



# San Gabriel Valley Council of Governments

## AGENDA AND NOTICE OF THE **SPECIAL** MEETING OF THE TRANSPORTATION COMMITTEE – JUNE 21, 2018 – **4:00 PM**

Upper San Gabriel Valley Municipal Water District Office  
(602 E. Huntington Drive, Suite B, Monrovia, California, 91016)

The Transportation Committee encourages public participation and invites you to share your views on agenda items.

### Chair

John Fasana, Duarte

### Vice-Chair

Sam Pedroza,  
Claremont

### Members

Alhambra  
Claremont  
Diamond Bar  
Duarte  
El Monte  
Glendora  
La Cañada Flintridge  
Pomona  
San Gabriel  
South El Monte  
South Pasadena  
Temple City  
Walnut  
First District, LA County  
Unincorporated  
Communities  
Fifth District, LA County  
Unincorporated  
Communities

**MEETINGS:** *Regular Meetings of the Transportation Committee are held on the third Thursday of each month at 4:30 PM at the Upper San Gabriel Valley Municipal Water District Office (602 E. Huntington Drive, Suite B, Monrovia, California, 91016).* The Transportation 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](http://www.sgvcog.org). Copies are available via email upon request ([sgv@sgvcog.org](mailto: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.

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

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

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

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



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



**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 comments*)
5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

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

6. Transportation Meeting Minutes – 05/10/2018 --Page 1  
*Recommended Action: Approve Transportation Committee minutes.*

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

7. SGV Greenway Network and Corridor Study – Results; Presentation by: Ryan Johnson, Planning Associate, Alta Planning + Design, Inc. & James Powell, Design Associate, Alta Planning + Design, Inc. -- Page 7  
*Recommended Action: Discuss and provide direction to Staff.*
8. SGV Regional Active Transportation Data Collection Project: Outcomes; Presentation by: Monica Curiel, Active Transportation Data Coordinator, Bike San Gabriel Valley -- Page 49  
*Recommended Action: For information only.*
9. Metrolink's SCORE Program; Presentation by: Alex Davis, Government Relations Manager, Metrolink/SCRRRA -- Page 67  
*Recommended Action: For information only.*

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

10. Election of Chair and Vice-Chair  
*Recommended Action: Elect Chair and Vice-Chair for FY 2018-19.*
11. Initiative: Voter Approval for Increases in Gas and Car Tax; Presentation by: Wesley Smith, Graduate Intern, SGVCOG -- Page 69  
*Recommended Action: Recommend that the Governing Board oppose the Voter Approval for Increase in Gas and Car Tax Initiative.*

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

12. San Gabriel Valley Bike Share Expansion Update  
*Recommended Action: Discuss and provide direction to staff.*

**METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT** (*It is anticipated that the Transportation Committee may take action on the following matters*)

13. Oral Report  
*Recommended Action: For information only.*

**UPDATE ITEMS**

14. Metrolink Update  
*Recommended Action: For information only.*
15. Update on Active Transportation Planning Efforts  
*Recommended Action: For information only.*

**EXECUTIVE DIRECTOR'S REPORT** (*It is anticipated that the Transportation Committee may take action on the following matters*)

16. Oral Report  
*Recommended Action: For information only.*

**COMMITTEE MEMBER ITEMS**

**ANNOUNCEMENTS**

**ADJOURN**



**SPECIAL SGVCOG Transportation Committee Unapproved Minutes**

Date: **May 10, 2018**

Time: 4:30 PM

Location: Upper San Gabriel Valley Municipal Water District  
602 E. Huntington Dr., Suite B, Monrovia, CA 91016

**PRELIMINARY BUSINESS**

1. Call to Order  
The meeting was called to order at 4:41 p.m.

2. Pledge of Allegiance

3. Roll Call

**Members Present**

Diamond Bar	D. Liu
Duarte	J. Fasana
Glendora	V. Escalante
Pomona	R. Guerrero
South Pasadena	M. Lin
LA County District 5	D. Perry

**Members Absent**

Alhambra  
Claremont  
El Monte  
La Cañada Flintridge  
San Gabriel  
South El Monte  
Temple City  
Walnut  
LA County District 1

**SGVCOG Staff**

M. Creter  
K. Ward  
C. Cruz  
P. Duyshart

4. Public Comment

No public comment.

5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

No changes to the agenda order.

**CONSENT CALENDAR**

6. Transportation Meeting Minutes: 04/19/2018

**There was a motion to approve the 04/19/2018 Transportation Committee Minutes (M/S: D. Perry / J. Fasana).**

**[MOTION PASSED]**

<b>AYES:</b>	Diamond Bar, Duarte, Glendora, Pomona, South Pasadena, LA County District 5
<b>NOES:</b>	

<b>ABSTAIN:</b>	
<b>ABSENT:</b>	Alhambra, Claremont, El Monte, La Cañada Flintridge, San Gabriel, South El Monte, Temple City, Walnut, LA County District 1

## PRESENTATIONS

### 7. US DOT Angeles National Forest Corridor Analyses and Update on Access to the Angeles National Forest

James Andrew of the U.S. Department of Transportation (DOT), Paolo Perrone from The Trust for Public Land, and Ricardo Lopez with the Angeles National Forest all contributed to this presentation. J. Andrew first provided a presentation titled “Key Findings from Corridor Analyses for Angeles National Forest Transit Assessment. He provided a review and background information about the transit corridors which provide vehicle access into the Angeles National Forest and the San Gabriel Mountains National Monument. He also provided the key and pertinent recommendations from the DOT’s analyses and studies of the corridors, included the suggested transit service for each thoroughfare. Mr. Andrew also went in-depth about the main issues and opportunities of three top priority routes: the Chantry Flat route from Pasadena and Arcadia, the Pasadena to San Merrill Trail through Altadena, and Sierra Madre Villa to Eaton Canyon.

Additionally, P. Perrone shared an update on the ridership numbers of Pasadena Transit Route 88, which is the “Transit-to-Trails” pilot project which goes from the Memorial Park Gold Line station in downtown Pasadena to the trailhead of the popular and frequented San Merrill Trail in Altadena. The bus route has seen 3,161 boardings in just the first month, which has far exceeded initial expectations. A one-way ride on this bus route costs riders \$0.75 per ride. Moreover, The Trust for Public Land is partnering with SCE to prepare to toolkit for bus users and prospective riders to utilize to learn more about the route and how to use it.

#### Questions/Discussion:

- One Committee member asked if there is any interest from Arcadia and/or Sierra Madre pertaining to “transit-to-trails” projects, since there has been cooperation and partnerships formed between government agencies and stakeholders with the City of Pasadena.
- A Committee member asked what would constitute or define success for the “transit-to-trails” program, in terms of ridership levels. P. Perrone also pointed that success is also mitigating the overcrowded streets parking along side of the road on the Chantry Flat Road, since this street parking creates dangerous conditions.
- There was a question regarding how SGV cities and stakeholders can take advantage of a plethora of corridors and opportunities to improve access to the ANF by means of public transit.
- Another Committee member asked how the Pasadena/Altadena Route 88 project was funded. Perrone stated that an SCE grant initially funded this bus route for the first month, then the City of Pasadena matched the funding to extend the pilot project for a second month, and then Supervisor Barger’s office then provided an additional 4 months of funding. Dave Perry of Supervisor Barger’s office commented that the Supervisor saw this as an excellent public service opportunity and that she thought it made sense to fund a project that would enable access to the hiking trails of the San Gabriel Mountains for many residents. He also added that the Supervisor is pleased with the results of the pilot project so far.
- This route was put into place not only to serve the transit-to-trails route, but also to serve the disadvantaged communities of northwest Pasadena and Altadena.



## 8. GoMonrovia

Brittany Mello, the Assistant to the City Manager for the City of Monrovia, presented on Monrovia's new and innovative mobility program. Within the last couple of years, the City re-evaluated its existing transit options and offerings due to a few factors, such as the opening of the Metro Gold Line, population increases in Southern California, the SGV, and Monrovia, increased demand for transit-oriented development, and increased demand for active transportation improvements and infrastructure. Additionally, Monrovia's old program, Monrovia Transit, which consisted of dial-a-ride services, cost the City about \$19.70 per ride in subsidy costs, while the rider fare was \$1.00 per ride.

In order to cut City costs and improve transportation access and first-last mile connectivity throughout its City, Monrovia devised its GoMonrovia program, which effectively utilizes public-private partnerships between the City, Lyft, and LimeBike. Under this new transportation program, Lyft provides \$0.50 rides throughout Monrovia's service area; these rides only cost Monrovia about \$5-\$6 in subsidy costs per ride, and Lyft services mostly replace dial-a-ride services, except for ADA users. Additionally, people travelling in Monrovia can use LimeBike dockless bike share services for \$1.00 per ride for the first 30 minutes.

### Questions/Discussion:

- One Committee member asked how many LimeBikes have been deployed. 200 bikes have been put onto the market in the City so far.
- Is Monrovia looking at electric or pedal assist bikes for this program in the future? Mello responded that electric assist bikes will eventually be deployed.
- A Committee member remarked on the impressiveness of the costs savings that Monrovia achieved by switching to Lyft service because it lowers costs for the taxpayer.
- There was a question regarding how long Lyft might be able to continue to offer the price that its currently offering, and how any future increase would increase subsidy costs for Monrovia. Oliver Chi, the City Manager of Monrovia, replied that this is a concern that was identified by the City early on in the analysis process, especially since technologies can evolve and venture capitalist subsidies can slowly fade away and alter price points. However, Lyft (and Uber) are strong right now and are not going away any time soon.
- Another Committee member asked that, when Monrovia was developing this program, did the City get a response from competitors or taxi services? O. Chi pointed out that Santa Monica, which has also implemented a similar program, issued an RFP to solicit proposals to replace their dial-a-ride program, and that the City still ended up with Lyft, because their price point is competitive.
- Will Monrovia deploy the LimeBike or Bird scooters to complement the bikes?
- A member asked if Monrovia has dealt with complaints about LimeBike users leaving bikes out and not in designated "parking areas." Mello and Chi both commented that Monrovia adopted an ordinance which enables the City to control how many bikes are deployed in the city, and how many Bike Share companies can have market share within the City. This has enabled Monrovia to lower the risk that too many bikes are laying around unused in the city.

### **ACTION ITEMS**

No action items.

## DISCUSSION ITEMS

### 9. AB 2417 (Rodriguez)

Committee Chair facilitated the discussion on this legislative item. The Committee was asked to take a position on this bill, if it wished to. AB 2417 (Rodriguez) would increase the number of voting members on the Foothill Gold Line Construction Authority from five to six, and this sixth representative would be appointed by the City of Montclair.

Questions/Discussion: The following issues were discussed:

- The San Bernardino County Transportation Authority (SBCTA) submitted a position letter on AB 2417 for the public record of this Transportation Committee meeting. Chair J. Fasana read this letter to the members of the Committee. In this letter, the SBCTA stated that it currently opposes AB 2417 due to the fact that it does not add the SBCTA as a voting member, and that the SBCTA also requests Assembly Member Rodriguez to add the SBCTA as a voting member of the Foothill Gold Line Construction Authority. The SBCTA also holds the position that there should be fair representation of all Gold Line Phase 2B cities on the Construction Authority Board, too.
- R. Guerrero from the City of Pomona stated that Pomona believes that every City involved in the Gold Line Phase 2B extension should have a seat at the table.
- J. Fasana of the City of Duarte remarked that if you amend the charter of a special construction agency, then the project is potentially opened up to risk, especially financially. He also added that the Gold Line Construction Authority Board does not think it is necessary to add Montclair as a voting member until the Phase 2B construction reaches Claremont, when construction begins to affect Montclair's and San Bernardino County's jurisdiction more.
- M. Lin of the City of South Pasadena pointed out that the South Pasadena City Council had already approved a position, and letter, of opposition to this bill.

**There was a motion to recommend that the SGVCOG Governing Board oppose AB 2417 (Rodriguez) (M/S: J. Fasana / M. Lin).**

**[MOTION PASSED]**

<b>AYES:</b>	Diamond Bar, Duarte, South Pasadena, LA County District 5
<b>NOES:</b>	
<b>ABSTAIN:</b>	Glendora, Pomona
<b>ABSENT:</b>	Alhambra, Claremont, El Monte, La Cañada Flintridge, San Gabriel, South El Monte, Temple City, Walnut, LA County District 1

### 10. Metro Open Streets Cycle Three Application and Guidelines

K. Ward, a Senior Management Analyst with the SGVCOG, presented on this item. She recapped the Open Streets Applicant Workshop that LA Metro hosted earlier that week, and that SGVCOG staff attended, went over the most important information about the new Cycle Three application and guidelines, and reminded attendees that the application deadline is on June 8. She also encouraged SGV cities to apply for funding to host open streets events.

Questions/Discussion: There were no questions.

### 11. San Gabriel Valley Bike Share Expansion Update

M. Creter, the SGVCOG's Executive Director, provided this update. The SGVCOG has modified its request pertaining to the GGRF Bike Share grant to now "develop a regional Bike Share Plan." The next step would be to submit and open up an RFP process, at which point bike share entities, both public and private, can submit competitive bids for the RFP. M. Creter also pointed out that the terms of grant could also change to include requirements that the COG and cities provide bicycle parking, improvements, facilities, and infrastructure.

M. Creter then gave an update on LA Metro's updated bike share business plan.

Questions/Discussion: The following issues were discussed:

- One Committee member asked if the changing of the grant's terms changes the funding request amount?
- There was another question: what are the O&M costs for the jurisdictions under Metro's new business plan? M. Creter said that capital is now supposed to be 40% less, and that City share costs are \$2 million.

## **METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT**

### **12. Oral Report**

J. Fasana provided this report. Route 71 received full funding through the City of Pomona. SB 1 and Cap and Trade fund allocations were also recently announced: the Gold Line Phase 2B extension has received \$300 million in Cap and Trade funds, and this should fill the extension's funding gap. Additionally, Metro was recommended for full funding for many other rail lines. The Vermont Ave. transit corridor got money for design and engineering only. The City of Claremont also got \$7 million for a green streets program.

## **UPDATE ITEMS**

### **13. Metrolink Update**

A Metrolink Government Relations staff member provided this update. Metrolink is celebrating the opening of the Burbank Airport North station, which will serve the Antelope Valley Line (there is already a Burbank Airport station for the Ventura Line).

D. Perry also added that there is an agenda item for the Board to consider regarding a 25% fare discount on the San Bernardino Line. This fare decrease has already been approved by LA Metro and the SBCTA. There was also a join motion made by Supervisors Solis and Barger regarding a possible Dodger Stadium Express service.

### **14. Update on Active Transportation Planning Efforts**

No update.

## **EXECUTIVE DIRECTOR'S REPORT**

### **15. Oral Report**

There was no report on this item.

## **COMMITTEE MEMBER ITEMS**

No Committee member items.

## **ANNOUNCEMENTS**

No additional announcements.

**ADJOURN**

The meeting was adjourned at 5:58 p.m.

# REPORT

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DATE: June 21, 2018

TO: San Gabriel Valley Council of Governments Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **SGV GREENWAYS STUDY RESULTS**

## **RECOMMENDED ACTION**

Direct staff to utilize data from the Greenway Network corridor ranking report as well as input from the member agencies regarding other active transportation (AT) projects to develop a proposed list of AT projects to be funded with subregional AT/Greenway Network funds for FY 18-22 and report back to the TACs and Transportation Committee.

## **BACKGROUND**

The SGV Greenway Network is a proposed cohesive and comprehensive network of multi-use active transportation trails and paths, and is an ambitious effort to transform existing watershed and utility corridors into a world-class network of safe, connected, and accessible community greenways. This Network, if fully built out, would develop approximately 200 miles of protected bike and pedestrian trails throughout the San Gabriel Valley. These practical and multi-functional greenway trails would improve both public safety and public health, provide more recreational space for SGV residents, and would also serve as potential First-Last Mile and Safe Routes to School options. In addition to enhancing mobility throughout the region, the construction of greenways would reduce GHG emission and improve air quality, and would promote physical activity.

In 2014, the SGVCOG was awarded funding under the Active Transportation Program (ATP) Cycle 1 grant program to conduct a greenway feasibility study. The California Transportation Commission awarded funding for this proposal shortly thereafter. Additionally, in recognition of the benefits of having a built-out greenway network across the SGV, in May 2016, the SGVCOG officially identified the development of a San Gabriel Valley Greenway Network as a top priority project. Moreover, in May 2017, the LA County Board of Supervisors unanimously passed a motion to support the “San Gabriel Valley Regional Greenway Network Implementation Plan.” The County Board of Supervisors also tasked the LA County Department of Public Works to help develop the components of the network project along flood control wash right of ways which it owns.

Having adequate regional support to move forward with the Greenway Network project, the SGVCOG commissioned the aforementioned greenway network feasibility study in June 2017. The purpose of this study is to categorize, rank, score, and prioritize potential paths for possible funding. On June 15, 2017, the SGVCOG Transportation Committee approved a motion to establish the Greenway Network Technical Advisory Committee. This Committee was tasked with providing input on the Greenway Network Feasibility Study and related efforts, developments, and initiatives.

## **THE GREENWAY FEASIBILITY STUDY**

The SGVCOG tasked the active transportation consulting group, “Alta Planning + Design” to conduct the greenway feasibility study for the San Gabriel Valley Greenway Network. The Greenway TAC has met four times in the last fiscal year to hear updates on, and review, the findings of the greenway feasibility study. At the most recent Greenway TAC meeting, on June 11, 2018, Alta presented the results of their study to the TAC. Alta’s presentation included an overview of the study’s methodology, and shared the regional results, top ranking corridors, 50-mile feasibility analysis, and preliminary cost estimates of the many possible mixed-use greenway paths. Alta reviewed and evaluated greenway segments which were included in Alta’s and SCAG’s SGV Active Transportation Initiative

In order to score and then consequently rank the various greenway corridors, Alta established an evaluation methodology which was consistently applied to all project corridors. The methodology criteria utilized scoring metrics which are meant to reflect the expected scoring for ATP Cycle 4 grant applications. A corridor can receive a possible score of 32 to 115 points, and each Greenway segment received a segment score based on the scoring methodology. The methodology components and criteria are as follows:

- I) Disadvantaged Community (0 or 10 points)
  - a) Cal Enviro Screen Percentile
  - b) Median Household Income
  - c) Percentage of students eligible for free or reduced priced school meals
- II) Need (7-50 points)
  - a) School Enrollment
  - b) Parks Need
  - c) Transit Adjacency
  - d) Destinations
  - e) Population Density
  - f) Zero Vehicle Households
  - g) Bikeway Gap Area
  - h) Bikeway Connectivity
- III) Safety (22-30 points)
  - a) Collisions
  - b) Schools
- IV) Public Participation (0-10 points)
  - a) Previously Planned
  - b) Dedicated Outreach
- V) Feasibility (3-15 points)
  - a) Constructability
  - b) Cost
  - c) Land Ownership

The Greenway TAC was able to review Alta’s corridor descriptions, and the scoring results of the evaluations and analyses. While this ranking system provides information and context about each greenway corridor, it does not take into account possible right-of-way acquisition or permission hurdles for some of the corridors, as the rights of way for these greenway segments are owned and/or operated by LA county Flood Control District, SCE, or a railroad. Additionally, while this study did

## REPORT


consider and score connectivity, as well as nearby accessible schools and parks for each greenway segment, the study did not project or analyze potential ridership figures for each corridor.


### **NEXT STEPS**

At its June 2018 meeting last week, the Greenway TAC approved a motion which generally approved of the progress of the SGV Greenway Corridor Study and Results. The motion also stipulated that the item be moved to the Transportation Committee for further review, analysis, and direction.

SGVCOG Staff is currently working to program Measure M Active Transportation funds for the first MSP 5-Year Plan. There is approximately \$14.5 million in Active Transportation/Greenway funding for the first 5 years (FY 18-22). Staff is recommending that the data from the Greenway Network corridor ranking report be used for guidance in this programming effort, acknowledging the aforementioned limitations of the data related to right of way and ridership. Staff also recommends continuing outreach efforts to member agencies to identify other “shovel ready” AT projects to incorporate into this programming. Once a proposed list of projects to be funded is developed, staff will report back to the TACs and Transportation Committee. Staff anticipates being able to complete the draft programming by September 2018.

Prepared by:   
Peter Duyshart  
Project Assistant

Prepared by:   
Christian Cruz  
Management Analyst

Approved by:   
Marisa Creter  
Executive Director

### **ATTACHMENTS:**

Attachment A – SGV Greenways Evaluation Methodology -- Page 10  
Attachment B – SGV Corridor Descriptions -- Page 14  
Attachment C – SGV Greenways Regional Rankings -- Page 18  
Attachment D – SGV Segment Scores -- Page 39  
Attachment E – SGV Top Ranked Segments -- Page 48





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Los Angeles, CA 90017  
(213) 437-3336  
jamespowell@altaplanning.com

To:

From: James Powell, Alta Planning + Design

Date: 5/24/2018

Re: **SGV Greenways Evaluation Methodology**

The following memo details the criteria and scoring methodology for the evaluation of greenway segments identified in the Greenways portion of Alta’s SGV Active Transportation Initiative project through SCAG. The criteria below are in draft form as of the date of this memo. They have been selected per the scope of this project, and weighted to reflect ATP Cycle 4 grant application scoring. Beyond the scoring metrics contained herein, projects were excluded from analysis based upon other factors, such as those offering extremely limited access or right-of-way, facilities covering spans under ¼ mile, and facilities offering highly restricted access or connectivity. Facilities that have existing bikeways, have been funded, or have previously applied for ATP funding, have been excluded as well.

The anticipated ATP scoring breakdown is below:

Infrastructure Applications

CRITERIA	SMALL	MEDIUM	LARGE
DISADVANTAGED COMMUNITY	10	10	10
NEED	50	45	35
SAFETY	30	25	25
PUBLIC PARTICIPATION	5	10	10
CONTEXT & INNOVATION	-	5	5
TRANSFORMATIVE PROJECT	-	-	5
COST EFFECTIVE	-	-	5
LEVERAGING	5	5	5
TOTAL	100	100	100

Projects in the SGV Greenways evaluation are, for the most part, expected to be in the small to medium category, as these projects have been and are expected to be funded at the city rather than the regional scale.

The ATP scoring criteria are represented in the SGV Greenway evaluation as follows. Unless otherwise noted, data has been included within ½ mile of a greenway segment. Raw data is then processed into a standardized scale. Each major category is then weighted to reflect ATP scoring. Where data represents a count of features adjacent to a segment, scores are normalized per mile to account for varying segment lengths.

CATEGORY	CRITERION	ELEMENTS	VALUE RANGE	BREAKDOWN	FINAL POSSIBLE VALUE
<b>DISADVANTAGED COMMUNITY</b>	Cal Enviro Screen Percentile	Average within 1/2 mile	0-100%	<65% = 1 65-74% = 2 >75% = 5	1-5 points
	Median Household Income	Severely Disadvantaged - \$38269.8 less than 60% of MHI (average within ½ mile)	Actual MHI Values	>\$63,783 = 1 (statewide median) \$51,025 - \$63,782 = 2 < \$51,025 = 5 (80% of statewide median)	1-5 points
	Percentage of students eligible for free or reduced priced school meals (FRPM)	Maximum of schools within 1/2 mile	0-100%	<66% = 1 66-74% = 2 >75% = 5	1-5 points
	<b>Total</b>			<b>Total of above: &lt;5 = 0 points; &gt;=5 = 10 points</b>	<b>0 or 10 points</b>
<b>NEED</b>	School Enrollment	Student enrollment within 1/2 mile (normalized per mile)	0-Many	< 1 = 1 1-100 = 2 101-500 = 3 501-1000 = 4 > 1000 = 5	1 to 5
	Parks Need	Acres of regional and local parks per 1,000 people (LA County Parks Need Assessment, average per segment)	0-4+	<1 = 10 1-2 = 4 2-3 = 3 3-4 = 2 >4 = 1	1 to 5
	Transit Adjacency	Stops: regional rail, light rail, bus (normalized per mile)	0-5+	0 = 1 1-5 = 3 >5 = 5	1 to 5
	Destinations	Schools, community centers, park & ride, trailheads, multi-use trails, parks (normalized per mile)	0-5+	<1 = 1 1-5 = 3 >5 = 10	1 to 10

	Population Density	Categories per Metro ATSP (rural, urbanized, highly urbanized, urban core) (average per segment)	0-20,000+	<100 people/sqmi = 1 Between 101 and 5,000 people/sqmi = 2 Between 5001 - 20,000 people/sqmi = 3; Over 20,000 people/sqmi = 5	1 to 5
	Zero Vehicle Households	Percentage of households, average per segment	0-100%	<1% = 1 1-5% = 3 >5% = 5	1 to 5
	Bikeway Gap Area	Covers areas where no bicycle facilities exist for one mile	Yes or No	Yes = 10 No = 1	1 or 10
	Bikeway Connectivity	Existing bikeways within .25 mile (normalized per mile)	0-5+	<1 = 1 2-5 = 3 >5 = 5	1 to 5
	<b>Total</b>			<b>Sum of above criteria</b>	<b>7-50 Total Points</b>
SAFETY	Facility type	Class 1	20 points	Class I facilities only	20
	Collisions	1/4 mile radius (normalized per mile)	0-10+	0 = 1 1 = 2 2 = 3 5 = 4 10 = 5	1 to 5
	Schools	Within 1 mile (normalized per mile)	0-5+	<1 = 1 1-5 = 3 >5 = 5	1 to 5
	<b>Total</b>			<b>Sum of above criteria</b>	<b>22 - 30 Total Points</b>
PUBLIC PARTICIPATION	Previously Planned	Corridor has appeared in a previous planning document.	Yes or No	Yes = 5; No = 0	0 or 5
	Dedicated outreach	Has the corridor received recent, dedicated outreach?	Yes or No	Yes = 5; No = 0	0 or 5
	<b>Total</b>			<b>Sum of above criteria</b>	<b>0 - 10 Total Points</b>

<b>FEASIBILITY (addition to ATP criteria)</b>	Constructability	Composite factor of overall constructability hurdles, including permitting, traffic conflicts, structures required, and possible disruption to existing traffic patterns.	1 to 5	1 = Less Difficult 5 = More Difficult	1 to 5
	Cost	Estimated cost of construction, including potential new structures	1 to 5	1 = More Expensive 5 = Less Expensive	1 to 5
	Land Ownership	Primary owner category for the majority of a segment's length	Four primary categories	Private = 1 Rail = 2 Utility = 4 Government/Public = 5	1 to 5
	<b>Total</b>			<b>Sum of above criteria</b>	<b>3 to 15 Total Points</b>
<b>Total Possible Score</b>					<b>32 to 115</b>



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jamespowell@altaplanning.com

Date: 6/4/2018

**Re: SGV Greenways Corridor Descriptions**

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## Waterways

Arcadia Wash: 2.5 Miles

Cities: Arcadia (1.3 Miles), El Monte (0.2 Miles), Temple City (0.9 Miles)

This corridor begins near Arcadia High School at the north, then heads south to cross existing bike lanes on El Monte Ave. From there it runs parallel to El Monte Ave until its terminus at the Rio Hondo Bike Path.

