Points):

The proposed project clearly and convincingly demonstrates 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 sufficiently demonstrates 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 somewhat demonstrates 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 does not demonstrate 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 clearly and convincingly demonstrates 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 sufficiently demonstrates 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 somewhat demonstrates 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 does not demonstrate 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 clearly and convincingly demonstrates 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 sufficiently demonstrates 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 somewhat demonstrates 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 does not demonstrate 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 clearly and convincingly describes 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 sufficiently demonstrates 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 somewhat demonstrates 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 fails to demonstrate 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 clearly and convincingly describes the roles and responsibilities of partnering jurisdictions and includes letters of commitment/support from each partnering jurisdiction.	15 Points
The applicant sufficiently demonstrates the roles and responsibilities of partnering jurisdictions and includes letters of commitment/support from each partnering jurisdiction.	10 Points
The applicant somewhat demonstrates the roles and responsibilities of partnering jurisdictions. The applicant failed to include all letters of commitment/support from each of the partnering jurisdictions.	5 Points
The applicant failed to demonstrate the roles and responsibilities of partnering jurisdictions. The applicant also failed to include all letters of commitment/support from each of the partnering jurisdictions.	0 Points

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

The proposed project 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 a project in a San Gabriel Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	5 Bonus Points
The proposed project was not 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 does not include 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	25 Points
Demonstrated Support	50 Points
TOTAL	100 Points

Project Feasibility - Project Schedule (5 Points):

The submitted schedule fully incorporates necessary phases and provides a realistic description of how funds could be expended within the funding deadlines.	5 Points
The submitted schedule contains enough detail and/or organization on the necessary phases and provides a description of how funds could be expended within the funding deadlines; however, some areas are unclear and/or some details are lacking .	3-4 Points
The submitted schedule is poorly developed or vague in outlining the necessary phases and how funds could be expended within the funding deadlines.	1-2 Points
The applicant failed to incorporate 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 missing .	0 Points

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

The proposal provides realistic and detailed project funding strategy, budget, and cost estimates. Cost effectiveness is apparent .	5 Points
The proposal provides enough detail and/or organization on the project funding strategy, budget, and cost estimates. Details are mostly consistent with the proposed project and the cost effectiveness is somewhat apparent .	3-4 Points
The proposal lacks sufficient detail but is mostly consistent with the proposed project. Information on the project funding strategy, budget, and cost estimates are lacking . Cost effectiveness is not as apparent .	1-2 Points
The applicant failed to provide 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 at least 25% design completion.	15 Points + 5 Bonus Points
The proposed project reached at least 10% design completion.	15 Points
The proposed project has a design completion of less than 10% .	0 Points

Regional Impact - Mobility and Accessibility (5 Points):

The proposed project clearly and convincingly demonstrates 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 sufficiently demonstrates 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 Points
The proposed project somewhat demonstrates 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 Point
Evaluators can award no points in this section if the applicant does not demonstrate 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 clearly and convincingly demonstrates 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 sufficiently demonstrates that it improves access to transit facilities, enhances safety, and corrects unsafe conditions in	3 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 somewhat demonstrates 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 Point
Evaluators can award no points in this section if the applicant does not demonstrate 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 clearly and convincingly demonstrates 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 sufficiently demonstrates 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 somewhat demonstrates 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 does not demonstrate 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 clearly and convincingly describes 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 sufficiently demonstrates 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 somewhat demonstrates 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 fails to demonstrate 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 clearly and convincingly describes the roles and responsibilities of partnering jurisdictions and includes letters of commitment/support from each partnering jurisdiction.	25 Points
The applicant sufficiently demonstrates the roles and responsibilities of partnering jurisdictions and includes letters of commitment/support from each partnering jurisdiction.	15 Points
The applicant somewhat demonstrates the roles and responsibilities of partnering jurisdictions. The applicant failed to include all letters of commitment/support from each of the partnering jurisdictions.	5 Points
The applicant failed to demonstrate the roles and responsibilities of partnering jurisdictions. The applicant also failed to include all letters of commitment/support from each of the partnering jurisdictions.	0 Points

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

The proposed project 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 a project in a San Gabriel Valley active transportation corridor listed in the Metro Active Transportation Strategic Plan.	5 Bonus Points
The proposed project was not 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 does not include 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.

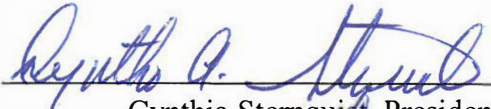
NOW THEREFORE, BE IT RESOLVED that the Governing Board does hereby approve the Public Participation Plan for the SGVCOG's initial MSP 5-Year Plan, as follows:

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 15th 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 15th day of February 2018, by the following roll call vote:

AYES:	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
NOES:	
ABSTAIN:	
ABSENT:	Baldwin Park, Bradbury, Industry, Irwindale, Pasadena, San Marino, Sierra Madre


 Marisa Creter, Secretary

REPORT

DATE: August 16, 2021

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **LEGISLATIVE UPDATES: AB 43 (FRIEDMAN)**

RECOMMENDED ACTION

For information only.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

~~SEC. 7.~~

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

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

~~SEC. 8.~~

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

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

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

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

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

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

~~SEC. 9.~~

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

22358.8. (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no significant design changes, with the specific intent of increasing the safe 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.