Bassett Channel: 1.3 Miles

Cities: City of Industry (0.3 Miles), Unincorporated (1 Mile)

From east to west, the corridor follows Workman Mill Rd near Valley Blvd to the San Gabriel River Trail. It must cross I-605 to make the connection to the San Gabriel River on the west, which would require a major undercrossing. The corridor would otherwise end at Packam Dr. Bike lanes on Workman Mill Rd provide an alternate connection via San Jose Creek.

Big Dalton Wash: 4 Miles

Cities: Baldwin Park (1.9 Miles), Covina (0.4 Miles), Irwindale (0.7 Miles), Unincorporated (0.9 Miles), West Covina (0.3 Miles)

This corridor fills in missing gaps in Big Dalton Wash, adding onto previously-funded portions in Glendora, Azusa, and Unincorporated areas. It begins at Barranca Ave at the northeast, and travels southwest to the I-10 where it meets Walnut Creek. The portion of Walnut Creek from this confluence to the San Gabriel River has been previously funded.

Buena Vista Channel: 1.8 Miles

Cities: Irwindale (1.8 Miles)

This corridor begins on the east at the new trail connecting the San Gabriel River path and Duarte Gold Line Station. It follows the channel west to Sawpit Wash.

Charter Oak Wash: 1.5 Miles

Cities: Covina (1.5 Miles)

While this corridor is entirely within the City of Covina, it is in two main segments. At the north it connects from E Cypress St to an existing path in Kahler Russell Park. An on-street connection south on Grand Ave then west on E Badillo St, rejoining the channel and traveling south through residential neighborhoods, crossing E Puente St and E Rowland St to reach E Workman Ave.

**Eaton Wash: 4.6 Miles**

Cities: Pasadena (2.1 Miles), Temple City (0.6 Miles), Unincorporated (1.8 Miles)

Filling out the northern reach of Eaton Wash, this corridor begins at E Washington Blvd and Woodlyn Rd at the north, running parallel to the utility corridor, south past I-210, where an on-street connection may be needed. The southern terminus is Muscatel Ave, where another planned segment is underway.

**Little Dalton Wash: 3.3 Miles**

Cities: Azusa (2 Miles), Unincorporated (1.2 Miles)

Beginning at the city limits of Glendora at the north, at Citrus College, Little Dalton Wash moves southwest through Azusa and Unincorporated areas. It passes just north of Azusa High School before intersecting I-210, where the channel will either need to be modified for an undercrossing or an on-street connection will need to be used. The corridor passes three more schools before terminating at the confluence with Big Dalton Wash. Portions within Glendora have already received funding and are excluded from this study.

**Puente Creek: 2.2 Miles**

Cities: City of Industry (0.7 Miles), La Puente (0.8 Miles), Unincorporated (0.7 Miles)

This corridor begins just west of the shopping center at S Hacienda Blvd and Amar Rd in La Puente. Moving southwest it passes Sparks Middle and Elementary Schools, and crosses a set of railroad tracks between Proctor Rd and Don Julian Rd before meeting San Jose Creek.

**San Dimas Wash: 2.7 Miles**

Cities: Covina (2.1 Miles), Glendora (0.3 Miles), Unincorporated (0.3 Miles)

Closing a gap between a funded portion in Glendora and its confluence with Big Dalton Wash, this corridor follows an existing maintenance road and connects to Hollenbeck Park.

**San Jose Creek: 16.8 Miles**

Cities: City of Industry (9.5 Miles), Pomona (5.1 Miles), Unincorporated (2.2 Miles)

The longest overall corridor in this study, San Jose Creek largely parallels SR 60 and Metrolink rail. The northeasternmost point connects to Ganesha Park in Pomona, and would require a new underpass or an on-street connection to move south of I-10. The corridor passes several parks and schools before crossing under SR 71 and SR 57, running alongside Cal Poly Pomona before entering City of Industry. A portion at the western end, within City of Industry has received funding, and an unincorporated segment at the furthest west point connects to the San Gabriel River.

**San Jose Creek – South Fork: 2.6 Miles**

Cities: Pomona (2.6 Miles)

This corridor runs from Veterans Park soccer complex in Pomona, southwest to baseball fields in Diamond Bar, crossing industrial and agricultural areas.

**Santa Anita Wash: 3.2 Miles**

Cities: Arcadia (2 Miles), Monrovia (0.8 Miles), Unincorporated (0.4 Miles)

Beginning at E Sycamore Ave at the north, near Foothills Middle School, the corridor passes Eisenhower Park before crossing under I-210. Heading south, it crosses relatively few streets before reaching the Rio Hondo Bike Path in Arcadia, at E Live Oak Ave.

Sawpit Wash: 2.2 Miles

Cities: Irwindale (0.8 Miles), Monrovia (0.4 Miles), Unincorporated (0.9 Miles)

This corridor begins in the north at E Duarte Rd near Maxwell Elementary School. It follows the channel south, joining with Buena Vista Channel, terminating at Peck Rd. A connection from the end of Sawpit Wash to the Rio Hondo Bike Path would be made at Peck Rd Park.

Thompson Creek: 3 Miles

Cities: Claremont (0.6 Miles), Pomona (2.4 Miles)

Near Sumner Elementary School in Claremont, the corridor follows existing maintenance roads adjacent to the channel south to Bonita Ave, where it runs parallel to Fulton Rd until reaching the Pomona Fairplex. The southern terminus of the channel can connect to San Jose Creek at Ganesha Park.

Walnut Creek: 5.2 Miles

Cities: Covina (1.2 Miles), Unincorporated (0.4 Miles), West Covina (3.6 Miles)

This corridor's easternmost point, on N Reeder Ave, south of Badillo Elementary School in Covina, follows a naturalized creek through a neighborhood with limited access. An alternative easternmost point would be at E Covina Hills Rd, where an existing maintenance road follows the channel to I-10, where an undercrossing or on-street connection would be needed. South of I-10, the corridor follows the channel west to meet a previously-funded project in Baldwin Park at Big Dalton Wash.

## Rail Corridors

Alhambra Subdivision (Amtrak Parallel): 4 Miles

Cities: City of Industry (0.5 Miles), El Monte (2 Miles)

An east-west connection between the Rio Hondo and San Gabriel River Bike Paths is created by this rail corridor in the City of Industry and El Monte. Madrid Middle School lies at the eastern end. Overall the right of way is sufficient to create a trail parallel to existing rail lines, though a crossing at Garvey Ave may require an on-street connection or a new bridge.

## Utility Corridors

Edison ROW: Monterey Park, 0.7 Miles

Meeting the existing Edison Trails Mark in Monterey Park, this connection runs west then south, terminating at W Floral Dr between Hendricks Ave and Findlay Ave. This trail would require negotiations with existing nursery operations within the utility corridor.

Edison ROW: Rosemead, 3 Miles

This utility corridor spans nearly the entire San Gabriel Valley north-to-south, and crosses several other potential greenways. The portion under study here, in Rosemead, begins at Grand Ave in the north, crosses I-10, and ends at



Graves Ave. Nurseries are currently using portions of the corridor, while other portions are open. Zapopan Park falls in the middle of the corridor.

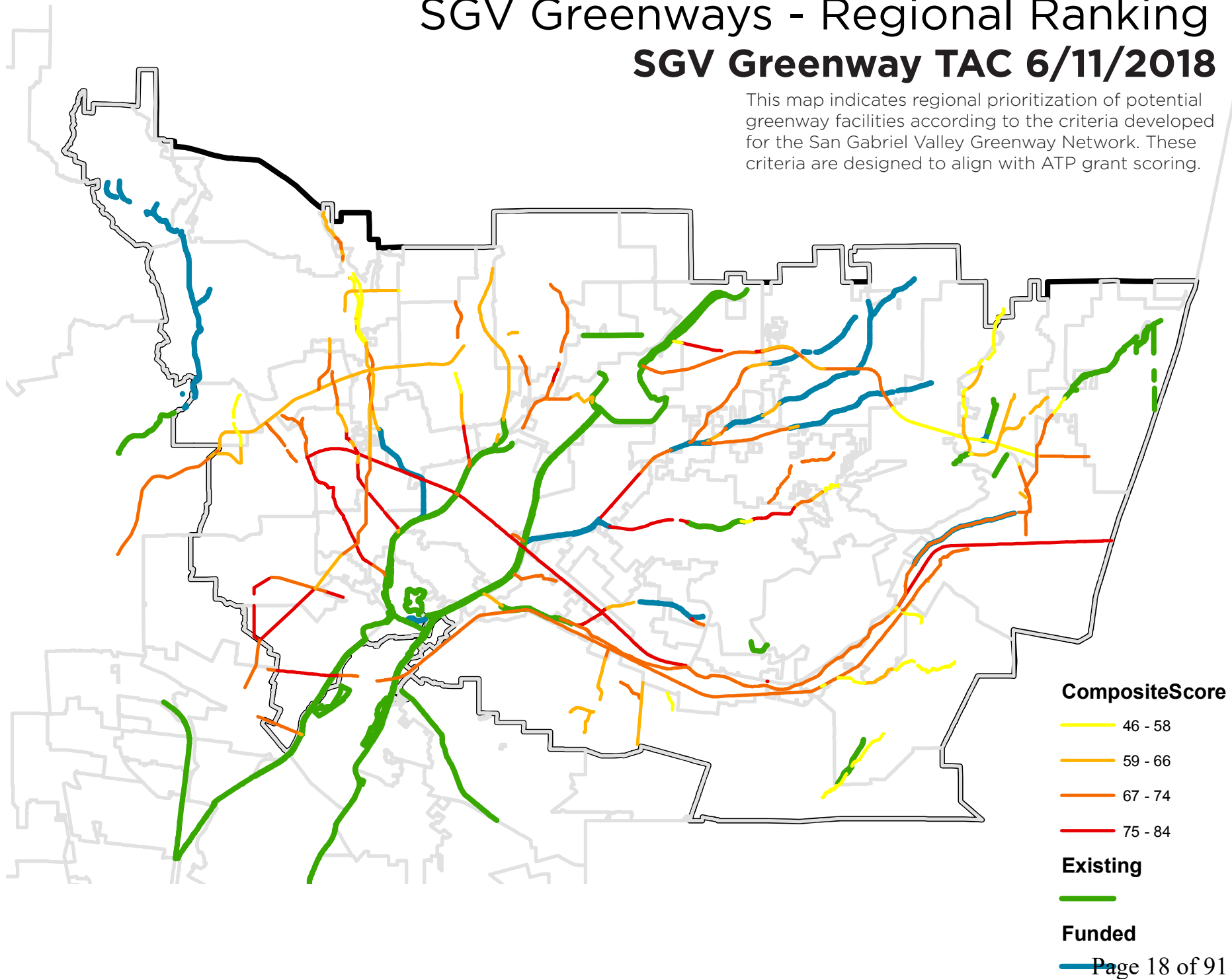
Edison ROW: South Pasadena, 1.3 Miles

This corridor runs from Grevelia St and Garfield Park at the north, to W Alhambra Rd and Alhambra Park at the south, with a gap in the middle at South Pasadena Middle School. It passes primarily through residential neighborhoods, and is currently clear of existing uses beyond a maintenance road.

# SGV Greenways - Regional Ranking

## SGV Greenway TAC 6/11/2018

This map indicates regional prioritization of potential greenway facilities according to the criteria developed for the San Gabriel Valley Greenway Network. These criteria are designed to align with ATP grant scoring.



# SGV Greenways - Top Ranking Corridors

## SGV Greenway TAC 6/11/2018



















The corridors depicted here have been selected for preliminary feasibility review. These corridors scored highly on the regional prioritization, have appeared in previous planning studies, and have passed a preliminary feasibility review.



The following pages illustrate the most feasible corridors, with indications for mileage and cost per jurisdiction.

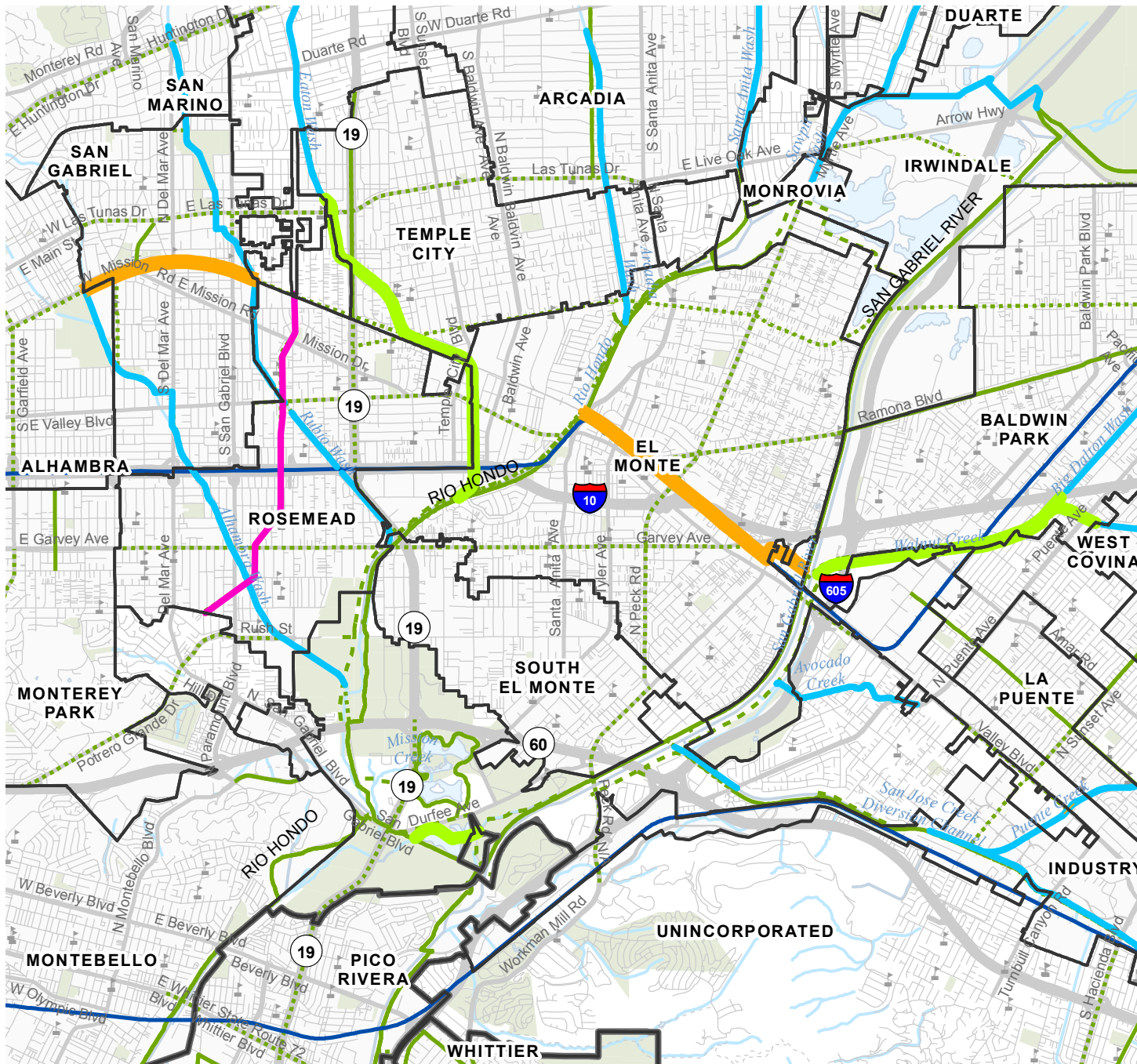
Corridors appearing on this map but not on the following pages have been determined infeasible at this stage.

## LEGEND Attachment C



















-  City Boundaries
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-  Planned Bike Routes
-  Schools
-  Water Body
-  Channelized River
-  Natural River
-  Parks



0 0.5 1 2 Miles

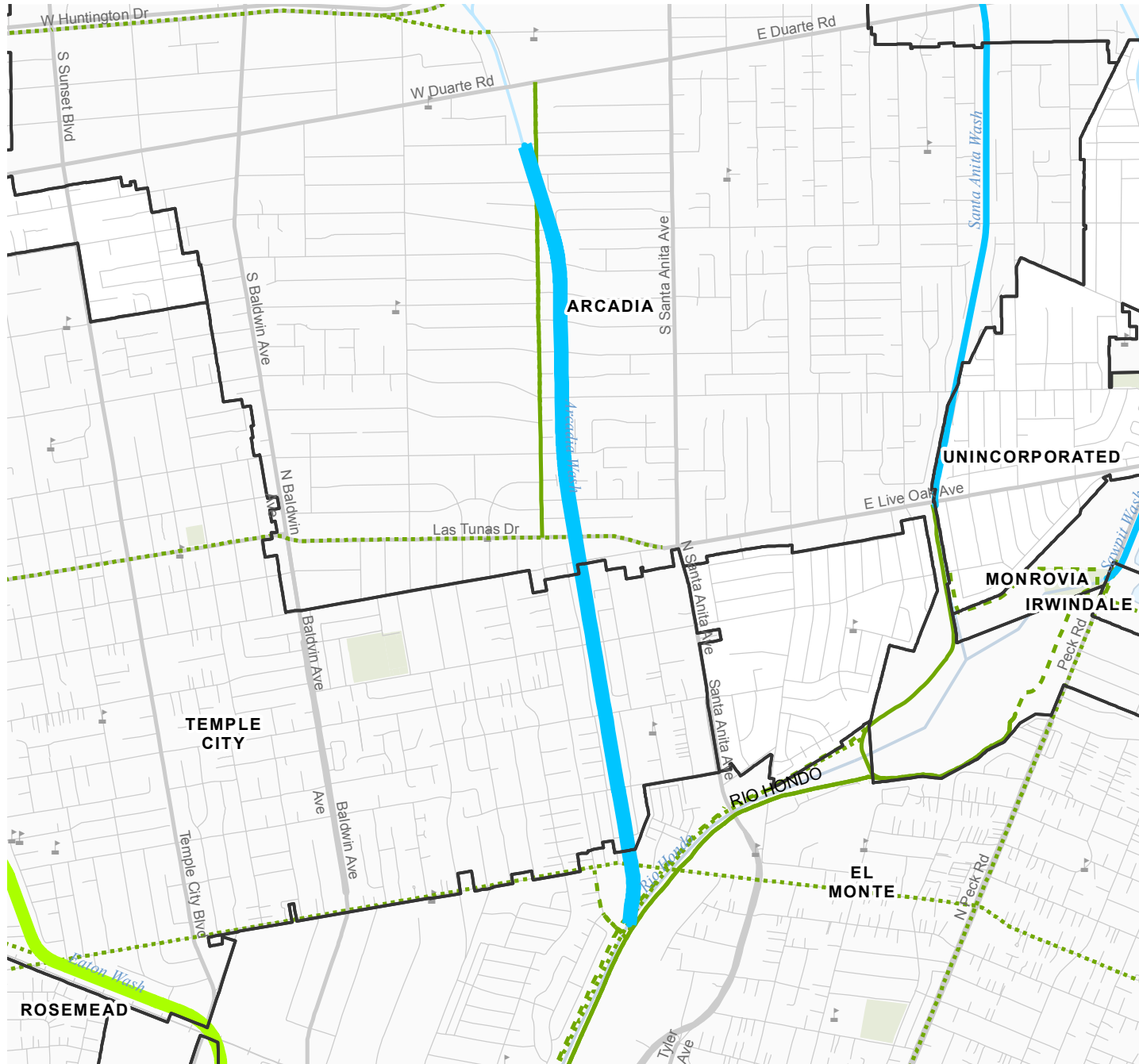


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0 0.2 0.4 0.8 Miles





















### Arcadia Wash

San Gabriel Valley Greenway Network

2.5 Miles. Cities: Arcadia (1.3 Miles), El Monte (0.2 Miles), Temple City (0.9 Miles)  
Cost: Arcadia (\$4.2m), El Monte (\$600,000), Temple City (\$2m)




## LEGEND Attachment C

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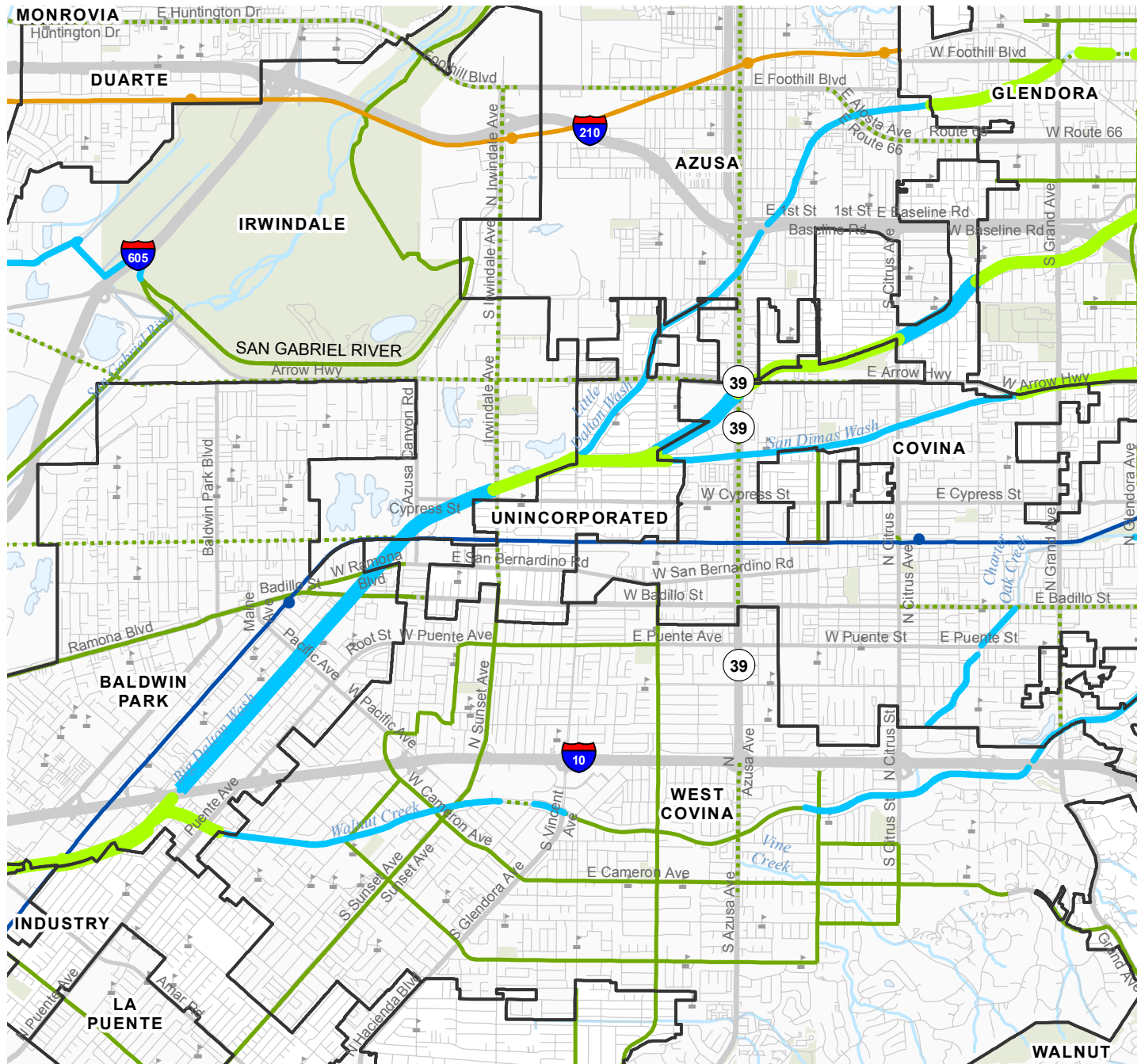
0 0.125 0.25 0.5 Miles




### Bassett Channel San Gabriel Valley Greenway Network

1.3 Miles. Cities: City of Industry (0.3 Miles), Unincorporated (1 Mile)  
Cost: City of Industry (\$280,000), Unincorporated (\$1.8m)

## LEGEND Attachment C



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0 0.4 0.8 1.6 Miles



















### Big Dalton Wash

4 Miles. Cities: Baldwin Park (1.9 Miles), Covina (0.4 Miles), Irwindale (0.7 Miles), Unincorporated (0.9 Miles), West Covina (0.3 Miles)

Cost: Total \$9.2m

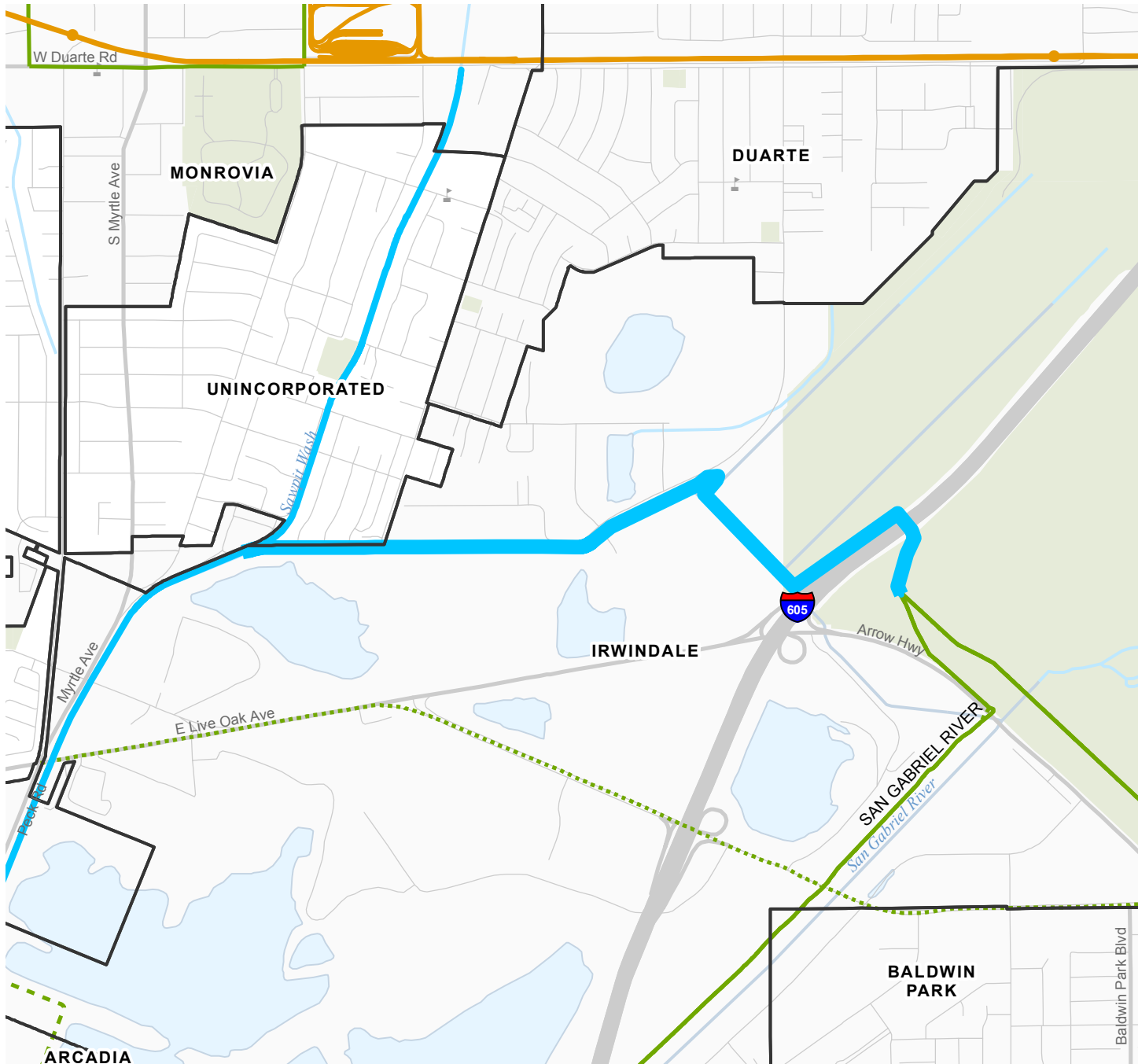


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



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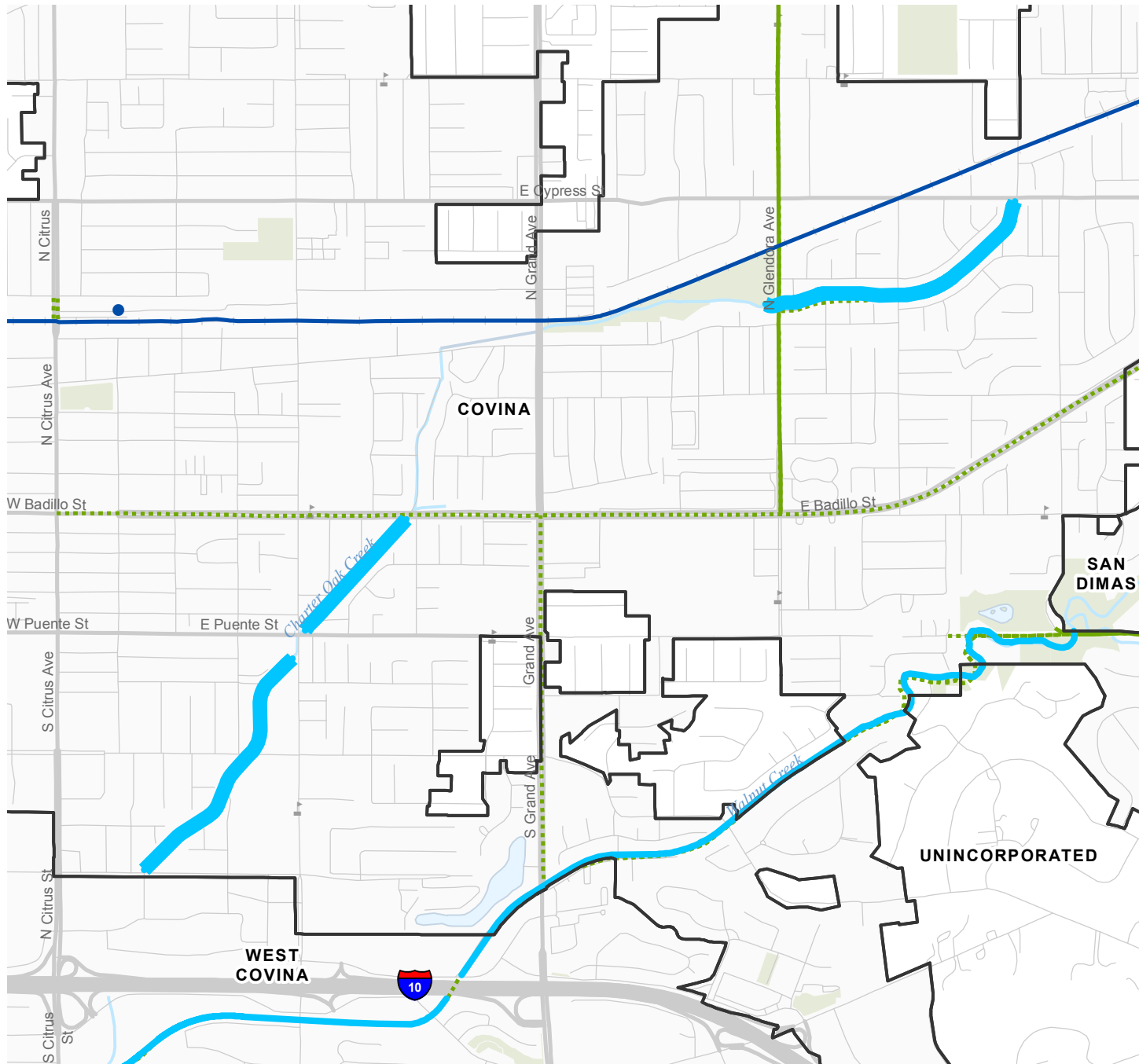


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

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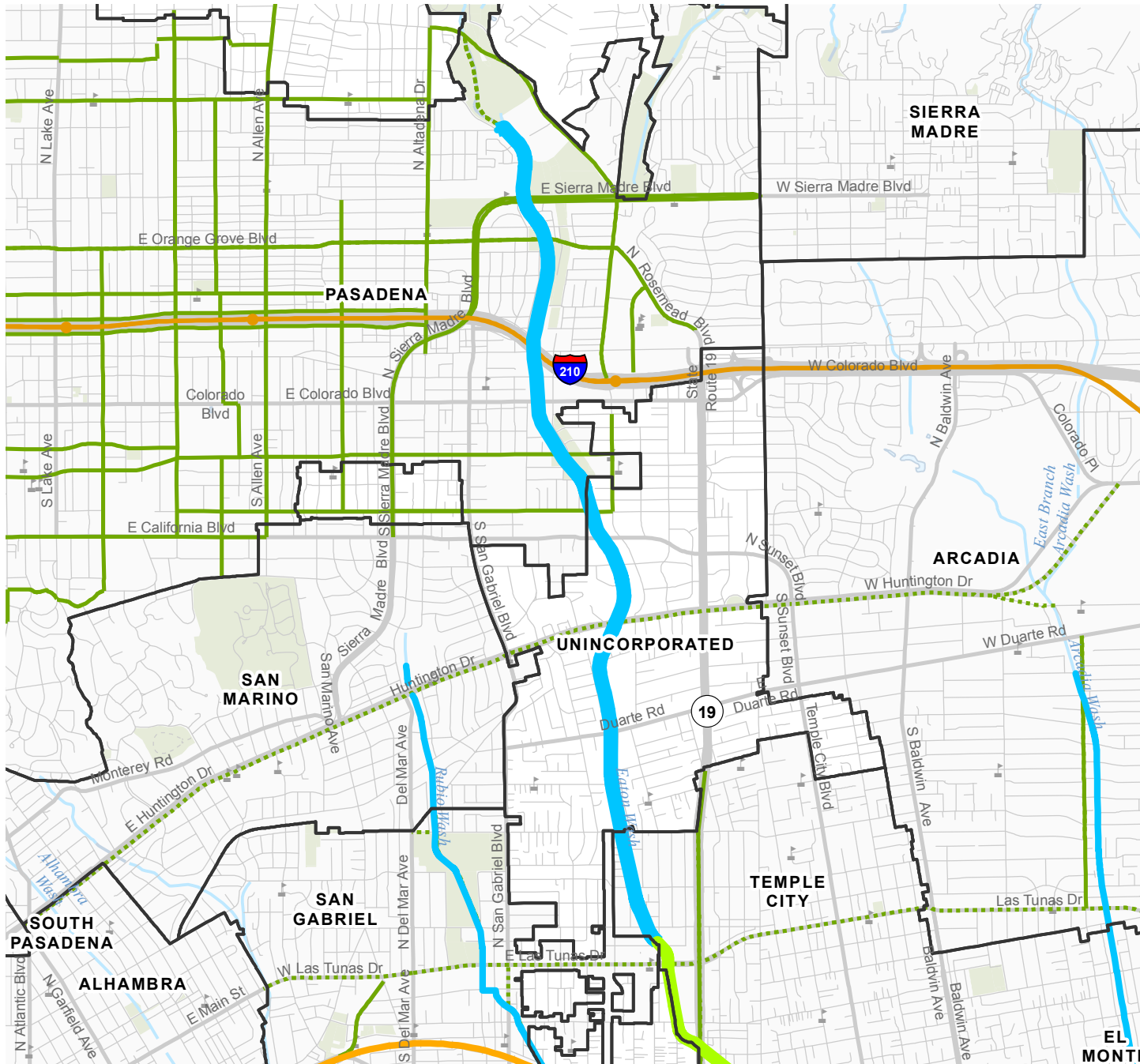
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0 0.325 0.65 1.3 Miles





















### Eaton Wash

#### San Gabriel Valley Greenway Network

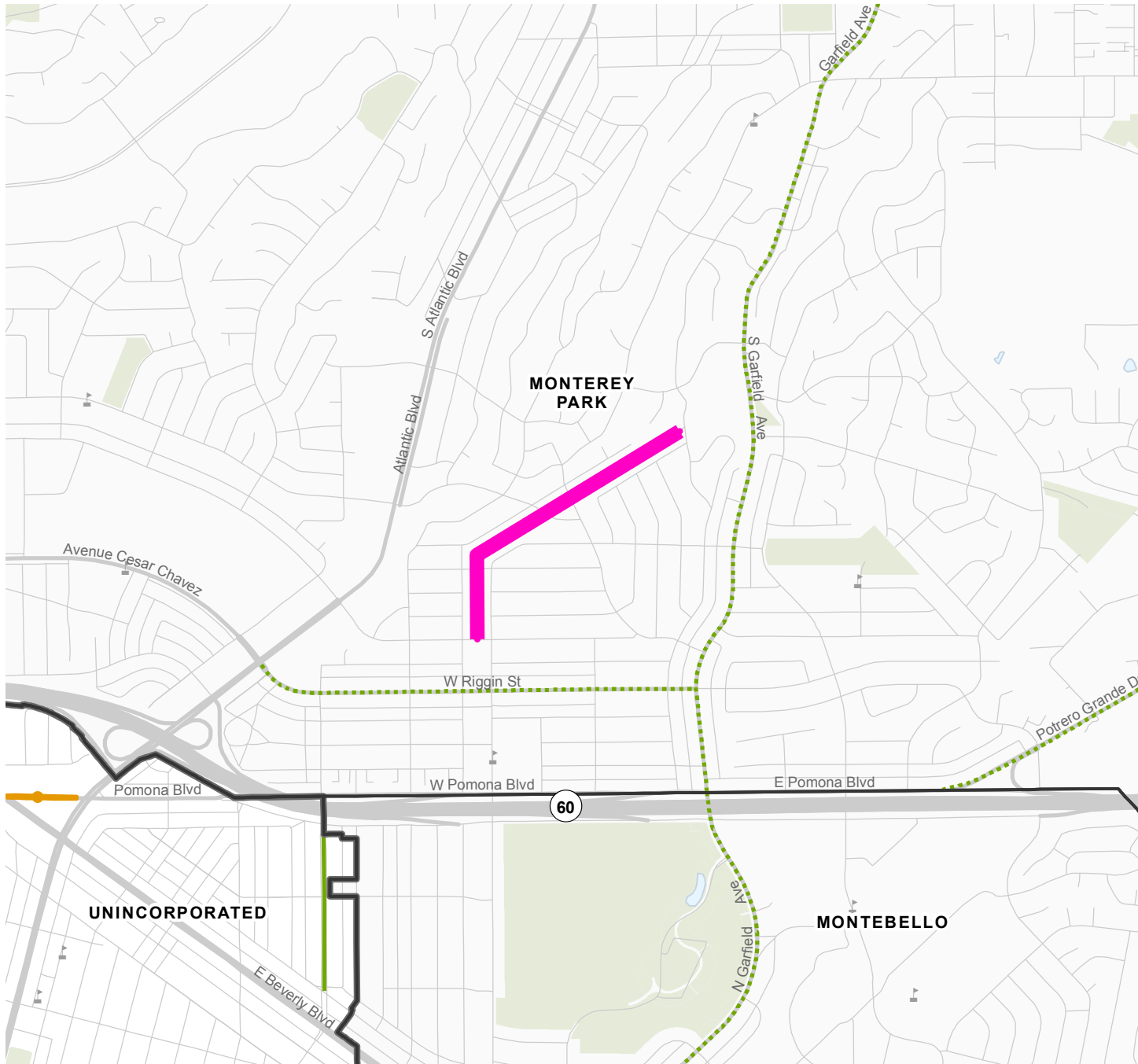
4.6 Miles. Cities: Pasadena (2.1 Miles), Temple City (0.6 Miles), Unincorporated (1.8 Miles)  
 Cost: Pasadena (\$3,2m), Temple City (\$1,5m), Unincorporated (\$4m)

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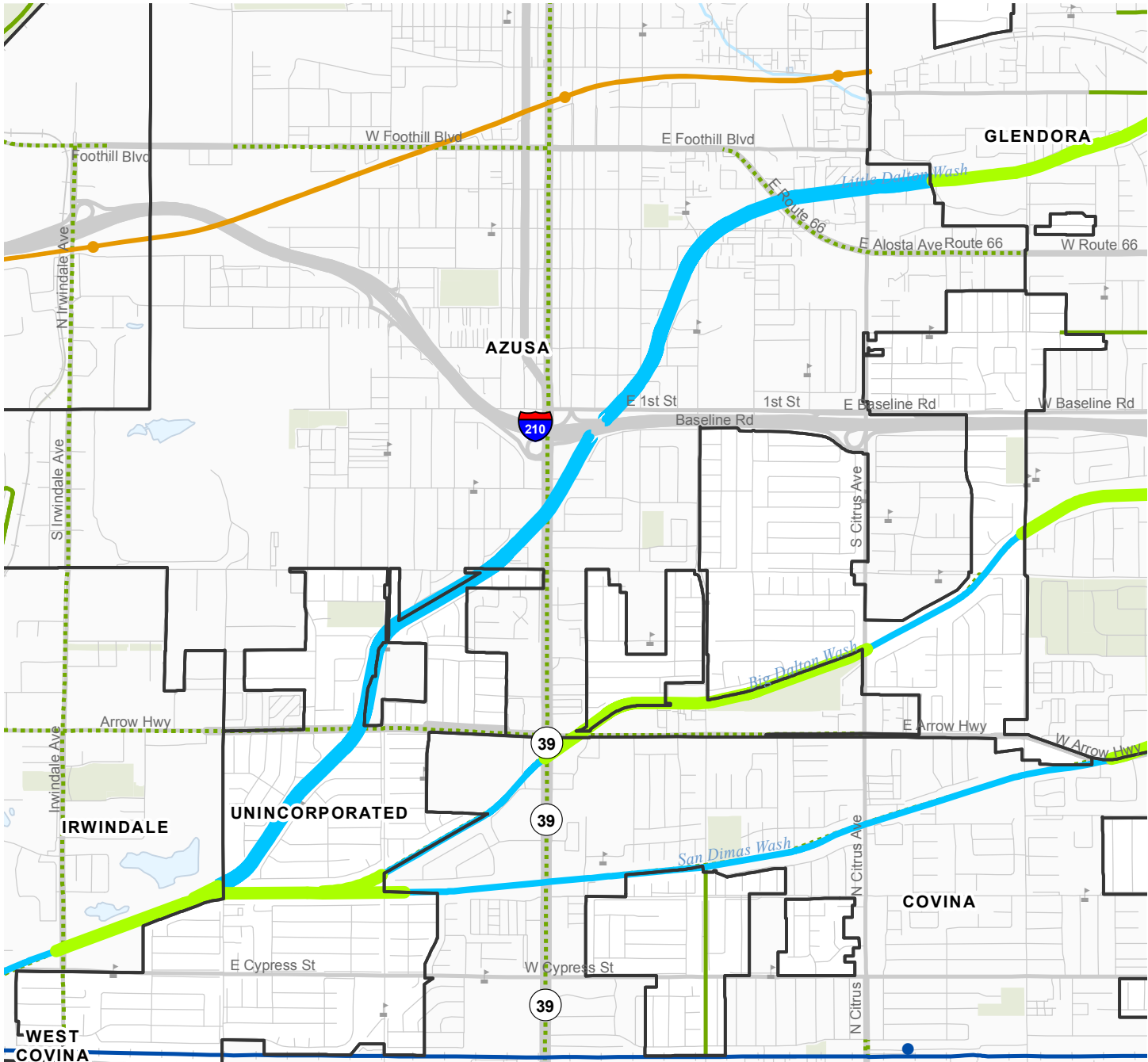
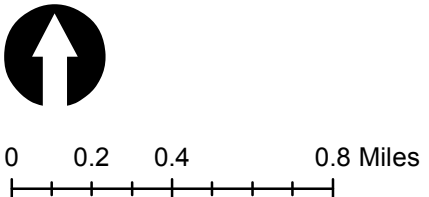


0 0.125 0.25 0.5 Miles



LEGEND Attachment C

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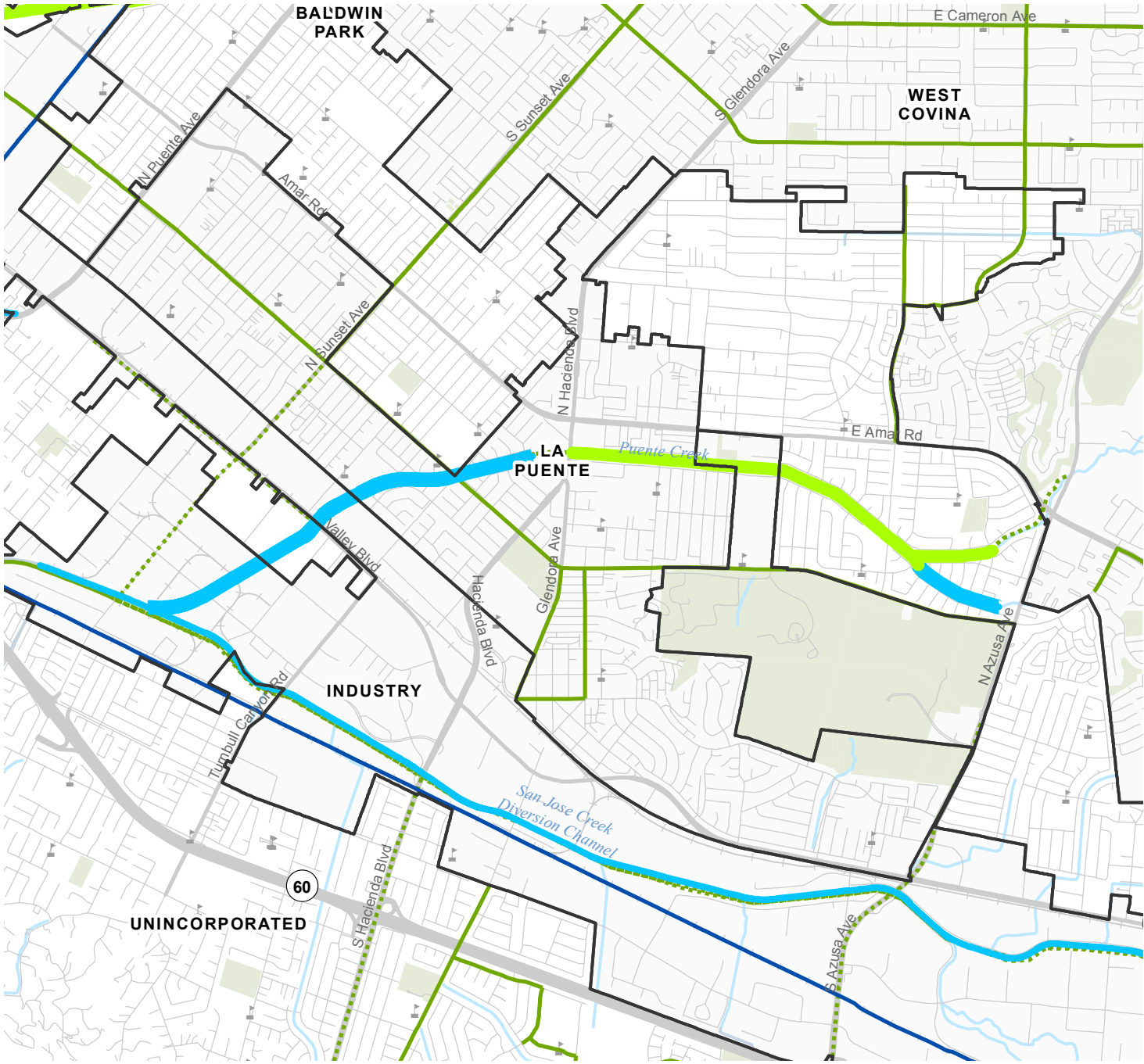