O

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

Bill No:	AB 43	Hearing Date:	07/13/2021
Author:	Friedman		
Version:	07/06/2021		
Urgency:	No	Fiscal:	Yes
Consultant:	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 85th 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 85th percentile speed to establish speed limits. As its name implies, the 85th 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-20th century and is still the dominant factor in how speed limits are set in the U.S today. The 85th 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.¹

- 3) Over the last several years, the conventional wisdom supporting the 85th percentile methodology has been criticized. The UC ITS report finds that the 85th 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 85th 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.² However, the trend has been relatively steady over the near term -- traffic fatalities decreased 5.1% from 2018 to 2019³ -- 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.

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

² California Office of Traffic Safety, California Highway Safety Plan (2019), 5.

³ 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 85th 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.⁴ 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."⁵

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.⁶

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:

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

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

⁶ *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-contr 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 16, 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

Earlier this year, the SGVCOG launched the 2021 San Gabriel Valley Energy Champion Awards to encourage San Gabriel Valley cities and agencies to implement energy efficiency actions and engage in long-term energy planning activities. 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 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 entity 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 entities that have not been previously engaged with the SGVCOG's energy efficiency efforts or implementing energy efficiency marketing campaigns Platinum: Complete a combination of 3 activities that include referring entities that have not been previously engaged with the SGVCOG's energy efficiency efforts or implementing 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. • Complete or update an Energy Action Plan. • Submit an energy efficiency grant application.
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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 receive their awards at the Energy Work Group meeting in December 2021.

Last month, the City of San Gabriel became the first San Gabriel Valley jurisdiction to achieve the Silver recognition tier after completing one requirement in each of the Energy Champion Awards categories. Additionally, Foothill Transit and the Cities of Duarte, Irwindale, Monrovia, Montebello, Monterey Park, and Pomona are each only one action away from Silver category recognitions.


The Energy Champion Awards’ most recent progress report can be found on the San Gabriel Valley Energy Wise Partnership website at <https://www.sgvenergywise.org/2021-sgv-energy-champion-awards>.

SGVCOG Management Analyst, Sam Pedersen, will provide updates on this item.

Prepared by: 
 Alexander P. Fung
 Management Analyst

Approved by: 
 Marisa Creter
 Executive Director



																																
	Alhambra	Arcadia	Azusa	Baldwin Park	Bradbury	Claremont	Covina	Diamond Bar	Duarte	El Monte	Glendora	Industry	Irwindale	La Cañada Flintridge	La Puente	La Verne	Monrovia	Montebello	Monterey Park	Pasadena	Pomona	Rosemead	San Dimas	San Gabriel	San Marino	Sierra Madre	South El Monte	South Pasadena	Temple City	Walnut	West Covina	
2021 Energy Champion Award Progress: 8/10/21																																
SILVER LEVEL																																
Attended 1 Energy Work Group meeting in 2021	★				★	★	★	★	★	★		★	★			★	★	★	★		★	★	★	★			★	★		★		
Attended 1 energy efficiency training OR provided a presentation relating to energy efficiency									★	★			★			★	★	★	★		★			★								
Referred 1 agency that has not previously engaged with the SGVCOG's energy efficiency efforts OR implemented an energy efficiency marketing campaign			★			★	•		•				★				★				★	★		★		★	•	•	★	★		
Completed 1 of the following: attended a CEA meeting with facilities benchmarked on ESPM OR conducted a municipal audit OR participated in the SoCalGas Direct Install Program OR participated in one of the SoCalREN programs to install a gas project OR installed a gas project in 2020 or 2021								•	★				•				•	★	★					★	★			★				
GOLD LEVEL																																
Attended 2 Energy Work Group meeting in 2021	★					★	★	★	★	★			★					★	★		★		★	★							★	
Attended 2 energy efficiency trainings OR provided presentations relating to energy efficiency OR a combination of the two													★			★		★	★		★											
Referred 2 agencies that have not previously engaged with the SGVCOG's energy efficiency efforts OR implemented energy efficiency marketing campaigns OR a combination of the two						★	•		•								★							•								
Completed 2 of the following: attended CEA meetings with facilities benchmarked on ESPM OR conducted at least 1 municipal audit OR participated in the SoCalGas Direct Install Program OR participated in one of the SoCalREN programs to install a gas project OR installed a gas project in 2020 or 2021																		•	★													
PLATINUM LEVEL																																
Attended 3 Energy Work Group meeting in 2021																																
Attended 3 energy efficiency trainings OR provided presentations relating to energy efficiency OR a combination of the two													★			★		★			★											
Referred 3 agencies that have not previously engaged with the SGVCOG's energy efficiency efforts OR implemented energy efficiency marketing campaigns OR a combination of the two																																
Completed 3 of the following: attended CEA meetings with facilities benchmarked on ESPM OR conducted at least 1 municipal audit OR participated in the SoCalGas Direct Install Program OR participated in one of the SoCalREN programs to install a gas project OR installed a gas project in 2020 or 2021																		•														
LEGEND:																																
★ = Completed																																
• = In Progress																																



	AQMD	Arcadia USD	Alhambra USD	Azusa USD	Claremont USD	El Monte Union High SD	Foothill Transit	Monrovia USD	Pasadena USD	Pomona USD
2021 Energy Champion Award Progress: 8/10/21										
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