Little Dalton Wash  
San Gabriel Valley Greenway Network

3.3 Miles Cities: Azusa (2 Miles), Unincorporated (1.2 Miles)  
Cost: Total \$6.3m

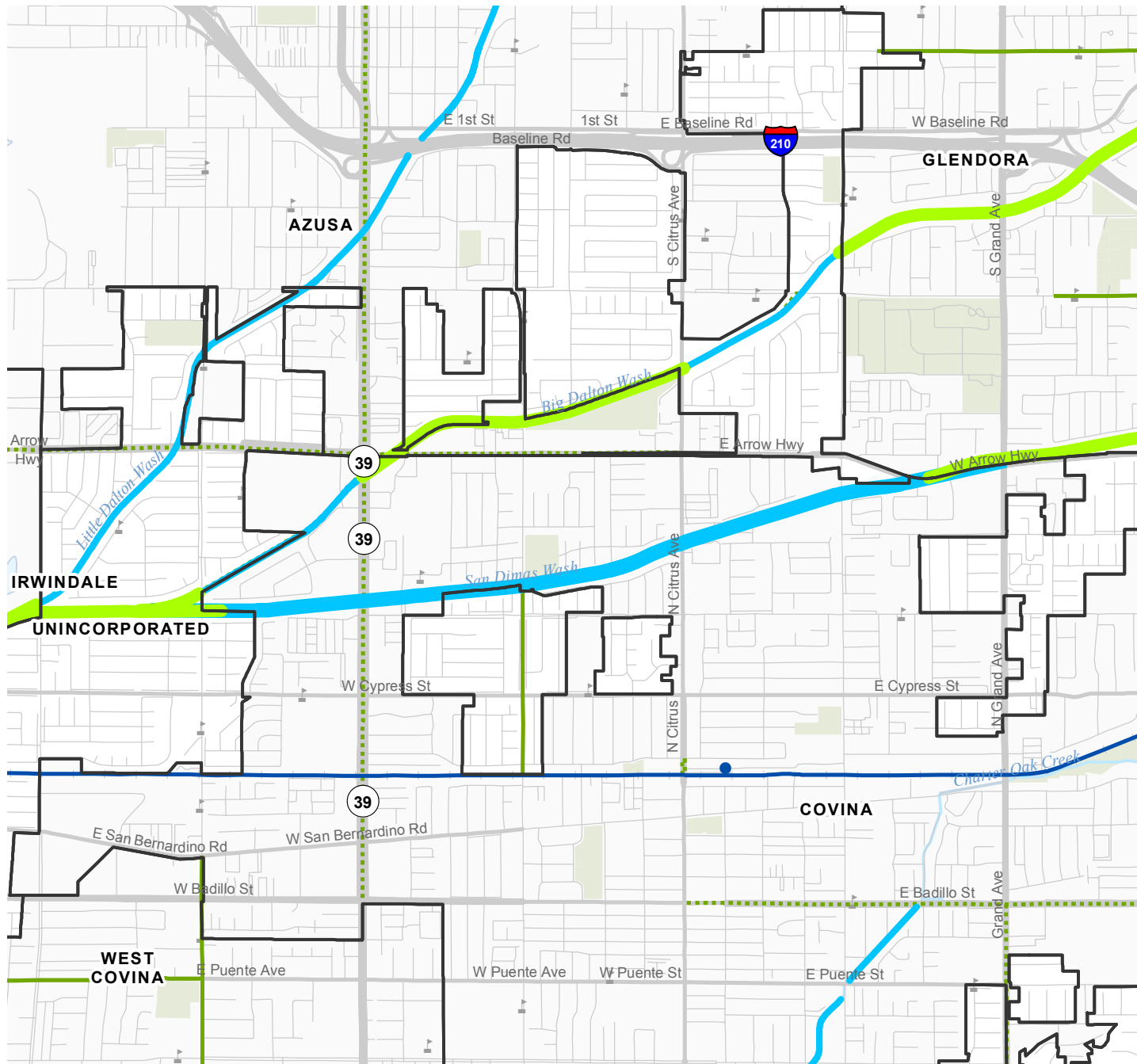






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



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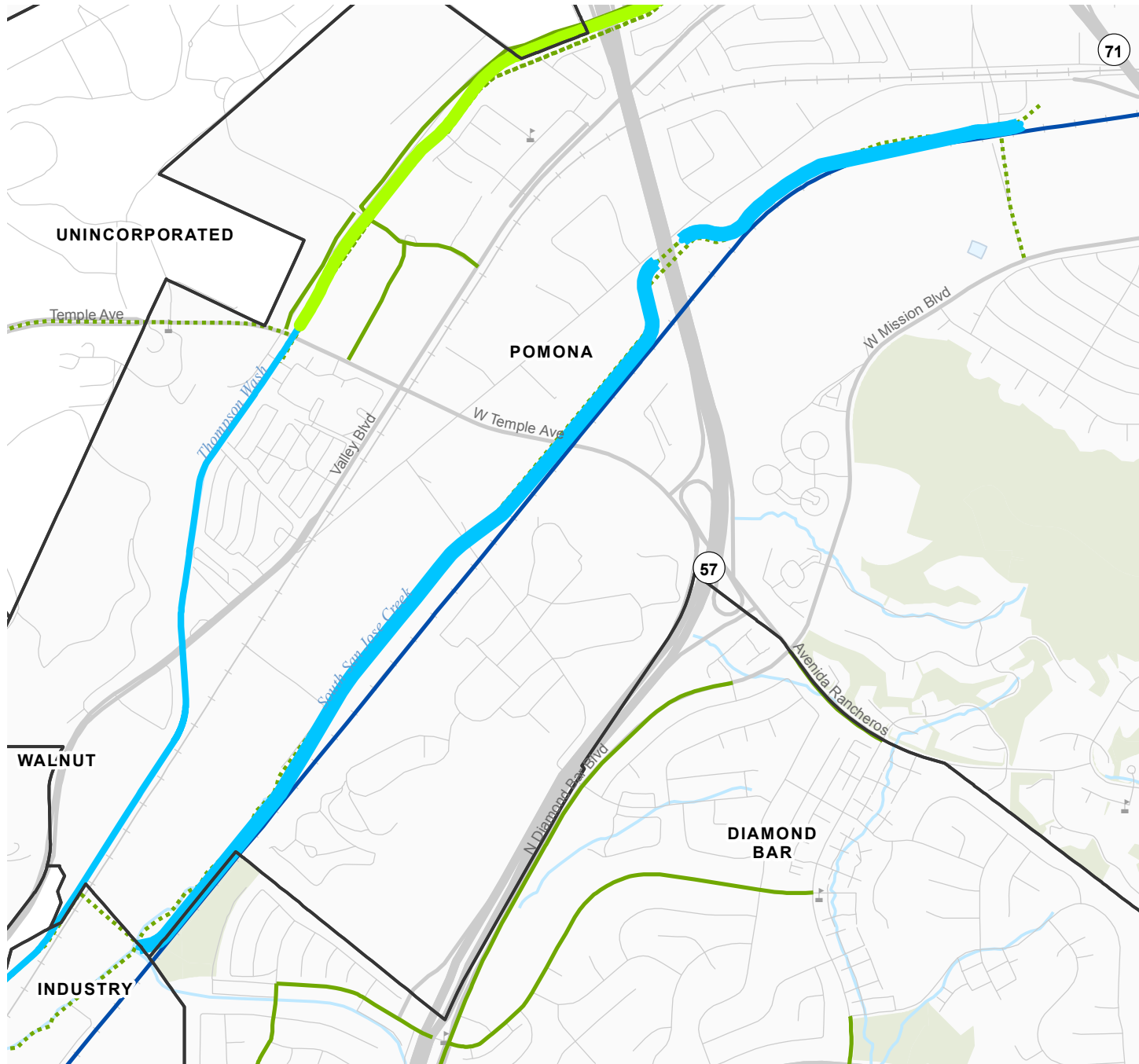


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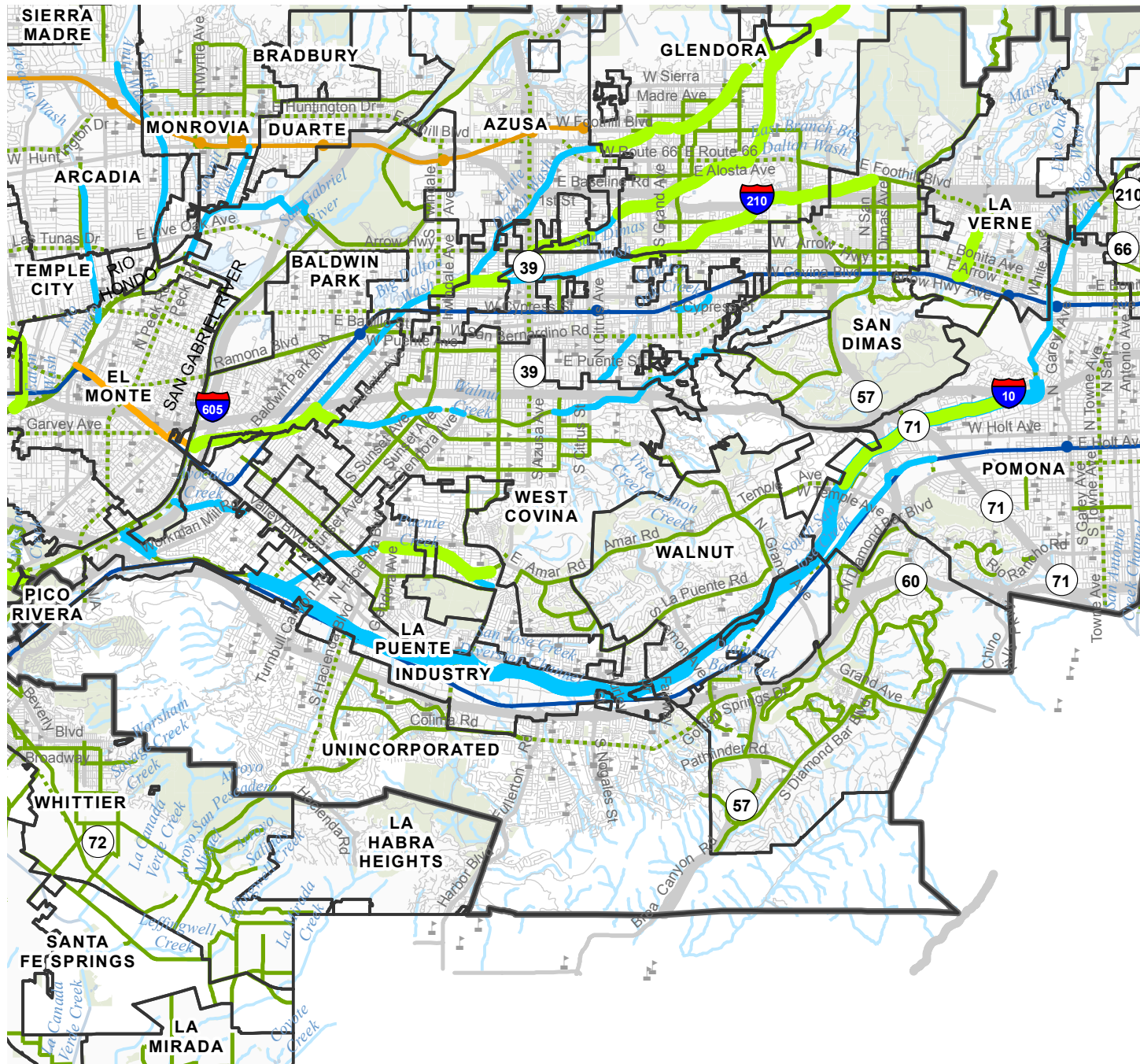
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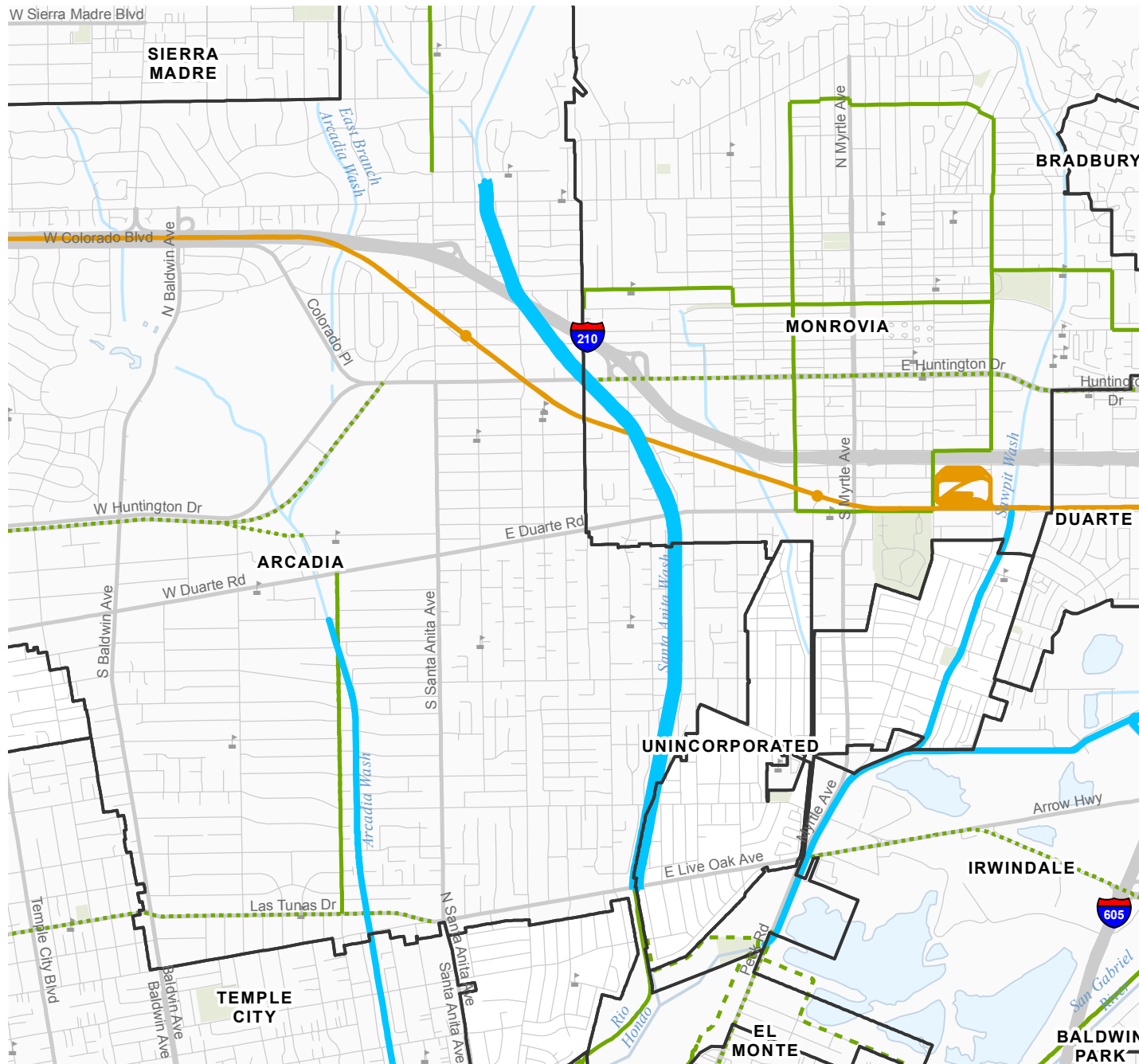
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0 1 2 4 Miles





















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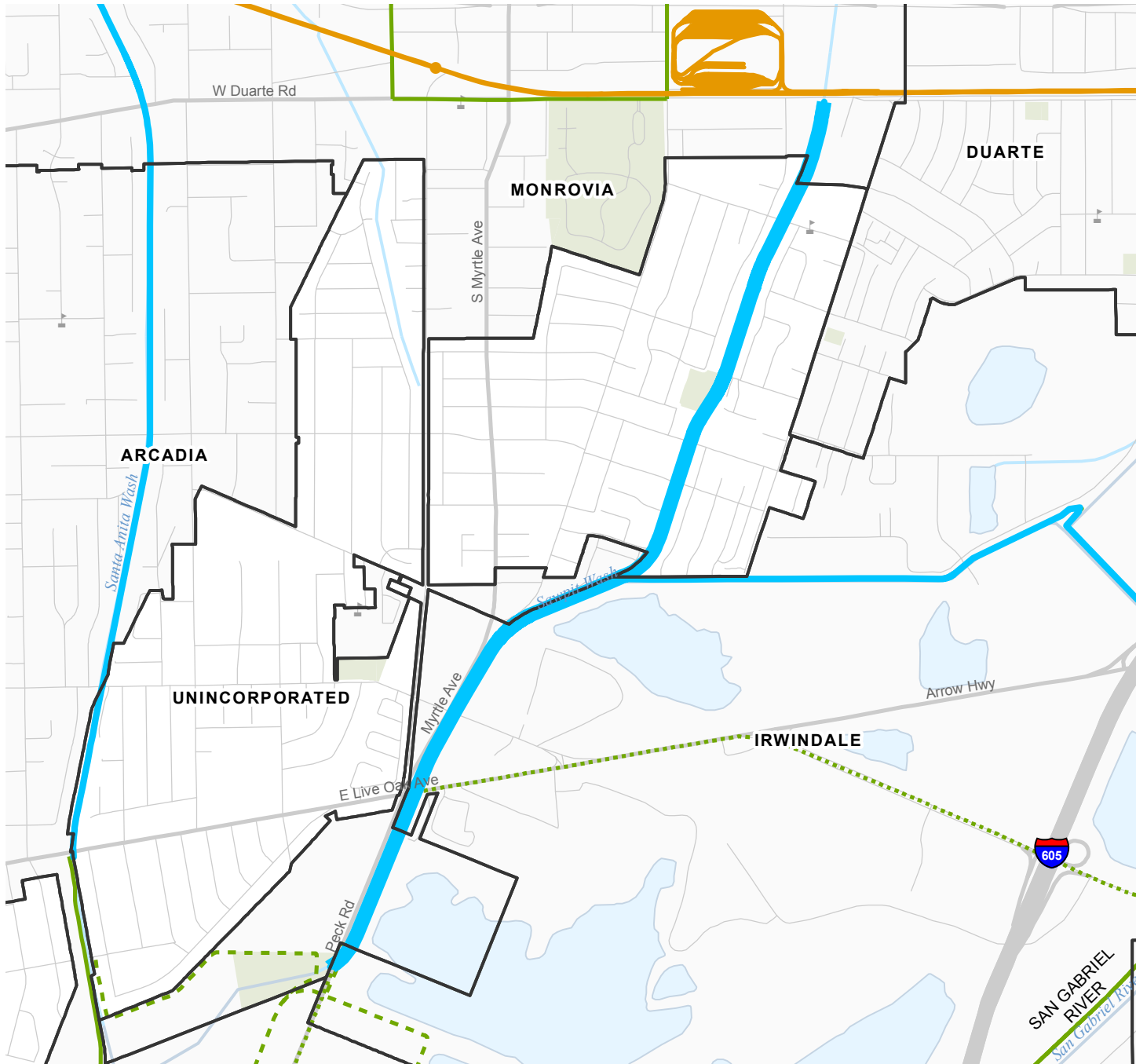
# Santa Anita Wash San Gabriel Valley Greenway Network

3.2 Miles. Cities: Arcadia (2 Miles), Monrovia (0.8 Miles), Unincorporated (0.4 Miles)  
Cost: Total (\$8m)





















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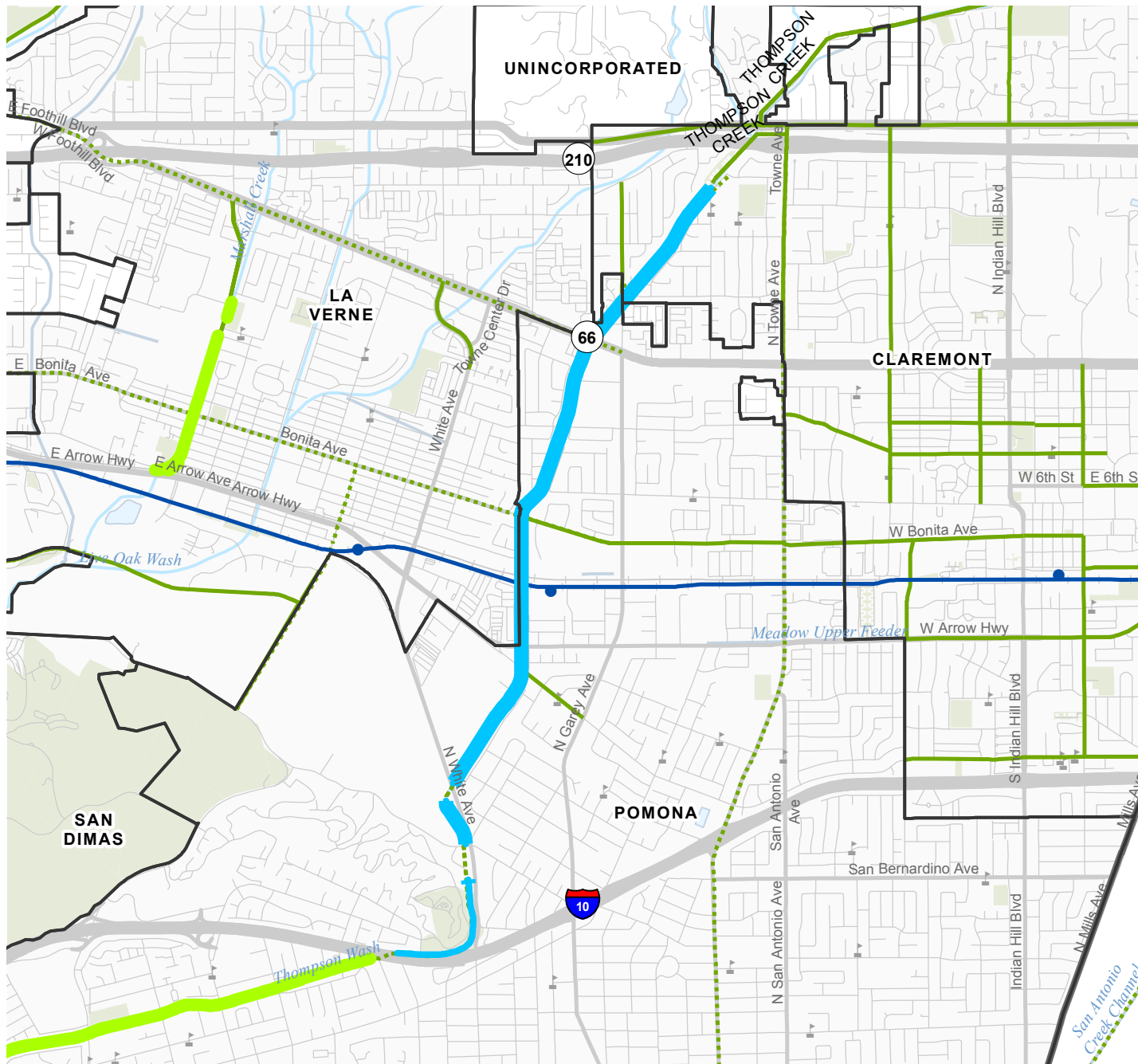
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-  Natural River
-  Parks





















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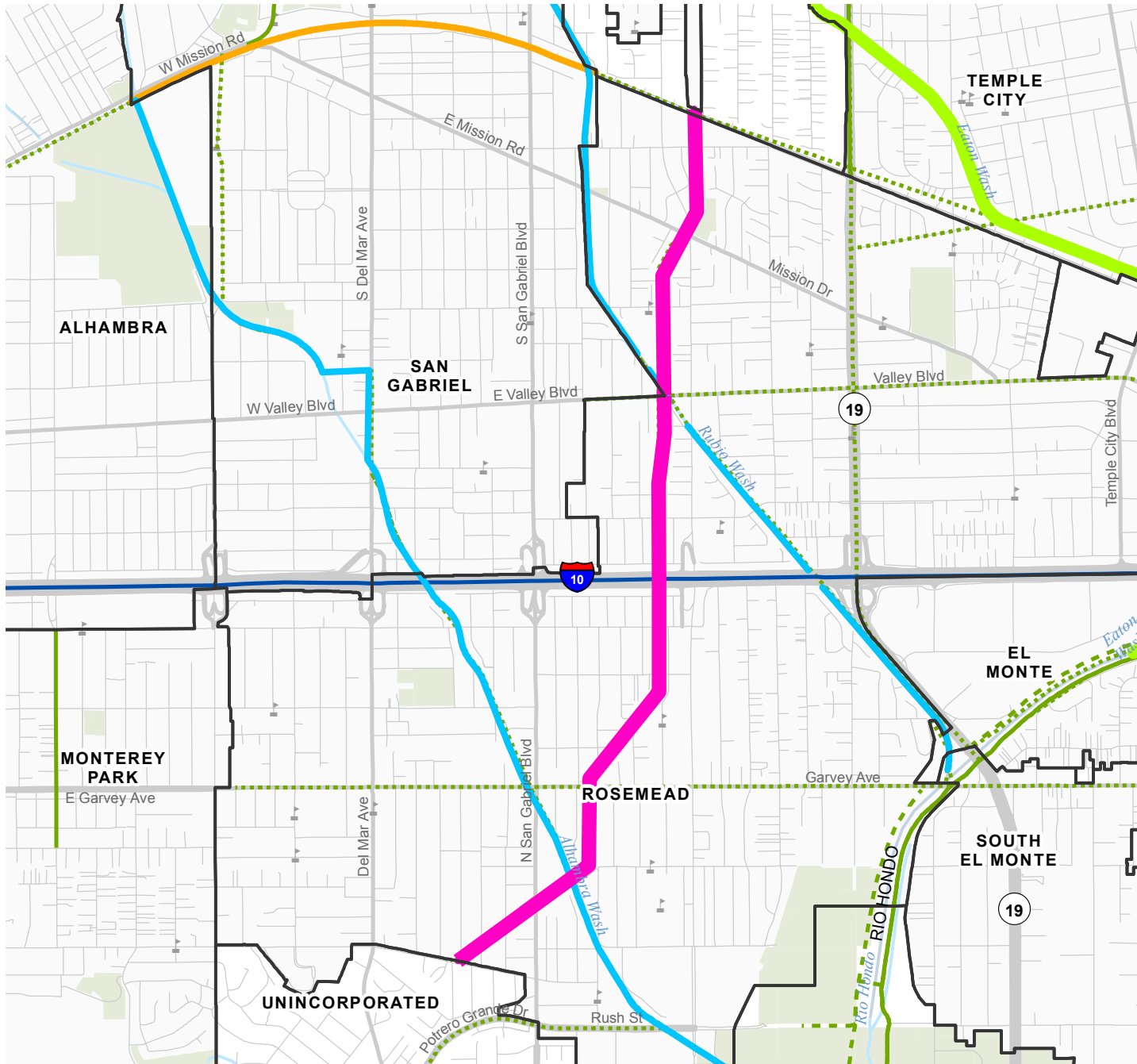


### Thompson Creek San Gabriel Valley Greenway Network

3 Miles. Cities: Claremont (0.6 Miles), Pomona (2.4 Miles)  
Cost: Claremont (\$1.5m), Pomona (\$6.2m)

## LEGEND Attachment C



















-  City Boundaries
-  Funded/Previous Grants
-  Rail Corridor Project
-  Waterway Corridor Project
-  Utility Corridor Project
-  Metrolink Station
-  Metro Gold Line Station
-  Metrolink
-  Metro Gold Line
-  SGVCOG Boundary
-  Existing Bike Paths
-  Emerald Necklace Plan
-  Planned Bike Routes
-  Schools
-  Water Body
-  Channelized River
-  Natural River
-  Parks



### Utility Corridor - Pasadena to Commerce San Gabriel Valley Greenway Network


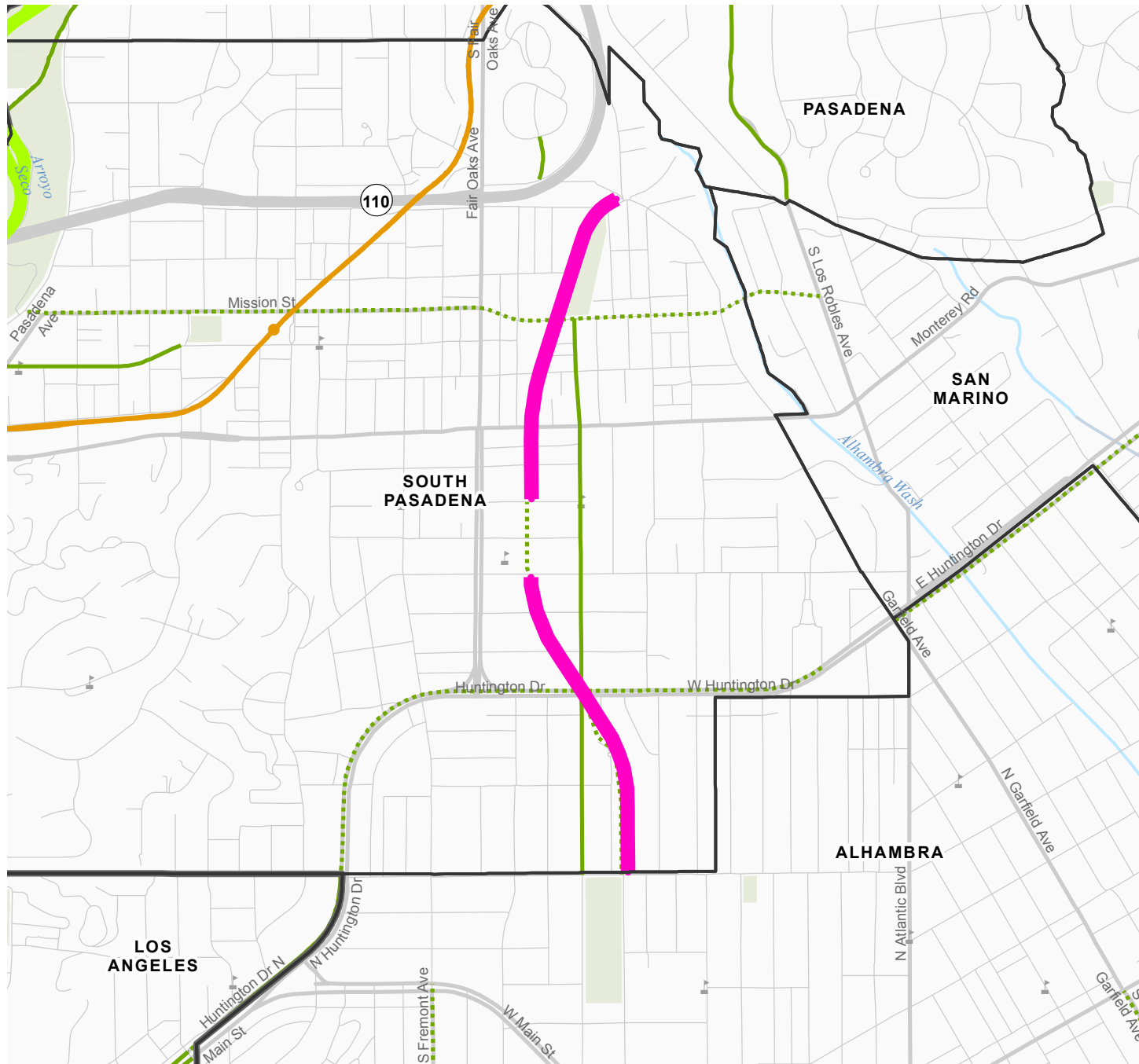
3 Miles. Cities: Rosemead (3 Miles)  
Cost: Rosemead (\$6.8m)

## LEGEND Attachment C

-  City Boundaries
-  Funded/Previous Grants
-  Rail Corridor Project
-  Waterway Corridor Project
-  Utility Corridor Project
-  Metrolink Station
-  Metro Gold Line Station
-  Metrolink
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





0 0.125 0.25 0.5 Miles

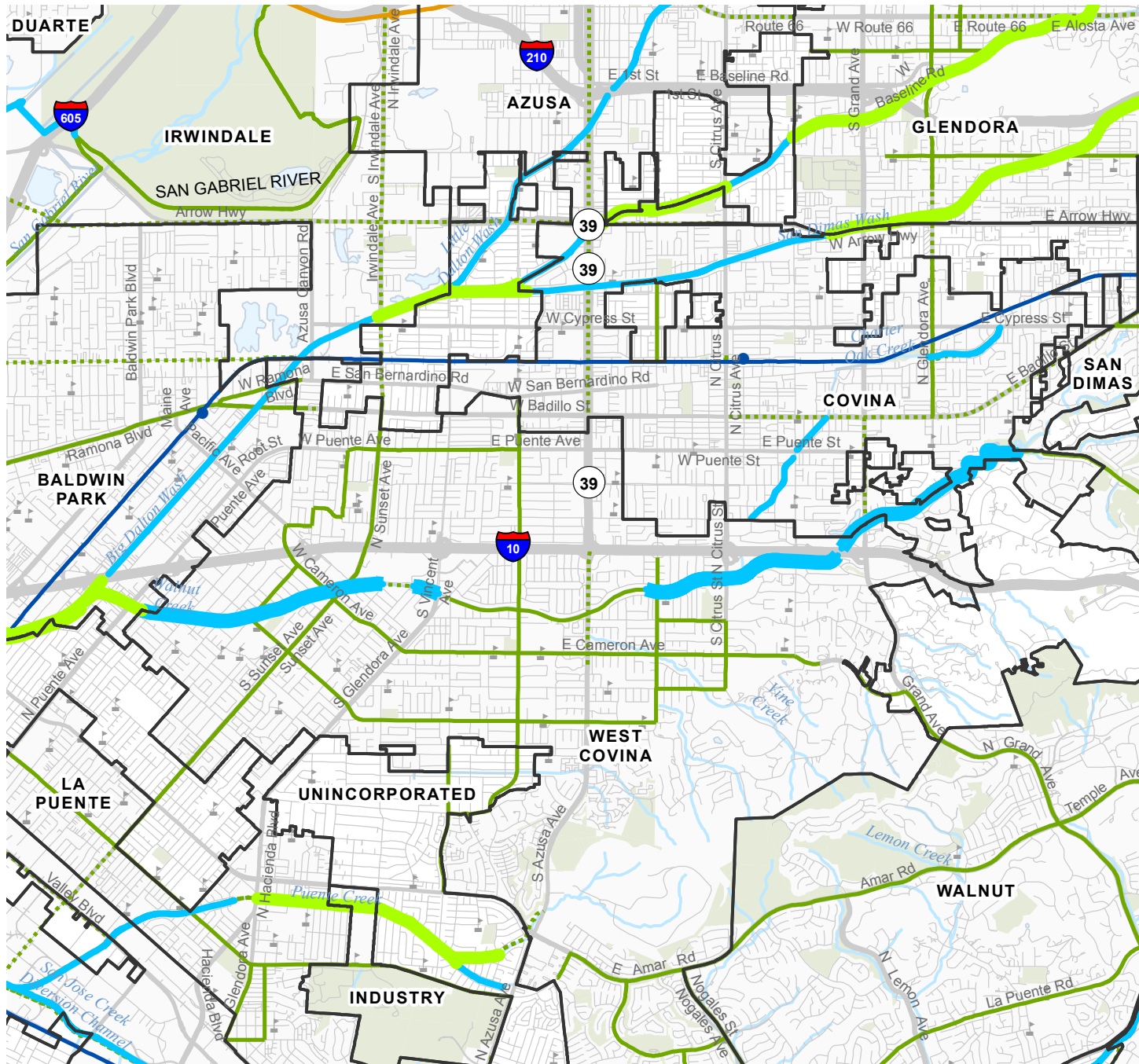


## LEGEND Attachment C

-  City Boundaries
-  Funded/Previous Grants
-  Rail Corridor Project
-  Waterway Corridor Project
-  Utility Corridor Project
-  Metrolink Station
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-  Parks



0 0.45 0.9 1.8 Miles





Row Labels	Composite Score	Total Miles
<b>Alhambra Subdivision</b>	<b>78</b>	<b>20.0</b>
City of Industry	74	6.7
El Monte	79	3.2
Pomona	77	6.8
San Gabriel	83	1.5
Temple City	81	0.9
Unincorporated	81	0.8
<b>Alhambra Wash</b>	<b>75</b>	<b>6.1</b>
Alhambra	77	0.9
Rosemead	75	1.9
San Gabriel	77	2.5
San Marino	68	0.4
Unincorporated	71	0.4
<b>Bassett Channel</b>	<b>74</b>	<b>1.3</b>
City of Industry	73	0.3
Unincorporated	74	1.0
<b>Edison ROW - Montebello - Monterey Park</b>	<b>73</b>	<b>3.8</b>
Montebello	76	1.6
Monterey Park	72	2.2
<b>Arcadia Wash - East Channel</b>	<b>72</b>	<b>1.0</b>
Arcadia	72	1.0
<b>Puente Creek</b>	<b>71</b>	<b>2.2</b>
City of Industry	76	0.7
La Puente	66	0.8
Unincorporated	72	0.7
<b>Sawpit Wash</b>	<b>71</b>	<b>4.3</b>
Bradbury	57	0.0
Irwindale	72	0.8
Monrovia	71	2.5
Unincorporated	75	0.9
<b>Rubio Wash</b>	<b>70</b>	<b>4.8</b>
El Monte	65	0.1
Rosemead	77	2.0

## Attachment D

## Segment Scores

San Gabriel	71	1.7
San Marino	67	0.9
South El Monte	64	0.1
Unincorporated	77	0.2
<b>Big Dalton Wash</b>	<b>70</b>	<b>4.0</b>
Baldwin Park	76	1.9
Covina	67	0.4
Irwindale	73	0.7
Unincorporated	65	0.9
West Covina	65	0.3
<b>Peck Road Channel</b>	<b>70</b>	<b>0.8</b>
Monrovia	68	0.3
Unincorporated	71	0.5
<b>Stimson Channel</b>	<b>69</b>	<b>0.8</b>
Unincorporated	69	0.8
<b>San Pasqual Wash</b>	<b>69</b>	<b>1.2</b>
Alhambra	69	1.2
<b>Hacienda Channel</b>	<b>69</b>	<b>2.9</b>
City of Industry	73	0.3
Unincorporated	65	2.6
<b>Little Dalton Wash</b>	<b>69</b>	<b>3.3</b>
Azusa	67	2.0
Glendora	59	0.0
Irwindale	72	0.0
Unincorporated	73	1.2
<b>Charter Oak Wash</b>	<b>68</b>	<b>2.1</b>
Covina	68	2.1
<b>San Bernardino Subdivision</b>	<b>67</b>	<b>1.3</b>
Commerce	69	0.5
Montebello	71	0.7
Pico Rivera	62	0.1
<b>Utility Corridor - Pasadena to Commerce</b>	<b>67</b>	<b>13.2</b>
Commerce	67	0.7
Montebello	77	1.5

## Segment Scores

Monterey Park	68	1.2
Pasadena	56	2.1
Rosemead	70	3.0
San Gabriel	64	1.4
Unincorporated	68	3.4
<b>Eaton Creek</b>	<b>67</b>	<b>1.6</b>
Pasadena	63	1.2
Unincorporated	71	0.4
<b>Arcadia Wash</b>	<b>67</b>	<b>2.7</b>
Arcadia	59	1.5
El Monte	72	0.2
Temple City	81	0.9
<b>Buena Vista Channel</b>	<b>66</b>	<b>1.8</b>
Irwindale	66	1.8
<b>Utility Corridor 6</b>	<b>66</b>	<b>1.8</b>
Unincorporated	66	1.8
<b>Emerald Wash</b>	<b>66</b>	<b>1.2</b>
La Verne	66	1.2
<b>San Jose Creek</b>	<b>66</b>	<b>17.0</b>
City of Industry	67	9.5
Pomona	64	5.3
Unincorporated	68	2.2
<b>Pomona Local</b>	<b>66</b>	<b>2.0</b>
La Verne	58	0.1
Pomona	73	1.9
<b>Gold Line Extension</b>	<b>65</b>	<b>13.8</b>
Azusa	73	2.3
Claremont	67	0.1
Glendora	66	4.5
Irwindale	69	1.1
La Verne	56	2.2
Pomona	66	1.4
San Dimas	57	2.1
<b>Los Angeles Subdivision</b>	<b>65</b>	<b>19.6</b>

## Attachment D

## Segment Scores

City of Industry	62	13.9
Commerce	71	0.3
Diamond Bar	53	0.4
Montebello	80	1.8
Pico Rivera	71	1.7
Pomona	60	0.0
Unincorporated	71	1.6
<b>Monrovia-Glendora Line</b>	<b>65</b>	<b>15.2</b>
Alhambra	63	0.5
Arcadia	63	2.1
Azusa	75	1.3
Glendora	66	0.9
Irwindale	55	0.2
Los Angeles	69	4.2
Monrovia	61	0.3
San Marino	63	2.9
South Pasadena	65	1.5
Unincorporated	65	1.4
<b>Walnut Creek</b>	<b>64</b>	<b>5.2</b>
Covina	60	1.2
Unincorporated	61	0.4
West Covina	71	3.6
<b>Thompson Creek</b>	<b>63</b>	<b>3.0</b>
Claremont	55	0.6
La Verne	63	0.0
Pomona	72	2.4
<b>Santa Anita Wash</b>	<b>63</b>	<b>4.6</b>
Arcadia	66	3.4
Monrovia	66	0.8
Unincorporated	60	0.4
<b>Sierra Madre Line</b>	<b>61</b>	<b>3.5</b>
Pasadena	59	1.9
San Marino	68	1.2
Sierra Madre	57	0.0

## Segment Scores

Unincorporated	61	0.4
<b>San Jose Creek - South Fork</b>	<b>61</b>	<b>2.6</b>
City of Industry	51	0.0
Diamond Bar	58	0.0
Pomona	68	2.6
<b>Alhambra - San Gabriel Line</b>	<b>61</b>	<b>0.7</b>
Alhambra	61	0.7
<b>Rio Hondo</b>	<b>61</b>	<b>0.2</b>
Unincorporated	61	0.2
<b>Eaton Wash</b>	<b>60</b>	<b>4.6</b>
Pasadena	58	2.1
Temple City	60	0.6
Unincorporated	68	1.8
<b>Puddingstone Channel</b>	<b>60</b>	<b>2.5</b>
La Verne	59	1.5
San Dimas	64	0.3
Unincorporated	57	0.7
<b>Live Oak Wash</b>	<b>60</b>	<b>2.8</b>
La Verne	64	2.7
San Dimas	55	0.1
<b>San Dimas Wash</b>	<b>59</b>	<b>4.9</b>
Covina	67	2.1
Glendora	65	0.3
La Verne	46	0.6
San Dimas	53	1.0
Unincorporated	61	0.9
<b>Lycoming Channel</b>	<b>59</b>	<b>3.5</b>
City of Industry	61	0.9
Diamond Bar	57	2.6
<b>Diamond Bar Channel</b>	<b>58</b>	<b>0.6</b>
Diamond Bar	58	0.6
<b>Utility-Edison-South Pas-Alhambra</b>	<b>58</b>	<b>1.8</b>
Alhambra	59	0.5
South Pasadena	56	1.3

Segment Scores

Attachment D

Pepperbrook Channel	57	0.5
Unincorporated	57	0.5
Brea Canyon Channel	56	2.4
Diamond Bar	55	1.7
Unincorporated	57	0.7
(blank)		
(blank)		
Grand Total	67	193.2

Row Labels (Current Top Corridors)	Sum of MILES
<b>Attainable</b>	
<b>1</b>	<b>58.8</b>
Alhambra Subdivision	2.0
City of Industry	0.0
El Monte	2.0
Bassett Channel	1.3
City of Industry	0.3
Unincorporated	1.0
Big Dalton Wash	4.0
Baldwin Park	1.9
Covina	0.4
Irwindale	0.7
Unincorporated	0.9
West Covina	0.3
Buena Vista Channel	0.8
Irwindale	0.8
Charter Oak Wash	1.5
Covina	1.5
Eaton Wash	4.2
Pasadena	1.8
Temple City	0.6
Unincorporated	1.8
Little Dalton Wash	3.3
Azusa	2.0
Glendora	0.0
Irwindale	0.0
Unincorporated	1.2
Puente Creek	2.2
City of Industry	0.7
La Puente	0.8
Unincorporated	0.7
San Dimas Wash	2.2
Covina	2.1

Unincorporated	0.1
San Jose Creek	17.0
City of Industry	9.5
Pomona	5.3
Unincorporated	2.2
San Jose Creek - South Fork	2.3
City of Industry	0.0
Pomona	2.3
Santa Anita Wash	3.2
Arcadia	2.0
Monrovia	0.8
Unincorporated	0.4
Sawpit Wash	2.2
Irwindale	0.8
Monrovia	0.4
Unincorporated	0.9
Thompson Creek	3.0
Claremont	0.6
La Verne	0.0
Pomona	2.4
Utility Corridor - Pasadena to Commerce	3.0
Rosemead	3.0
Unincorporated	0.0
Utility-Edison-South Pas-Alhambra	1.3
South Pasadena	1.3
Walnut Creek	5.2
Covina	1.2
Unincorporated	0.4
West Covina	3.6
<b>Constrained</b>	
<b>1</b>	<b>2.7</b>
Alhambra Wash	1.3
San Gabriel	0.8
Unincorporated	0.4



Rubio Wash	1.4
San Gabriel	1.4
<b>In Progress</b>	
<b>1</b>	<b>3.2</b>
Arcadia Wash	2.5
Arcadia	1.3
El Monte	0.2
Temple City	0.9
Edison ROW - Montebello - Monterey Park	0.7
Monterey Park	0.7
<b>Unattainable</b>	
<b>1</b>	<b>7.3</b>
Alhambra Subdivision	1.5
San Gabriel	1.5
Alhambra Wash	2.5
Alhambra	0.6
Rosemead	1.9
Los Angeles Subdivision	0.3
City of Industry	0.0
Diamond Bar	0.3
Pomona	0.0
Rubio Wash	3.0
El Monte	0.1
Rosemead	2.0
San Marino	0.7
South El Monte	0.1
Unincorporated	0.2
<b>Grand Total</b>	<b>72.0</b>

Name	Distance	Score	Cost of Segment		Cost of Corridor
El Monte ( <b>Alhambra Subdivision</b> ) ( <i>Rail Corridor</i> )	2.0	79	\$8,500,000	1	
Baldwin Park ( <b>Big Dalton Wash</b> )	1.9	76	n/a	2	\$9.2 Million*
City of Industry ( <b>Puente Creek</b> )	0.7	76	\$1,800,000	2	
Unincorporated ( <b>Sawpit Wash</b> )	0.9	75	n/a	3	\$9.2 Million*
Unincorporated ( <b>Basset Channel</b> )	1.0	74	\$1,800,000	4	
City of Industry ( <b>Alhambra Subdivision</b> )	0.0	74	\$300,000	4	
City of Industry ( <b>Basset Channel</b> )	0.3	73	\$280,000	5	
Irwindale ( <b>Big Dalton Wash</b> )	0.7	73	n/a	5	\$9.2 Million*
Unincorporated ( <b>Little Dalton Wash</b> )	1.2	73	n/a	5	\$6.3 Million*
Irwindale ( <b>Little Dalton Wash</b> )	0.0	72	n/a	6	\$6.3 Million*
Irwindale ( <b>Sawpit Wash</b> )	0.8	72	n/a	6	\$6.9 Million*
Pomona ( <b>Thompson Creek</b> )	2.4	72	\$6,200,000	6	
Unincorporated ( <b>Puente Creek</b> )	0.7	72	\$1,800,000	6	
Monrovia ( <b>Sawpit Wash</b> )	0.4	71	n/a	7	\$6.9 Million*
West Covina ( <b>Walnut Creek</b> )	3.6	71	n/a	7	\$11.2 Million*
Rosemead ( <b>Utility Corridor</b> )	3.0	70	n/a	8	\$6.8 Million*
Covina ( <b>Charter Oak Wash</b> )	1.5	68	\$3,200,000	9	
Unincorporated ( <b>Eaton Wash</b> )	1.8	68	\$ 4,000,000	9	
Unincorporated ( <b>San Jose Creek</b> )	2.2	68	\$7,500,000	9	
Pomona ( <b>San Jose Creek - South Fork</b> )	2.3	68	n/a	9	\$6.3 Million*
Unincorporated ( <b>Utility Corridor</b> )	0.0	68	n/a	9	\$6.8 Million*
Covina ( <b>Big Dalton Wash</b> )	0.4	67	n/a	10	\$9.2 Million*
Azusa ( <b>Little Dalton Wash</b> )	2.0	67	n/a	10	\$6.3 Million*
Covina ( <b>San Dimas Wash</b> )	2.1	67	n/a	10	\$5.5 Million*
			\$31,380,000		

Bold: Denotes cost for entire corridor. Segment Cost is not available at this time.

# REPORT

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DATE: June 21, 2018

TO: San Gabriel Valley Council of Governments Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **BikeSGV's Regional Active Transportation Data Collection Project**

## **RECOMMENDED ACTION**

For information only.

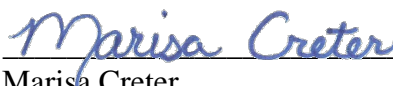
## **BACKGROUND**

Due to its spread out and suburban nature and layout, the San Gabriel Valley does not have an overabundance of bicycle or pedestrian safety infrastructure, and most SGV communities don't have a bicycle culture. Thus, since there is not yet a built-out bike network in the region, and because bicycle travel patterns are not quite yet prioritized in the SGV, little is known about how many people walk and bike on city streets in the San Gabriel Valley. This lack of data hinders planning on where and how streets should be improved. It also limits our ability to measure the success or effectiveness of projects such as new bicycle lanes, or other types of bicycle accommodations and infrastructure.

SGV Counts! is a two-year pilot active transportation data collection project, the purpose of which is to begin filling some of the gaps in walking and bicycling data in the San Gabriel Valley. Data that is collected over time is then made available to cities and other public agencies who can use the data as quantitative evidence to apply for funding for projects like bike lanes, greenways, and educational safety classes. With real data about who is walking and biking, cities' applications for funding are substantially stronger.

As part of this active transportation data collection project, Bike San Gabriel Valley (BikeSGV) and its active volunteers have been conducting manual bike and pedestrian counts, as well as street audits, in diverse neighborhoods throughout the San Gabriel Valley over the past year. Wesley Reutimann, the Executive Director of BikeSGV, will give a presentation to the Transportation Committee in which he will share some of the outcomes and findings of the bicycle data collection project.

Prepared by:   
Peter Duyshart  
Project Assistant

Approved by:   
Marisa Creter  
Executive Director



SAN GABRIEL VALLEY

# Active Transportation Data Project



Presentation to the SGVCOG  
Bike San Gabriel Valley (BikeSGV)  
Southern California Association of Governments  
June 2018



## SGVcounts | Project Overview and Background

- **Impetus:** general lack of quantitative and qualitative data on active transportation patterns and conditions in many SGV cities
- **Funder:** Made possible by a Caltrans Sustainable Planning Grant (2014)
- **Project Partners:** SCAG, BikeSGV
- **Project timeline:** January 2016 - June 2018
- **Focus Areas:**
  - Manual pedestrian and bicycle counts (108 locations)
  - Public opinion surveys of SGV residents (761 surveys)
  - Bicycle parking audits (1,596 locations)
  - Community street audits (4 communities)



# Manual Ped/Bike Counts

- 24 SGV Cities
- 110 locations

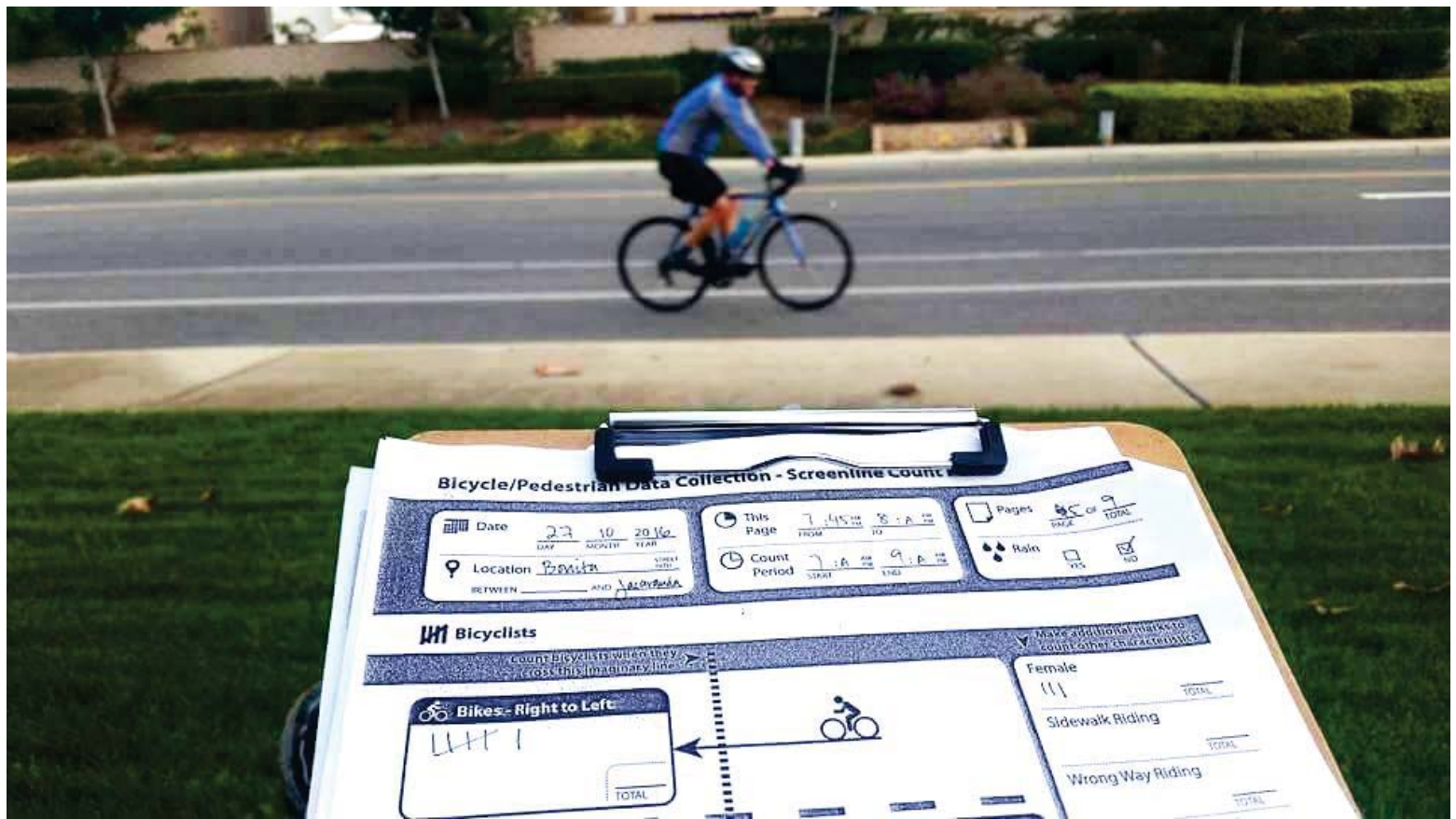


## Ped/Bike Count Process

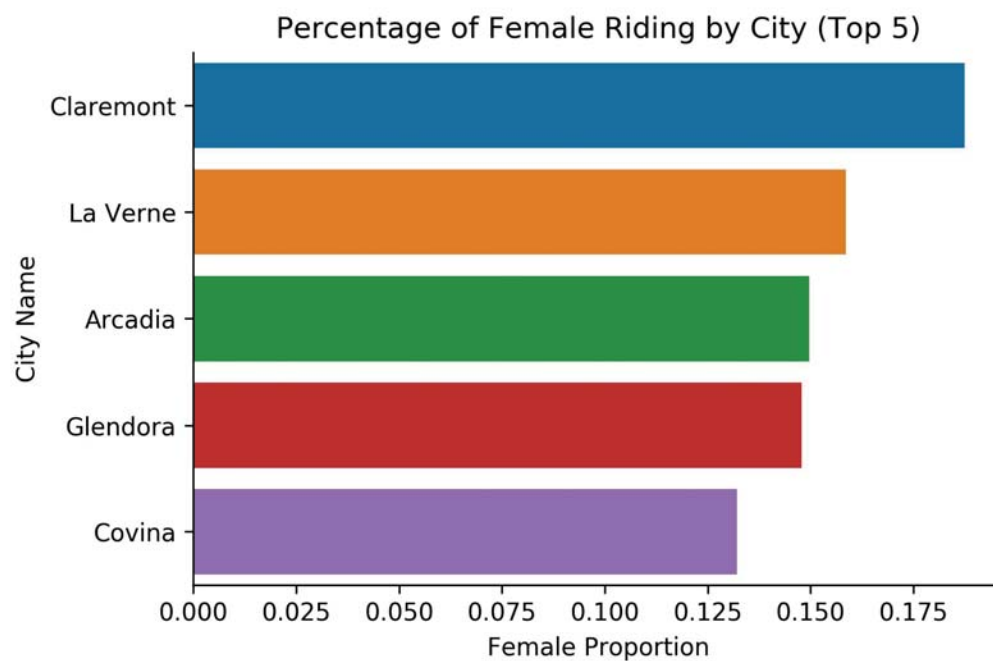
UCLA/SCAG count methodology:

- **3 counts per location**
  - Tue/Thu AM (7-9am)
  - Tue/Thu PM (4-6pm)
  - Sat (11am-1pm)
- Conducted by
  - Project staff, interns, and trained volunteers
- Count points
  - **Pedestrians** (Wheelchair/Special Needs; Skateboard/scooter/skates; under 18; female)
  - **Bicyclists** (female; wrong-way riding; sidewalk riding; no helmet; under 18)

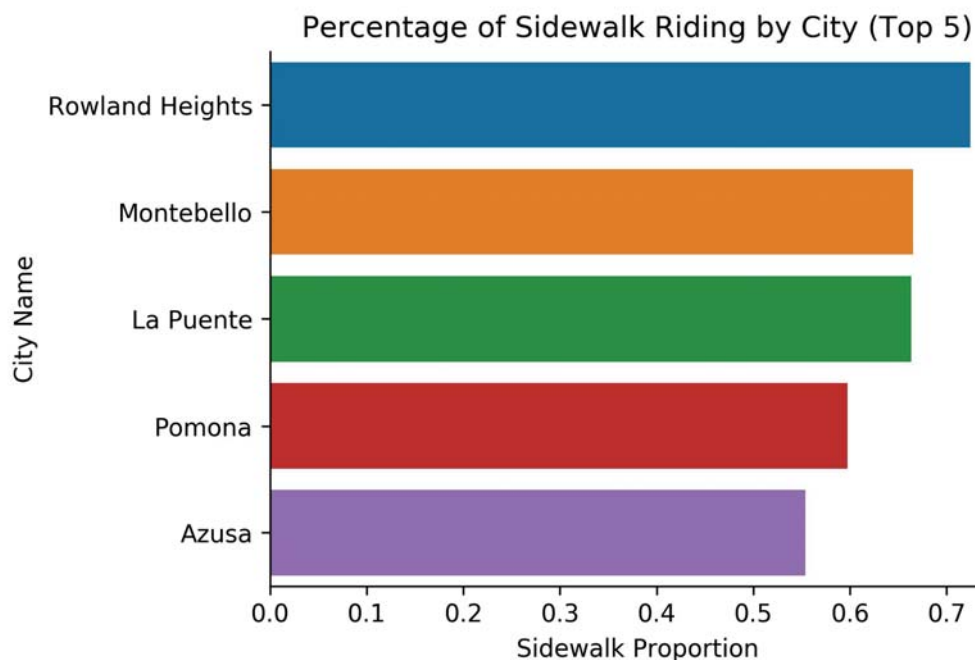




## Ped/Bike Count | Select Findings - Female Riders



## Ped/Bike Count | Select Findings - Sidewalk Riding



### Local Ordinances

#### **Not permitted**

- Rowland Heights (all uninc. LAC)
- Montebello

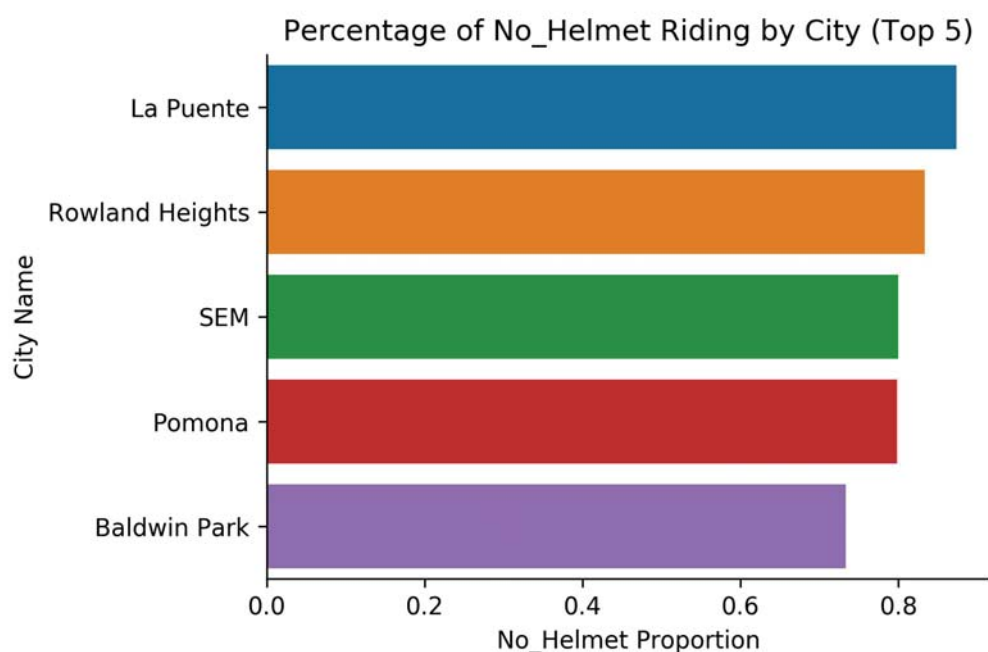
#### **Permitted except in business districts**

- Azusa

#### **Permitted**

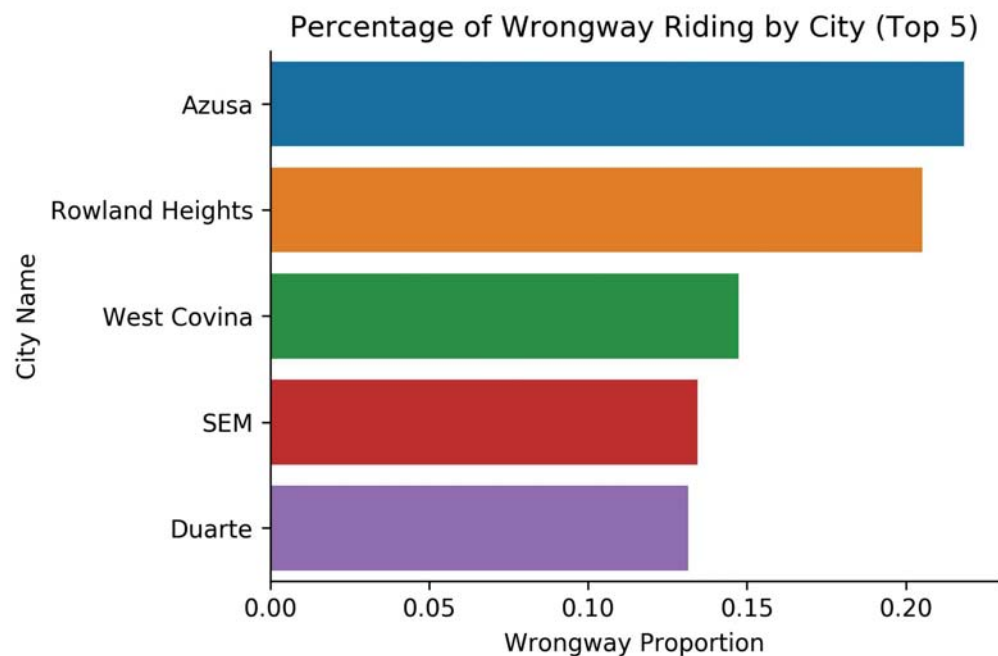
- Pomona
- La Puente

## Ped/Bike Count | Select Findings - No Helmet





## Ped/Bike Count | Select Findings - Wrong-Way

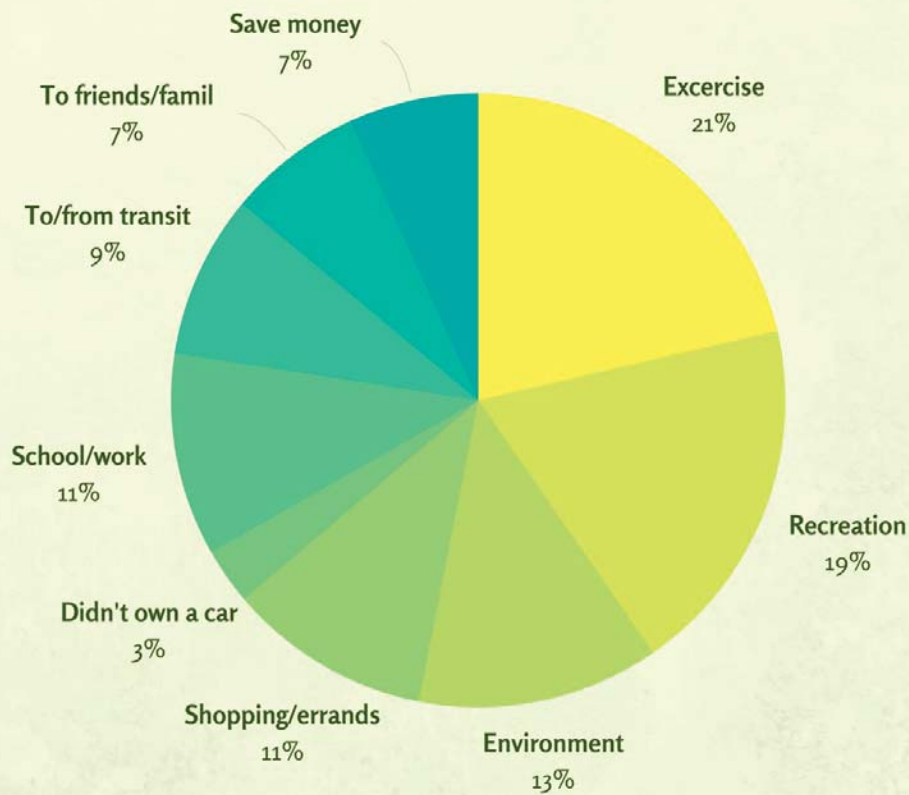


## Community Survey

- **761 respondents** completed the survey between March and November 2016.
  - 54% of respondents self-identified as female, 45% male, and 1% other
  - Residents of 35 SGV communities completed the survey

<ul style="list-style-type: none"> <li>• Alhambra (20)</li> <li>• Altadena (12)</li> <li>• Arcadia (37)</li> <li>• Azusa (30)</li> <li>• Baldwin Park (9)</li> <li>• Bassett (2)</li> <li>• Claremont (26)</li> <li>• Covina (13)</li> <li>• Diamond Bar (1)</li> <li>• Duarte (31)</li> <li>• East Pasadena (1)</li> <li>• El Monte (129)</li> </ul>	<ul style="list-style-type: none"> <li>• Glendora (22)</li> <li>• Hacienda Heights (4)</li> <li>• Irwindale (4)</li> <li>• La Canada Flintridge (5)</li> <li>• La Puente (12)</li> <li>• La Verne (10)</li> <li>• Monrovia (26)</li> <li>• Montebello (15)</li> <li>• Monterey Park (29)</li> <li>• Pasadena (83)</li> <li>• Pomona (12)</li> <li>• Rosemead (16)</li> </ul>	<ul style="list-style-type: none"> <li>• Rowland Heights (7)</li> <li>• South El Monte (10)</li> <li>• San Dimas (4)</li> <li>• San Gabriel (17)</li> <li>• San Marino (1)</li> <li>• Sierra Madre (9)</li> <li>• South Pasadena (22)</li> <li>• South San Gabriel (1)</li> <li>• Temple City (14)</li> <li>• Walnut (7)</li> <li>• West Covina (13)</li> </ul>
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# REASONS FOR WALKING AND BIKING



Source: SGV Active Transportation Data Planning Project ([bikeSGV.org/SGVcounts](http://bikeSGV.org/SGVcounts))

Survey respondents felt the following would make them more likely to walk and/or bike in their daily lives:

**68%**

more or improved on-street bike lanes

**64%**

more or improved off-street paths or greenways

## Other responses

- 38% more or improved sidewalks or pathways
- 35% better signage to find existing bike routes
- 31% more bike parking or storage options
- 28% better lighting
- 27% decreased automobile speeds

Source: SGV Active Transportation Data Planning Project ([bikeSGV.org/SGVcounts](http://bikeSGV.org/SGVcounts))

## Why don't parents allow their children to walk or bike to school?

**57%**

route to school  
exposed to high speed  
vehicles



**42%**

worried about crime  
or violence



**42%**

concerned with unsafe  
intersections



Source: SGV Active Transportation Data Planning Project ([bikeSGV.org/SGVcounts](http://bikeSGV.org/SGVcounts))



### Other responses

- 36% school too far from home
- 29% insufficient pathways or sidewalks



**Traffic Inducing Traffic**





**Had not taken a bicycle safety course but were interested in doing so.**

Source: SGV Active Transportation Data Planning Project ([bikeSGV.org/SGVcounts](http://bikeSGV.org/SGVcounts))



***One too many...***

*47% of respondents stated that either they or an adult they know had been struck by an automobile while walking or bicycling in their city of residence.*

Source: SGV Active Transportation Data Planning Project ([bikeSGV.org/SGVcounts](http://bikeSGV.org/SGVcounts))

# Key Survey Findings | Intersections/Corridors

## TOP 7 CORRIDORS OF CONCERN

The following streets were identified by survey respondents as dangerous for people walking or bicycling.

- 1** Foothill Blvd (18) & Santa Anita Ave (18)
- 2** Valley Blvd (15)
- 3** Huntington Blvd (14)
- 4** Lake Ave (11) & Peck Ave (11)
- 5** Garvey Ave (10)



Source: SGV Active Transportation Data Planning Project ([bikeSGV.org/SGVcounts](http://bikeSGV.org/SGVcounts))

### Others

- Colorado (8)
- Atlantic (8)
- Grand (8)
- Rosemead (8)
- Garfield (7)
- Orange Grove (7)
- Baseline (7)
- Del Mar (7)
- Duarte (6)
- Arrow Hwy (6)
- Fremont (6)
- Myrtle (5)
- San Gabriel (5)
- Fair Oaks (5)
- Las Tunas (5)
- Lower Azusa (5)
- Mission (5)

## Bicycle Parking Audits | Overview

- **10,001** - # of bike parking spaces surveyed
- **1,592** - number of rack audit locations
- **33** - # of SGV communities included
- **32** - # of volunteers

### Methodology

- Staff and volunteers trained to conduct rack audits via Iphone or Android
- Android user were able to use a rack audit app created by Harvey Mudd College students
- Survey covered municipal and privately owned/installed parking facilities but not racks inaccessible to the public



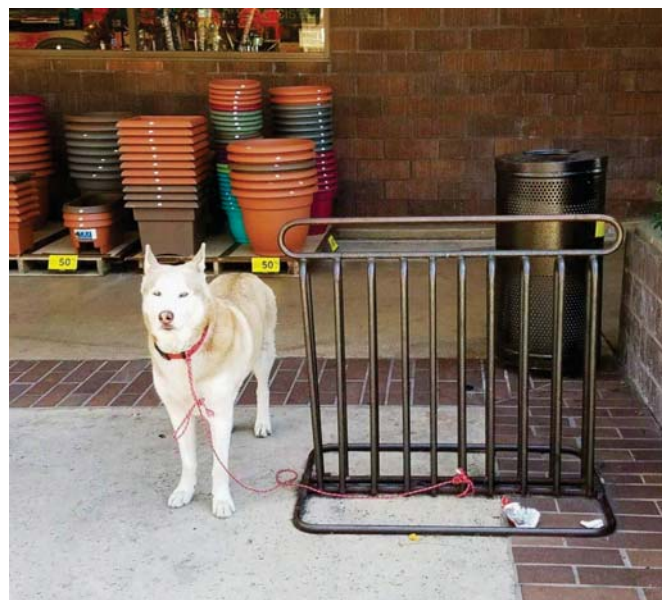
## Sample Scoring | “U” Rack (Huntington Library)

- 20 pts - Supports frame in 2 places
- 10 pts - Rack allows for frame + wheel to be locked
- 10 pts - Located within 50' of entrance
- 10 pts - Does not require user to lift
- 10 pts - At least 2' clearance on all sides
- 10 pts - Rack has no damage
- 10 pts - Does not interfere w/ ped, ADA
- 5 pts - High visibility location
- 5 pts - Attractive/convenient location
- 10 pts - Bolted and secure
- 100 points (75-100 Good)



## Scoring | “Comb” Rack (Glendora)

- 0 pts - Supports frame in 2 places
- 0 pts - Rack allows for frame + wheel to be locked
- 10 pts - Located within 50' of entrance
- 10 pts - Does not require user to lift
- 10 pts - At least 2' clearance on all sides
- 5 pts - Rack has no damage
- 10 pts - Does not interfere w/ ped, ADA
- 5 pts - High visibility location
- 5 pts - Attractive/convenient location
- 10 pts - Bolted and secure
- 70 points (74-50 Fair)



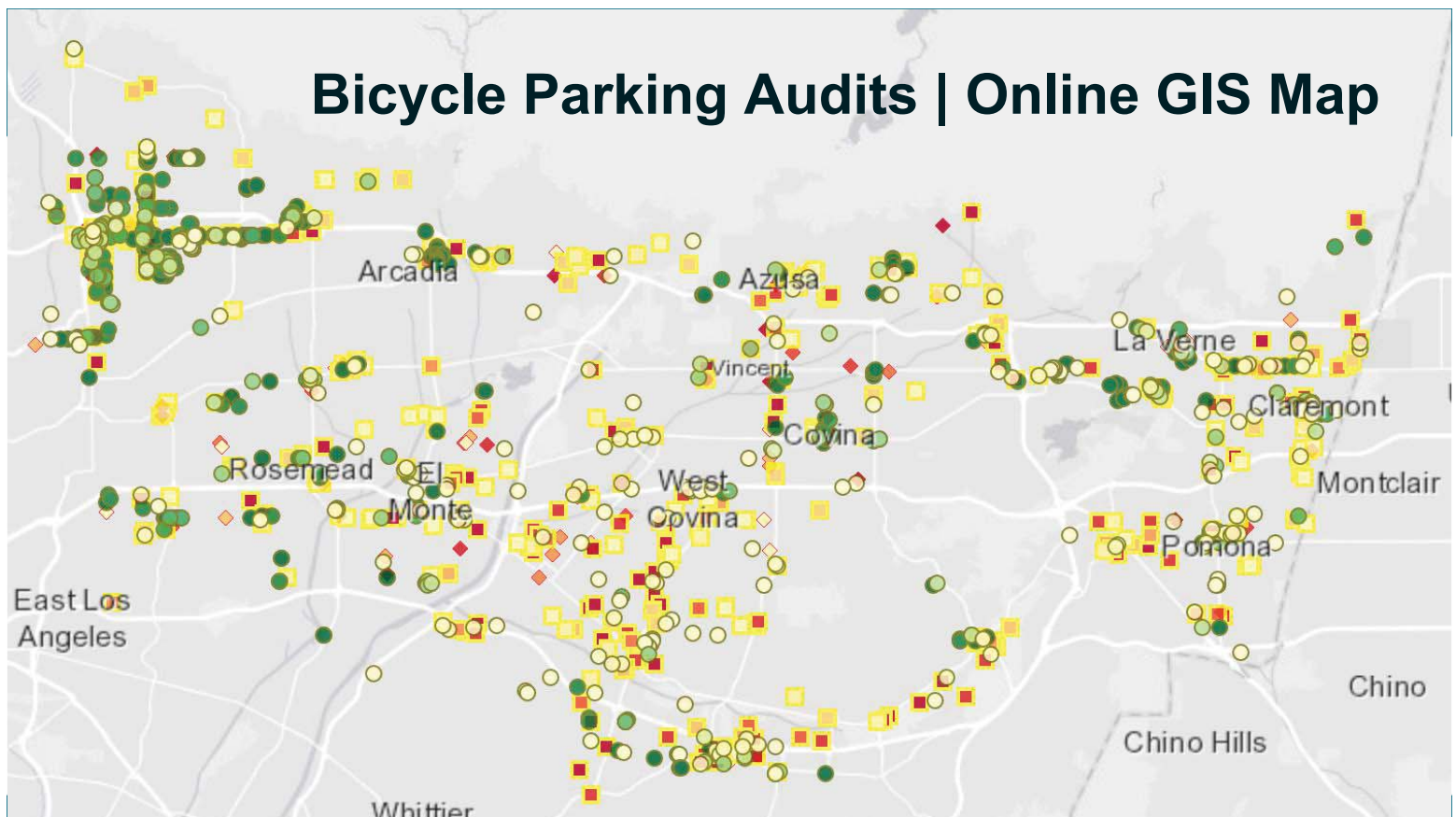


## Sample Scoring | “Wheel Bender” (Rowland Heights)

- 0 pts - Supports frame in 2 places
- 0 pts - Rack allows for frame + wheel to be locked
- 8 pts - Located w/in 50’ of entrance
- 0 pts - Does not require user to lift
- 0 pts - At least 2’ clearance on all sides
- 0 pts - Rack has no damage
- 0 pts - Does not interfere w/ ped, ADA
- 0 pts - High visibility location
- 0 pts - Attractive/convenient location
- 0 pts - Bolted and secure
- **8 points (<50 Poor)**
  - Lowest scoring rack in the SGV!



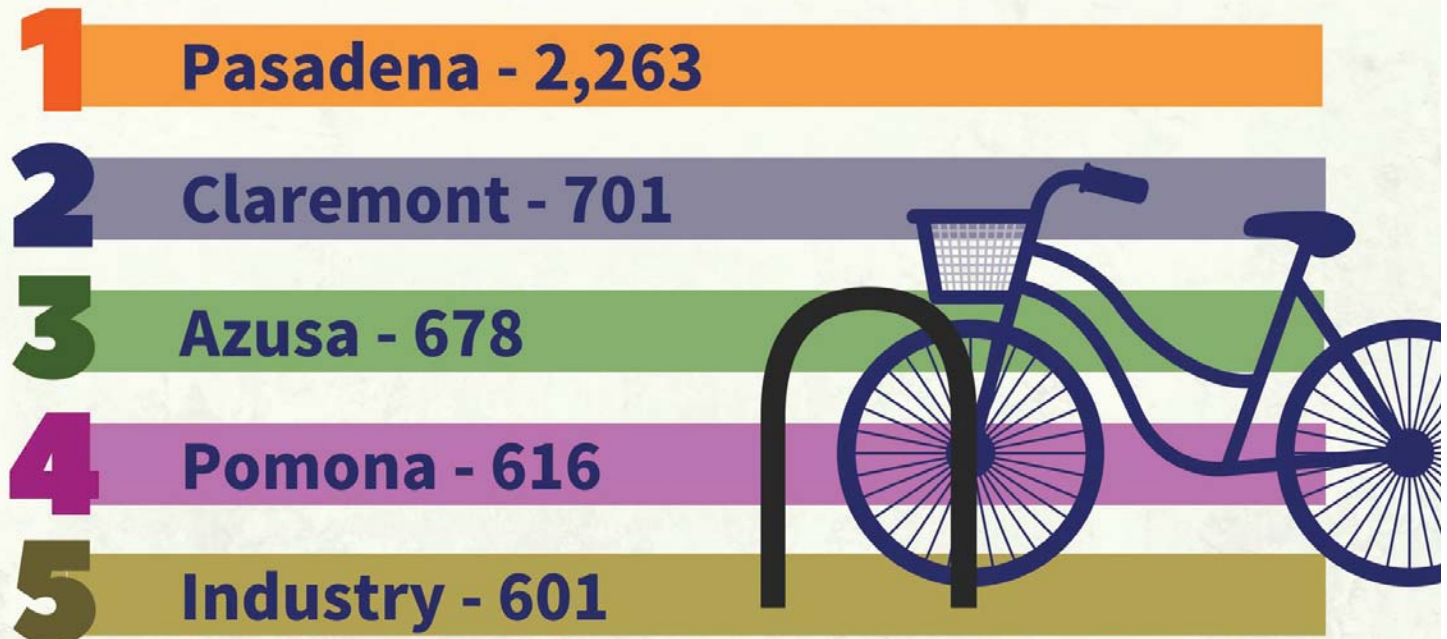
## Bicycle Parking Audits | Online GIS Map





# TOP 5 CITIES

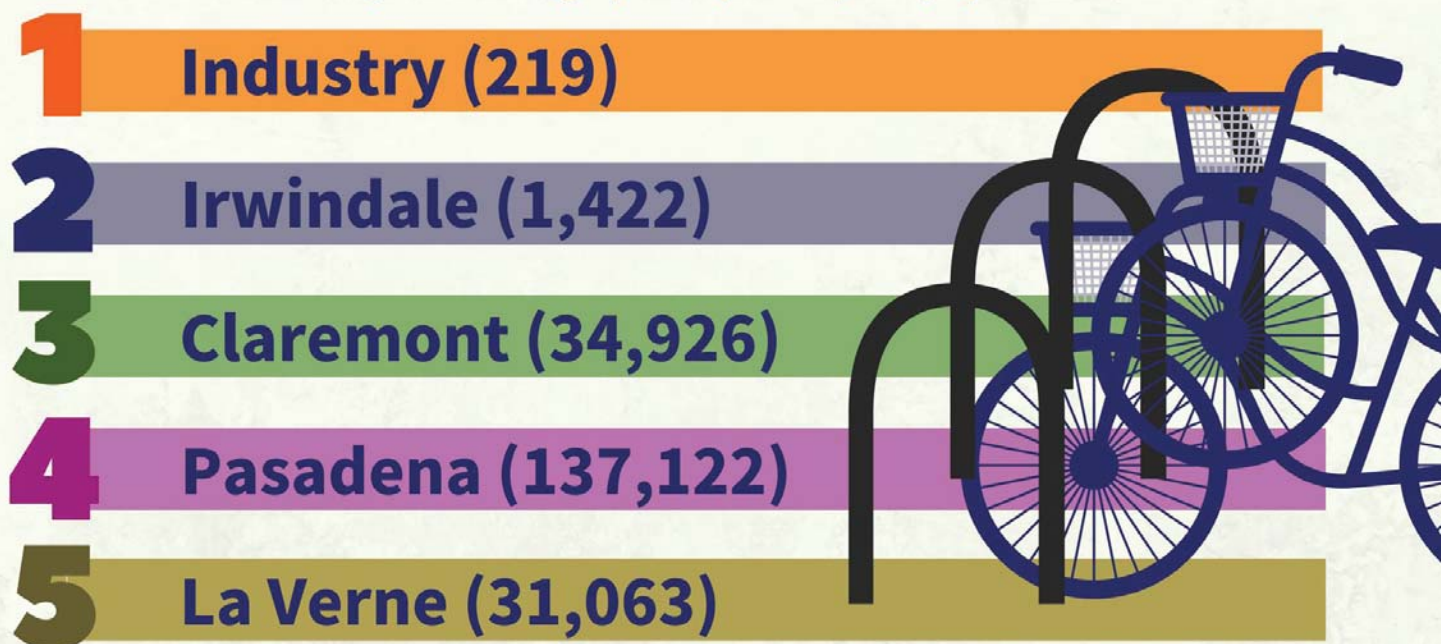
Most Bicycle Parking Spaces (Amount)



Source: SGV Active Transportation Data Planning Project ([bikeSGV.org/SGVcounts](http://bikeSGV.org/SGVcounts))

# TOP 5 CITIES

Most Bicycle Parking Spaces per Capita (population)



Source: SGV Active Transportation Data Planning Project ([bikeSGV.org/SGVcounts](http://bikeSGV.org/SGVcounts))

# TOP 5 CITIES

Highest scoring bike racks in the San Gabriel Valley (Score/100)

- 1 Walnut (96)**
- 2 Arcadia (92)**
- 3 Covina (87)**
- 4 Pasadena (87)**
- 5 Claremont (85)**



Source: SGV Active Transportation Data Planning Project ([bikeSGV.org/SGVcounts](http://bikeSGV.org/SGVcounts))

## Community Street Audits | Overview

- Took place in: El Monte, Glendora, La Verne, Monterey Park
- 22 - # of volunteers

### Methodology

- Volunteers walked approximately 2-3 miles or biked approximately 7-8 miles
- Standardized forms were filled out at 4-5 stops (Walking Audits) or 5-7 stops (Biking Audits)
- Volunteers recorded observations on:
  - Safety
  - Aesthetics
  - Accessibility
  - Behavior
  - Transit (when applicable)
  - Made suggestions and notes





# Community Street Audits | El Monte

## Existing Conditions: El Monte

- Aggressive, impatient motorists on Tyler and Ramona
- Lack of shade and street trees
- Not enough lighting
- Pedestrian buttons change too quickly and do not provide enough time for people in wheelchairs to cross at major intersections
- Signage observed to warn of cyclists' presence

## **Community member suggestions:**

- Add artwork on utility boxes and transit stops
- Cleanup graffiti
- Reprogram crossing lights (pedestrian headstart or "Lead Pedestrian Indicator")



# Community Street Audits | Glendora

## Existing Conditions: Glendora

- Gladstone is a long street, labeled a "Bike Route" but has no bike lanes, is high speed lacks crosswalks, even on routes to parks from neighborhoods
- Sections of Live Oak Ave have no sidewalk, likely present issues for those mobility impaired
- Residential areas are comfortable to bike in

## **Community member suggestions:**

- Add bus shelters at transit stops
- Repave streets on bike route



# Community Street Audits | La Verne

## Existing Conditions: La Verne

- Consistently observed opportunities for bike lanes on wide streets
- La Verne has “Bike Paths” on sidewalks and unpaved areas
- Streets generally pleasant and shaded
- Streets are well paved

## **Community member suggestions:**

- add bicycle lanes with high-visibility striping near school zones
- more visible crosswalks
- bike boxes at intersections, signage, water fountains with bottle refill



# Community Street Audits | Monterey Park

## Existing Conditions: Monterey Park

- Cracked sidewalks frequently noted
- Many sidewalk cyclists
- Not enough bike parking
- Not enough trash cans, observed overflowing on Garvey

## **Community member suggestions:**

- provide wider, safer and better shaded sidewalks
- install benches
- add bike lanes
- add more trash cans



# Summary, Next Steps

## 1. Make All Project Data Available

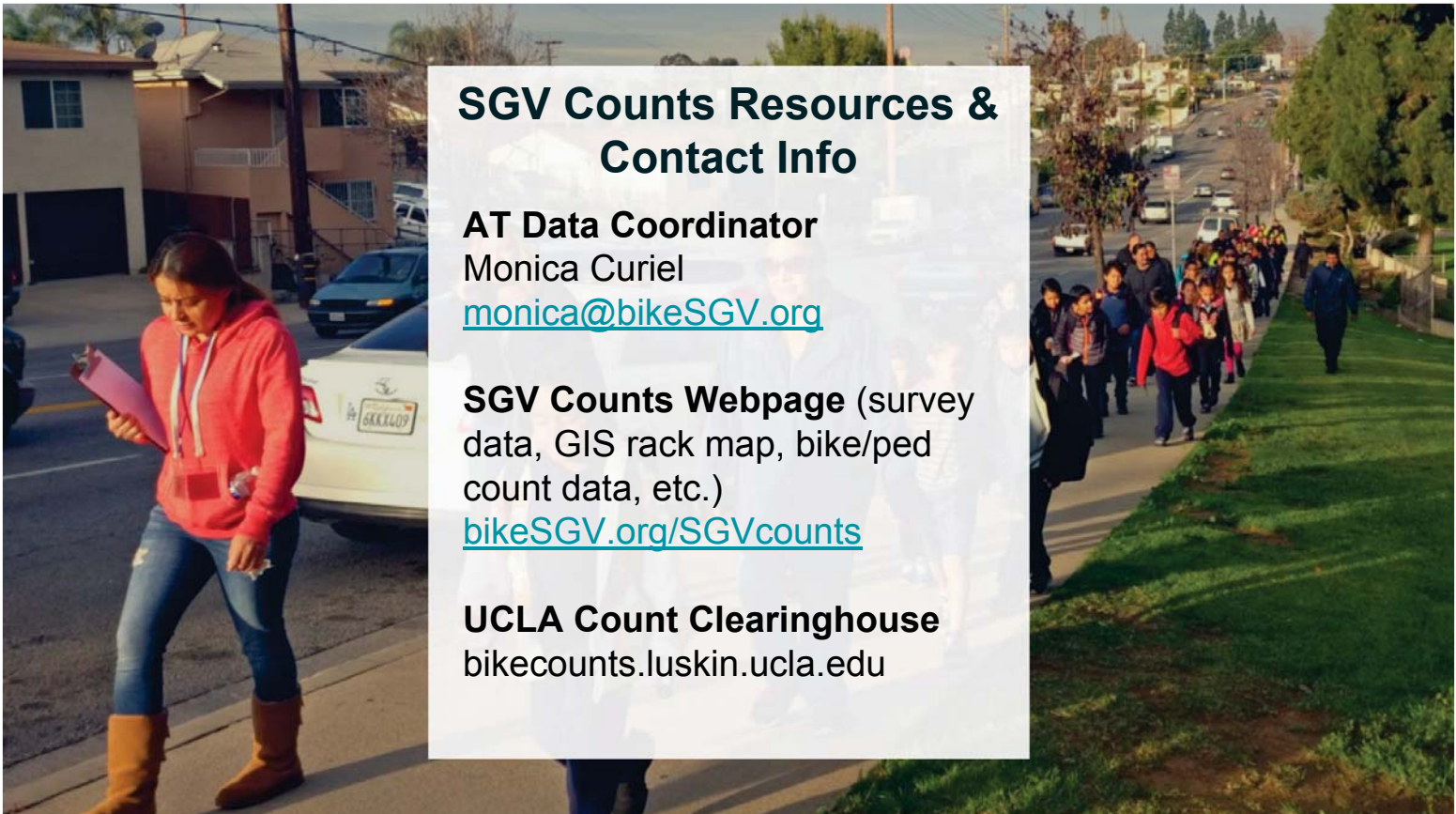
- Final Report and raw data sets will be made available at [bikeSGV.org/SGVcounts](https://bikeSGV.org/SGVcounts)

## 2. Support Active Transportation Applications for Funding

- Project data, report, and findings can be used to support applications for funding
  - Counts, street audits, survey data, GIS map of bicycle parking

## 3. Inform and Evaluate Active Transportation in the SGV

- **Multimodal parking planning** (e.g, parking private and shared bikes, scooters, etc)
- **Baseline Data** - measure future shifts in active transportation modal share across modes (e.g., pre-post project or program implementation -- Bike Share, Scooter share, etc)



### SGV Counts Resources & Contact Info

#### AT Data Coordinator

Monica Curiel

[monica@bikeSGV.org](mailto:monica@bikeSGV.org)

**SGV Counts Webpage** (survey data, GIS rack map, bike/ped count data, etc.)

[bikeSGV.org/SGVcounts](https://bikeSGV.org/SGVcounts)

#### UCLA Count Clearinghouse

[bikecounts.luskin.ucla.edu](https://bikecounts.luskin.ucla.edu)





# REPORT

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DATE: June 21, 2018

TO: San Gabriel Valley Council of Governments Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **Metrolink's SCORE Program**

## **RECOMMENDED ACTION**

For information only.

## **BACKGROUND**

Metrolink is a commuter and regional rail system which operates in Southern California across five counties: Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Metrolink was founded in 1991, and launched operations in 1992, and is governed and operated by the Southern California Regional Rail Authority (SCRRA). Metrolink connects multiple metropolitan centers, population centers, and hubs all across Southern California, and even outside of the region, as it connects with the LA Metro Rail system at Union Station, the San Diego commuter rail system, and Amtrak.

Metrolink currently sees an average daily weekday ridership of approximately 39,838 combined on its 7 lines, which create a 538-mile network, and includes 62 stations. While the Southern California region has a very high population which is still rapidly growing and will increase by 25% by 2035, Metrolink ridership is mostly declining. Ridership on this commuter rail system is slowly decreasing despite the fact that Southern California residents are growing increasingly frustrated with increasing and snarling gridlock. Two primary reasons for underperforming Metrolink ridership are the high consumer ticket costs, as well as the lack of more frequent service along Metrolink's routes. Metrolink's fairly infrequent service is a result of older signal systems and a plethora of single-track sections. Single-track sections also sometimes result in significant delays of regularly scheduled trains, including during rush hour.


As a result of the SCRRA attempting to address and alleviate the aforementioned service issues while also helping prepare Southern California for an increased influx of cars on our roadways, the SCRRA is proposing a new multi-year construction program known as the Southern California Optimized Rail Expansion (SCORE). The main goal of this program is to significantly upgrade the Metrolink regional rail system by adding tracks to eliminate some single-track sections, constructing key grade separations, and upgrading system signals. These system upgrades should improve train frequency and time reliability, and reduce travel delays. With improved and enhanced track infrastructure, Metrolink will be able to run more trains per hours along all of its lines.

Alex Davis, a Government Relations Manager with Metrolink/SCRRA, will provide the Transportation Committee with a presentation on the details, logistics, and fiscal aspects of the SCORE Program.

# REPORT

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Prepared by:   
Peter Duyshart  
Project Assistant

Approved by:   
Marisa Creter  
Executive Director



# REPORT

DATE: June 21, 2018

TO: Governing Board  
Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **VOTER APPROVAL FOR GAS AND VEHICLE TAXES INITIATIVE**

## **RECOMMENDED ACTION**

Adopt Resolution 18-37 to oppose the Voter Approval for Gas and Vehicle Initiative.

## **INITIATIVE 17-0033 BACKGROUND**

In April 2017, the California State Legislature passed, and Governor Jerry Brown signed, Senate Bill 1 (SB 1). SB 1 increased various fuel taxes and fees for transportation investment, which would be allocated to neighborhood streets, freeways and bridges in communities across California, and targeted funds would also be invested toward transit and toward addressing and improving congestion issues in highly-congested trade and commuter corridors and arterials.

The Voter Approval for Gas and Vehicle Tax Initiative (Initiative) is an effort to repeal SB 1. The Initiative would eliminate all new taxes and tax rates enacted after January 1, 2017 and require all new taxes, including SB1, be approved by a voter initiative. The proponents of the Initiative have submitted over 900,000 signatures to the Attorney General's office, more than the 585,000 needed to make the November ballot.

## **LOCAL IMPACT**

The Initiative would eliminate funding for several San Gabriel Valley transportation projects funded by SB 1. These projects could experience a full halt, elongated timelines, or labor shortages. These uncertainties would have a direct effect on traffic.

In the San Gabriel Valley alone, 101 city projects have or will be receiving SB1 funding. Not all SB 1 funding measures will be repealed by the Initiative, such as the General Fund Loan Repayment, a repayment from the General Fund to each city and county for the siphoning of transportation funds in the early 2000s. Table 1 shows the revenues at stake for San Gabriel Valley cities.

City	SB1 Revenue
Alhambra	1,454,380
Arcadia	959,982
Azusa	832,618
Baldwin Park	1,263,886
Bradbury	18,522
Industry	7,546
Claremont	606,117
Covina	820,052

Diamond Bar	954,829
Duarte	368,656
El Monte	1,911,933
Glendora	880,237
Irwindale	23,810
La Canada Flintridge	342,956
La Puente	676,893
La Verne	555,068
Monrovia	644,417
Montebello	1,069,460
Monterey Park	1,030,792
Pomona	2,598,581
Rosemead	919,993
San Dimas	572,754
San Gabriel	686,347
San Marino	225,330
Sierra Madre	184,220
South El Monte	349,063
South Pasadena	434,898
Temple City	608,861
Walnut	504,202
West Covina	1,803,928
<b>Total:</b>	<b>\$ 23,310,331</b>

**Table 1.**

## **SB 1 FY 2018-19 Road Maintenance and Rehabilitation Account Funds**

Additionally, 9 projects not run by the cities will also be receiving approximately \$1.15 billion. These projects include:

- I-10 Freeway Traffic Management
- Foothill Gold Line
- I-605 Freeway Improvements/Resurfacing
- CA-60 Traffic Management
- CA-60 Overpass/Bridge Project
- CA-57/60 Corridor Enhancement
- CA-57 Resurfacing
- Train Corridor Enhancements

## **SUPPORT AND OPPOSITION**

Those in support of the Initiative state that by pushing through a large gas tax increase without the approval of voters demonstrates a complete disregard of Californians. Supports also state that the Initiative will allow the people of California to decide for themselves if they want to raise their taxes. The following is a list of those in support of the Initiative:

- Howard Jarvis Taxpayers Association
- Reform California (Chairman Carl DeMaio)
- Give Voters a Voice
- U.S. Representative Mimi Walters (R)
- U.S. Representative Doug LaMalfa (R)
- U.S. Representative Kevin McCarthy (R)

## REPORT

- U.S. Representative Ken Calvert (R)
- Candidate for Governor John Cox (R)
- Candidate for Governor Travis Allen (R)
- California Republican Party
- Majority of California Republican State Legislative Caucus

Proponents in opposition of the Initiative argue that voters strongly support additional funding to fix state and local transportation infrastructure. Additionally, a number of business and labor groups, are opposed to the Initiative. These groups argue that SB 1 enhances the economy by providing jobs and opportunities for businesses across the state. The following is a list of those opposed to the Initiative:


- San Gabriel Valley Economic Partnership
- Governor Edmund “Jerry” Brown
- LA Chamber of Commerce
- California Democratic Party
- League of California Cities
- California Association of Counties
- Orange County Business Council
- California Association of Highway Patrolman
- State Building & Construction Trades Council of California
- California Alliance for Jobs
- CALCOG
- California Chamber of Commerce

Prepared by:



Wesley Smith  
Graduate Intern

Approved by:



Marisa Creter  
Executive Director

### **ATTACHMENTS**

Attachment A – SB 1 Assembly Floor Analysis -- Page 72

Attachment B – SB 1 California Legislative Analyst’s Office Overview -- Page 77

Attachment C – Resolution 18-37 -- Page 89

(Without Reference to File)

# SENATE THIRD READING

SB 1 (Beall)

As Amended April 3, 2017

2/3 vote. Urgency

SENATE VOTE: 27-11

**SUMMARY:** Increases several taxes and fees to raise the equivalent of roughly \$52.4 billion over ten years in new transportation revenues and makes adjustments for inflation every year; directs the funding to be used towards deferred maintenance on the state highways and local streets and roads, and to improve the state's trade corridors, transit, and active transportation facilities. Specifically, **this bill:**

- 1) Increases a number of taxes and fees for transportation purposes:
  - a) Increases the excise tax on gasoline by \$0.12 per gallon, starting November 1, 2017.
  - b) Increases the excise tax on diesel fuel by \$0.20 per gallon, starting November 1, 2017.
  - c) Increases the sales tax on diesel fuels by an additional 4% increment, starting November 1, 2017.
  - d) Creates a new annual Transportation Improvement Fee (TIF), starting January 1, 2018, based on the market value of the vehicle with the fee range described below:
    - i) \$25 per year for vehicles with a market value of \$0- \$4,999;
    - ii) \$50 per year for vehicles with a market value of \$5,000 - \$24,999;
    - iii) \$100 per year for vehicles with a market value of \$25,000 - \$34,999;
    - iv) \$150 per year for vehicles with a market value of \$35,000 - \$59,999; and,
    - v) \$175 per year for vehicles with a market value of \$60,000 and higher
  - e) Creates the Road Improvement Fee of \$100 per vehicles for Zero-Emission Vehicles (ZEV)s, as defined, starting in 2020 for model year 2020 and later.
- 2) Eliminates, starting July 1, 2019, the annual adjustment required by the "Gas Tax Swap," of 2010, and instead imposes a more stable tax by re-establishing the Price Based Excise tax (PBET) at its original rate of \$0.173 per gallon. Requires revenues generated from the PBET adjustment to be allocated under the existing statutory framework with 44% for the State Transportation Improvement Program (STIP), 44% for cities and counties for local streets and roads, and 12% for the State Highway Operations and Protection Program (SHOPP).
- 3) Requires that the tax rates and fees specified in this bill, other than the diesel sales tax, are adjusted annually based on the California Consumer Price Index (CPI).

- 4) Provides for the repayment of outstanding transportation loans from the General Fund totalling \$706 million.
- 5) Creates the Road Maintenance and Rehabilitation Program. Funds raised by the gasoline excise tax, a portion of the diesel excise tax increase (\$0.10), and TIF, and ZEV fees are deposited into the Road Maintenance and Rehabilitation Account (RMRA), which is created within the State Transportation Fund. The RMRA funds shall be spent on basic road maintenance and rehabilitation, critical safety projects, and several other transportation programs.
- 6) Requires 50% of the diesel excise tax increase (\$0.10), estimated at \$300 million, to be annually deposited into the Trade Corridor Enhancement Account (TCEA) to fund corridor-based freight projects nominated by the state and local agencies.
- 7) Allocates an estimated \$750 million annually for public transportation capital projects and operating expenses. These funds are derived from a portion of the diesel sales tax increase (3.5%) and an annual appropriation of \$350 million from the TIF. The increase in the diesel sales tax will fund local transit operators through the existing State Transit Assistance Program (STA), with funding allocated by existing formulas, and also provide funding for commuter and intercity passenger rail service. Allocates \$350 million from the TIF to the Transit Intercity Rail Capital Program (TIRCP) for transit capital projects.
- 8) Requires the outstanding loans made to the General Fund from various transportation special funds, a total of \$706 million, be repaid over three years. The funds will be allocated as follows: \$236 million for the TIRCP, up to \$20 million for planning, \$225 million for SHOPP, and \$225 million for local agencies.
- 9) Requires certain programs to be funded annually from the newly created RMRA. Specifically, \$200 million is set aside for local entities that have passed local sales and use taxes and/or developer fees for transportation purposes; \$100 million for the active transportation program for bicycle and pedestrian projects; \$400 million for bridge and culvert repair; \$25 million for freeway service patrols, \$25 million for local and regional SB 375 planning; and \$7 million for university transportation research. Additionally, \$5 million per year for five years (\$25 million total), is set aside for the California Workforce Development Board to assist local agencies to implement policies to promote preapprenticeship training programs.
- 10) Requires the remainder of funds in the RMRA to be split 50/50 between state and local governments. The state share will be allocated for road maintenance and SHOPP projects. Local funding is allocated pursuant to existing statutory formulas, where 50% goes to cities based on population and 50% goes to counties based on a combination of the number of registered vehicles and the miles of county roads. In order to receive these funds, a city and county must maintain its historic commitment to funding street and highway purposes by annually expending not less than the average of its expenditures over a specified three-year period (i.e. maintenance of effort requirement). The California Transportation Commission (CTC) shall annually evaluate each agency receiving funds to ensure that the funds are spent appropriately.
- 11) Creates the Congested Corridors Program, to be implemented by the CTC, and allocates \$250 million annually from the TIF for projects that provide congestion relief within the

state's most heavily used transportation corridors. Eligible projects can be nominated by both the state and regional transportation agencies, however, only up to half of the annual appropriation may be allocated for state-only nominated projects.

- 12) Directs the California Department of Transportation (Caltrans) to generate up to \$100 million in department efficiencies. The revenue generated through the efficiencies will be allocated to the RMRA.
- 13) Requires revenue raised by the new gasoline excise tax that are attributable to agriculture equipment use be spent on agriculture programs. Also requires revenue raised by the new gasoline excise tax attributable to Off-Highway Vehicle (OHV) uses or boating uses be spent on state parks, OHV, and boating programs.
- 14) Creates a Transportation Inspector General, subject to Senate confirmation, within the newly created Caltrans Office of Audits and Investigations.
- 15) Requires additional CTC oversight of the development and management of the SHOPP program, including allocating staffing support and project review and approval. CTC will also conduct public hearings on the SHOPP.
- 16) Creates and funds an Advance Mitigation Program, administered by Caltrans, to protect natural resources through project mitigation and to accelerate project delivery.
- 17) Creates a "useful life" period where truckers subject to future, undefined regulations can get a return on their investment before being asked to replace or modify the vehicle. Thus, if the California Air Resources Board adopts future in-use regulations, trucks will not be required to turnover until they have reached 13 years from the model year the engine and emission control systems are first certified or until they reach 800,000 vehicle miles traveled; however, no longer than 18 years from the model year the engine and emission control systems are first certified for use.
- 18) Prohibits the Department of Motor Vehicles (DMV), starting in 2020, from registering or renewing the registration of specified medium and heavy duty diesel trucks unless the truck owner can demonstrate full compliance with applicable emission requirements.

#### **EXISTING LAW:**

- 1) Levies a variety of taxes and fees on gasoline, diesel fuel, and motor vehicles including, but not limited to, a per gallon gasoline excise tax, an excise and sales tax on diesel fuel, and an annual vehicle registration fee. These taxes and fees are currently levied at the following rates:
  - a) Gasoline excise tax: \$0.278 per gallon
  - b) Diesel excise tax: \$0.16 per gallon
  - c) Diesel sales tax: 6.5%
  - d) Vehicle registration fee: \$53 per vehicle annually



- 2) Directs the revenue generated through these taxes and fees to be used for various transportation programs and to fund the DMV and California Highway Patrol (CHP). In general, the gasoline and diesel excise taxes are spent on state and local road maintenance and construction through the SHOPP and state maintenance program and to city and county governments through specific formula-based subvention. Vehicle registration fees are used to fund DMV and CHP operations. The diesel sales tax provides funding for local transit operators, which is distributed by specific formulas.
- 3) Establishes the "Gas Tax Swap," approved by the Legislature in 2011 (AB 105 [Committee on Budget], Chapter 6, Statutes of 2011), which replaced the existing state portion of the sales tax on gasoline with a per gallon excise tax referred to as the PBET. The Gas Tax Swap requires the State Board of Equalization to annually adjust the excise tax to match revenue that would have been generated by the former sales tax. Revenues generated from the PBET are first used to backfill the State Highway Account for the transfers of weight fees for transportation debt service and are then distributed as follows:
  - a) 44% STIP;
  - b) 44% cities and counties for local streets and roads; and,
  - c) 12% SHOPP
- 4) Establishes the TIRCP program, a grant program designed to fund certain capital and operational projects for transit and passenger rail providers. TIRCP is currently funded by the state's cap and trade program authorized by AB 32 (Núñez), Chapter 488, Statutes of 2006.
- 5) Requires Caltrans to develop an asset management plan for the SHOPP, with approval by the CTC, to prioritize the state highway assets for funding purposes.

**FISCAL EFFECT:** According to the Senate Appropriations Committee, this bill is expected to generate an amount equivalent to \$52.4 billion in transportation revenues over a ten-year period, approximately \$26.6 billion of which would be dedicated for local expenditures and \$25.8 billion for state purposes. Overall revenues are estimated at \$2.78 billion in 2017-18, \$4.55 billion in 2018-19, and \$4.88 billion in 2019-20. Revenues are generally expected to increase annually thereafter, once all revenue sources are fully implemented and specified adjustments are made each year by the CPI, eventually reaching approximately \$6.5 billion by 2026-27.

**COMMENTS:** California has not increased the gas tax in 23 years. Since then, California's population has grown by eight million, with millions more cars and trucks on our roads. Californians also drive more than 350 billion miles a year – more than any other state – yet road and transit investments have not kept pace with this growth.

The deterioration of California's state and local streets and roads and state highway system has been widely documented. Specifically, the state highways system is facing \$59 billion deferred maintenance backlog for road maintenance and repairs. The total shortfall for local streets and roads maintenance is approximately \$7.3 billion annually.

Each California driver spends approximately \$700 per year in extra vehicle repairs caused by rough roads. With the winter storms this year already costing over \$800 million in emergency work on state highways alone, this number is sure to grow.

State highways and local streets and roads are not the only areas in need of additional funding for basic maintenance and upkeep. Transit operators are similarly experiencing their own respective funding shortfalls, estimated to be \$72 billion over the next ten years.

According to the author, this bill is a consensus bill between the Senate, Assembly, and the Governor that solves a crisis that threatens our deteriorating streets and highways. This bill will provide additional resources for the state to repair the infrastructure under its jurisdiction and it also distributes billions of dollars at the local level for road maintenance. Furthermore, this bill provides additional funding for trade corridor improvements, transit, and active transportation facilities.

In addition to new funding, this bill contains a number of policy reforms to ensure accountability and transparency of state and local programs funded by the bill. Specifically, this bill creates the Independent Office of Audits and Investigations within Caltrans to ensure the department and external entities are expending state and federal resources efficiently and effectively. The new Inspector General would be appointed by the Governor and confirmed by the Senate and would report annually to the Legislature. This bill also increases oversight of Caltrans and the state highway program by directing CTC to review and approve scope, cost, and schedule of all SHOPP projects, including capital outlay support. Caltrans would have to come back to the CTC for project scope changes or budget overruns. CTC reviews projects and discusses issues in regular public hearings for transparency and accountability.

This bill also includes new 10-year performance targets for the state highway program, including requiring not less than 98% of pavement on the state highway system be in good or fair condition; not less than 90% level of service achieved for maintenance of potholes, spalls, and cracks; not less than 90% of culverts in good or fair condition; not less than 90% of the transportation management system units in good condition; and to fix not less than an additional 500 bridges.

Local governments are also subjected to new reporting and oversight by CTC for the new funding revenue, including submitting yearly project lists and maintaining their current level of local general fund contributions to their roads systems. Additionally, the state's transit operators are required to report to the State Controller for new funding provided for "State of Good Repair" projects.

**Analysis Prepared by:** Melissa White / TRANS. / (916) 319-2093

FN: 0000097



# Overview of the 2017 Transportation Funding Package

MAC TAYLOR • LEGISLATIVE ANALYST • JUNE 2017

## Summary

In April 2017, the Legislature enacted Chapter 5 (SB 1, Beall), also known as the Road Repair and Accountability Act. The administration estimates this legislation will increase state revenues for California's transportation system by an average of \$5.2 billion annually over the next decade. In this report, we (1) provide a brief background on the state's transportation system, (2) describe the major features of the transportation funding package contained in the legislation, and (3) discuss issues for the Legislature to consider moving forward. (Though California's transportation system also is supported by federal and local funds, this report focuses only on state funding given the purview of SB 1.)

## CALIFORNIA'S TRANSPORTATION SYSTEM

The state's transportation system helps to move people and goods around and through the state. State funding primarily supports three segments:

- **State Highways.** The state's highway system includes about 50,000 lane-miles of pavement, 13,000 bridges, and 205,000 culverts (pipes that allow naturally occurring water to flow beneath a roadway). The California Department of Transportation (Caltrans) is responsible for maintaining and rehabilitating the highway system.
- **Local Streets and Roads.** The state has over 300,000 paved lane-miles of local streets and roads, including nearly 12,000 bridges. California's 58 counties and 482 cities own

and maintain these streets and roads. They also operate and maintain other aspects of their local street and road systems, such as traffic signals and storm drains.

- **Transit Operations.** There are 200 transit agencies in California that primarily operate bus, light rail, and subway systems. These transit systems are generally owned and operated by local governments, such as local transit authorities.

As we discuss below, SB 1 increases state funding for these transportation segments from various state transportation taxes and fees, including gasoline excise taxes, diesel excise and sales taxes, and vehicle taxes and fees.

# MAJOR FEATURES OF THE 2017 TRANSPORTATION FUNDING PACKAGE

This section consists of three parts. First, we describe the funding package's revenues. Second, we describe its spending provisions. Lastly, we discuss accountability and other measures contained in the legislation.

## INCREASES STATE TRANSPORTATION REVENUES

Figure 1 shows the tax and fee rate increases established by SB 1. The legislation increases both gasoline and diesel taxes, while also creating new vehicle taxes and fees to fund transportation. Figure 2 shows the share of revenues from each tax and fee increase. (Because the tax and fee rate increases are phased in over the next several years, the associated revenue increases cited here and throughout the remainder of this report reflect the administration's estimated annual average increase over the next decade.) As shown, the gasoline excise tax increases and the new Transportation

Improvement Fee are the two largest revenue sources. Altogether, the administration projects ongoing revenues to increase by \$5.2 billion annually. Currently, state funding for transportation from these and other revenue sources (such as truck weight fees and cap and trade auction revenues) total about \$7.5 billion annually. Below, we provide more detail on each revenue increase.

### State Fuel Taxes

**Gasoline Taxes (\$2.5 Billion).** The state currently has two excise taxes on each gallon of gasoline: a base tax and a variable "swap" tax. (We note that there is also a federal excise tax of 18.4 cents per gallon.)

- **Base Excise Tax (\$2.2 Billion).** This tax is set in state law at 18 cents per gallon. Starting November 1, 2017, the transportation funding package adds a

12 cent per gallon base excise tax—bringing total base excise taxes to 30 cents per gallon. It also adjusts the rates for inflation starting in 2020. These changes are expected to raise \$2.2 billion annually.

- **Swap Excise Tax (\$300 Million).** Currently, this tax is set annually by the Board of Equalization (BOE), which considers both gasoline price and quantity sold in an effort to mimic a sales tax on gasoline (which the swap tax replaced in 2010). The

**Figure 1**

### Tax and Fee Rate Increases

	Current Rates	New Rates <sup>a</sup>	Effective Date
<b>Fuel taxes<sup>b</sup></b>			
<b>Gasoline</b>			
Base excise	18 cents	30 cents	November 1, 2017
Swap excise <sup>c</sup>	9.8 cents	17.3 cents	July 1, 2019
<b>Diesel</b>			
Excise <sup>c</sup>	16 cents	36 cents	November 1, 2017
Swap sales	1.75 percent	5.75 percent	November 1, 2017
<b>Vehicle taxes and fees<sup>d</sup></b>			
Transportation Improvement Fee	—	\$25 to \$175	January 1, 2018
ZEV registration fee	—	\$100	July 1, 2020

<sup>a</sup> Adjusted for inflation starting July 1, 2020 for the gasoline and diesel excise taxes, January 1, 2020 for the Transportation Improvement Fee, and January 1, 2021 for the ZEV registration fee. The diesel sales taxes are not adjusted for inflation.

<sup>b</sup> Excise taxes are per gallon.

<sup>c</sup> Current rate set annually by the state Board of Equalization. The funding package converts the variable rate to a fixed rate.

<sup>d</sup> Per vehicle per year.

ZEV = zero-emission vehicle.

current swap rate is 9.8 cents per gallon but will increase to 11.7 cents on July 1, 2017. Starting July 1, 2019, the funding package eliminates the swap tax and replaces it with a fixed excise tax of 17.3 cents per gallon—the rate in effect when the swap was created in 2010. It also adjusts the rate for inflation starting in 2020. These changes are expected to raise \$300 million annually. (This estimate reflects the administration's assumption that the swap tax increases to 16.9 cents just prior to the funding package fixing the rate at 17.3 cents.)

**Diesel Taxes (\$1.1 Billion).** The state currently collects revenue from excise and sales taxes on diesel fuel. (We note that there is also a federal excise tax of 24.4 cents per gallon.)

- **Excise Tax (\$700 Million).** Currently, this tax has a variable rate set annually by BOE. The board adjusts the rate to ensure the combined revenues from this tax and a diesel sales tax enacted in the 2010 tax swap (discussed below) are neutral compared to diesel excise tax revenues prior to the swap. The current rate is 16 cents per gallon. Starting November 1, 2017, SB 1 increases this tax by 20 cents per gallon to 36 cents per gallon and makes the rate fixed. It also adjusts the rate for inflation starting in 2020. These changes are expected to raise \$700 million annually. (This estimate reflects an assumption by the administration that the rate would have decreased to 14 cents starting July 1, 2018.)

- **Swap Sales Tax (\$350 Million).** The state also has a sales tax specific to diesel (enacted as part of the gasoline tax swap) set at 1.75 percent. The funding package increases this rate to 5.75 percent. This is expected to increase associated revenues by \$350 million annually. (In addition, state and local sales taxes on tangible goods that together average 8.5 percent statewide also apply to diesel, with revenue from a rate of 4.75 percent funding transportation. Senate Bill 1 makes no changes to this tax.)

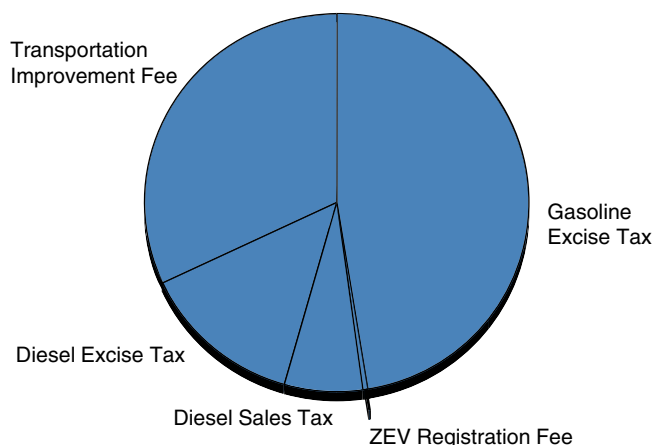
## Vehicle Taxes and Fees

**Transportation Improvement Fee (\$1.7 Billion).** The funding package creates a new vehicle charge—called a Transportation Improvement Fee—specifically to fund transportation. Vehicle owners are to pay the fee annually at the same time they pay their vehicle registration fee. Figure 3 (see next page) shows the rate schedule for the new fee. The fee is expected to generate \$1.7 billion annually.

**Figure 2**

### Transportation Revenue Increases

Total: \$5.2 Billion<sup>a</sup>



<sup>a</sup> Reflects average annual increase over the next ten years.  
ZEV = zero-emission vehicle.

**Figure 3****Transportation Improvement Fee Schedule**

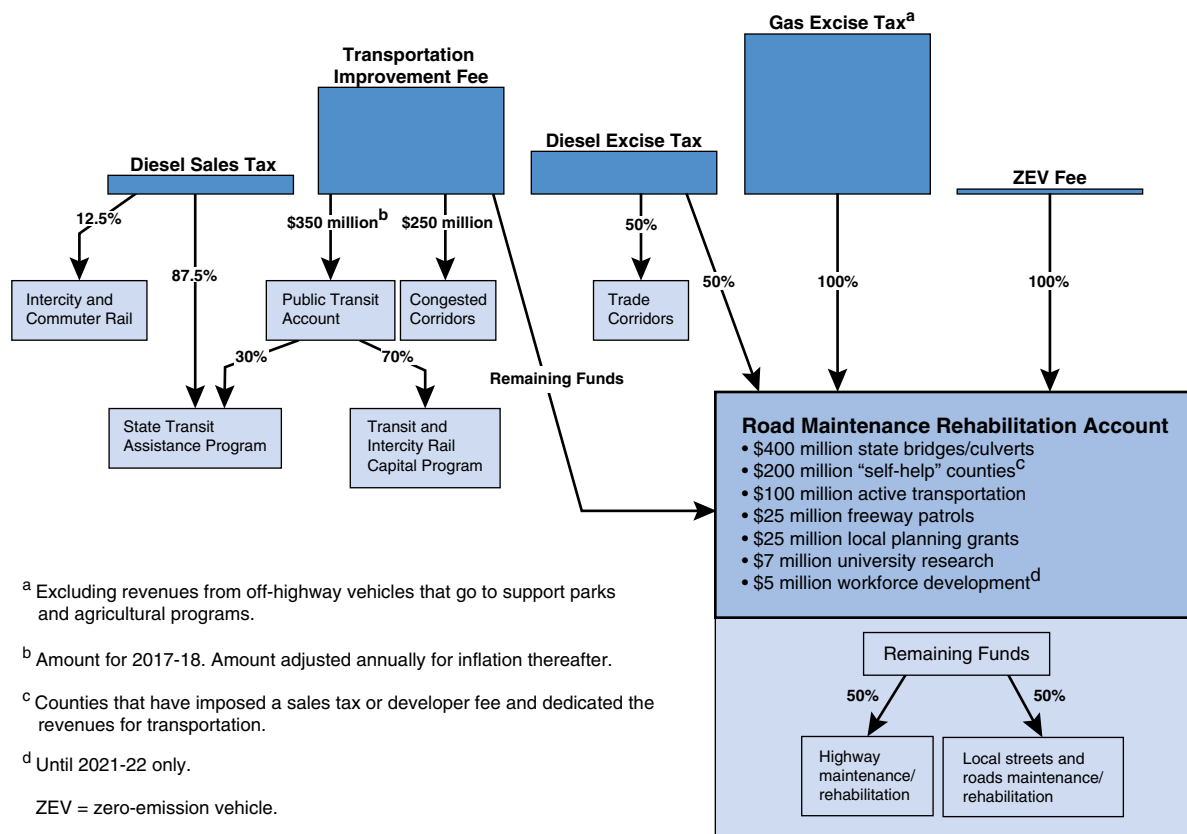
Value of Vehicle <sup>a</sup>	Annual Fee
\$0 to \$4,999	\$25
\$5,000 to \$24,999	50
\$25,000 to \$34,999	100
\$35,000 to \$59,999	150
\$60,000 and higher	175

<sup>a</sup> Based on depreciated value of vehicle. Values not adjusted for inflation in the future.

**Zero-Emission Vehicle Registration Fee (\$19 Million).** Senate Bill 1 creates a new \$100 registration fee for zero-emission vehicles only. Called a Road Improvement Fee, it is expected to generate \$19 million annually. (The reason for this fee is because drivers of zero-emission vehicles do not pay fuel taxes like other drivers.)

**INCREASES STATE TRANSPORTATION SPENDING**

As shown in Figure 4, SB 1 creates a series of formulas to distribute the revenues from the new taxes and fees to different transportation programs and purposes. In most cases, the formulas split the revenues based on percentages, but in some cases the legislation sets aside fixed dollar amounts for certain programs. (Revenues from the inflation adjustments imposed by SB1 on existing taxes are distributed according to existing statutory formulas.) Figure 5 shows how much ends up being spent by each type of program. As shown, the largest spending increases are for state highways and local streets and roads. Below, we describe the specific transportation programs that receive the new revenues. (Additionally, as we discuss in the box on page 6, a proposed constitutional

**Figure 4****Formulas for Distributing New Transportation Revenues**



amendment would add to existing restrictions on the use of transportation revenues.)

### State Highway Programs

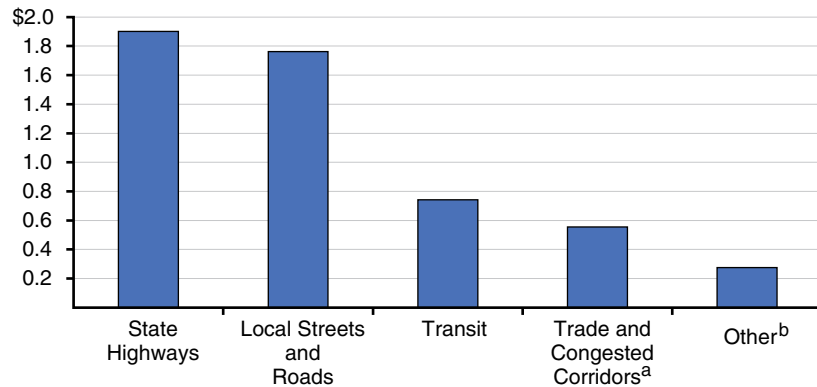
The funding package includes \$1.9 billion annually specifically for state highways. This includes funding for:

- Maintenance and Rehabilitation (\$1.8 Billion).***  
 Caltrans' Highway Maintenance Program performs minor maintenance (such as roadside landscaping) and major maintenance (such as laying a thin overlay of pavement) on highways that are in good or fair condition, while its State Highway Operations and Protection Program (SHOPP) delivers capital projects to rehabilitate or reconstruct highways when they reach the end of their useful life. The administration estimates that the funding package will increase ongoing revenues for highway maintenance and rehabilitation by \$1.8 billion annually, including \$400 million specifically for bridges and culverts. The funding package does not designate revenues between the two programs, leaving it up to the annual budget act. (Additionally, the legislation makes a \$225 million loan repayment from the General Fund to the SHOPP.)
- Capacity Expansion (\$33 Million).***  
 The State Transportation Improvement Program (STIP) is the state's program for improving transportation systems, generally by increasing their capacity.

**Figure 5**

### Transportation Spending Increases

(In Billions)



<sup>a</sup> Programs can involve a combination of state highway, local street and road, and transit projects.

<sup>b</sup> Includes active transportation program (for pedestrian walkways and bicycle paths), local transportation planning grants, freeway service patrols, university transportation research, workforce development programs, agricultural and parks programs, and administration.

The administration estimates the funding package will increase revenues for state STIP projects by \$33 million annually. (As discussed further below, STIP also funds local road improvements.)

### Local Streets and Roads Programs

The funding package includes about \$1.8 billion annually specifically for local streets and roads. This includes funding for:

- Maintenance and Rehabilitation (\$1.7 Billion).*** The funding package increases revenues for local road maintenance and rehabilitation by \$1.5 billion annually, and it distributes this funding to local jurisdictions according to existing statutory formulas based on factors such as population and number of registered vehicles. The package also sets aside an additional \$200 million annually for road maintenance and rehabilitation for counties that have enacted developer fees or voter-approved taxes dedicated specifically to transportation.

The California Transportation Commission (CTC) is to determine how to allocate the funds. (Additionally, the legislation makes a \$225 million loan repayment from the General Fund to the local streets and roads program.)

- **Capacity Expansion (\$100 Million).** The administration estimates the local share of the funding package's revenues for STIP will total about \$100 million annually. (These funds primarily support streets and roads but in some cases could be used for transit projects as well.)

### Transit Programs

The funding package includes about \$750 million annually for three transit programs:

- **State Transit Assistance Program (\$430 Million).** This program distributes funding to transit operators based on a formula. The funds can be used for either operational support or to fund capital projects based on local priorities. The administration estimates the funding package will increase state revenues for this program by about \$430 million annually.

### Proposed Constitutional Amendment Related to Funding Package

Currently, the State Constitution places restrictions on the use and borrowing of certain state transportation revenues. A companion measure to the transportation funding package, Chapter 30 of 2017 (ACA 5, Frazier), proposes to amend the State Constitution to place similar restrictions on transportation revenues not covered by existing constitutional provisions. Additionally, the measure adds to existing exemptions on certain transportation spending from counting toward a constitutional spending limit. The measure will go before the voters in June 2018. Below, we summarize its provisions.

**Spending Restrictions.** ACA 5 requires that revenues from the Transportation Improvement Fee established in the transportation funding package only be spent on specified transportation purposes. These purposes are researching, planning, constructing, improving, maintaining, and operating public streets and highways and transit systems. ACA 5 also prohibits the state from using Transportation Improvement Fee revenues to pay for debt service on state transportation general obligation bonds authorized on or before November 8, 2016. Additionally, ACA 5 requires that revenues from the diesel sales swap tax be restricted to transportation planning and mass transportation purposes. (Currently, such revenues could be used for any general purpose.)

**Borrowing Restrictions.** ACA 5 restricts the Legislature from borrowing Transportation Improvement Fee and diesel sales swap tax revenues, except in limited circumstances when the General Fund is exhausted.

**Spending Limit Exemptions.** The State Constitution currently includes spending limits—technically, appropriations limits—on the state and most local governments, known as “Gann limits.” The Constitution exempts certain appropriations from these limits, including appropriations from a portion of gas excise tax revenues and appropriations for capital outlay (including transportation capital outlay). ACA 5 adds to these exemptions by excluding all appropriations from revenues raised by the transportation funding package.

- ***Transit and Intercity Rail Capital Program (\$270 Million)***. This is a competitive grant program that awards funding to transit and rail capital projects, including intercity, commuter, and urban rail projects, as well as projects for bus and ferry transit systems. The program requires projects to meet certain criteria, such as reducing greenhouse gas emissions. The administration estimates the funding package will increase state revenues for this program by about \$270 million annually. (Additionally, the legislation makes a \$256 million loan repayment from the General Fund to this program, with up to \$20 million of this repayment amount available for local and regional agencies to plan for climate changes.)
- ***Commuter Rail and Intercity Rail (\$44 Million)***. Senate Bill 1 creates a new stream of revenues for commuter and intercity rail operations and capital improvements. The legislation splits funding equally between commuter rail and intercity rail. The California Transportation Agency is to develop guidelines to allocate funding among eligible rail agencies. The administration expects the funding package to provide \$44 million annually for both commuter and intercity rail combined.

### **Trade and Congested Corridor Programs**

The funding package includes a total of about \$560 million annually for two new programs to improve trade corridors and congested corridors. These programs, which can support state highways, local streets and roads, or transit, include:

- ***Trade Corridor Enhancements Program (\$310 Million)***. Under this program, Caltrans and local agencies can apply for funds for corridor-based freight

projects. (Proposition 1B of 2006 created a similar program.) The administration estimates this program will receive about \$310 million annually.

- ***Solutions for Congested Corridors Program (\$250 Million)***. This is another new program created by SB 1. Under the program, Caltrans and local agencies can apply to the CTC to fund projects that address transportation, environmental, and community access improvements within highly congested travel corridors. The legislation sets aside \$250 million annually for the program.

### **Other Programs**

The funding package includes about \$270 million annually for various other programs, including:

- ***Active Transportation Program (\$100 Million)***. This program funds bicycling and pedestrian improvement projects. Funds in the program are allocated through competitive grants with half of the funds distributed to projects selected by the state, 40 percent distributed to projects selected by large urban regions, and 10 percent for projects selected by rural and small urban regions. The funding package increases funding for this program by \$100 million annually.
- ***Freeway Service Patrols (\$25 Million)***. Caltrans, the California Highway Patrol, and local agencies jointly operate freeway service patrols that remove disabled vehicles from state freeways in order to mitigate traffic congestion. Senate Bill 1 increases funding for this program by \$25 million annually.

- **Local and Regional Planning (\$25 Million).** The funding package provides \$25 million annually for a new program of local planning grants. These grants are to encourage local and regional planning that further state goals.
- **University Transportation Research (\$7 Million).** Four University of California campuses currently have transportation research centers. The funding package provides \$5 million altogether annually for these centers. Additionally, the legislation appropriates \$2 million annually to the California State University to conduct similar research activity.
- **Workforce Development (\$5 Million).** The funding package appropriates \$5 million annually from 2017-18 through 2021-22 to the California Workforce Development Board to assist local agencies in promoting pre-apprenticeship training programs. These training programs are to focus on delivering certain projects funded by SB 1.
- **Parks and Agricultural Programs (\$108 Million).** The funding package sets aside the increased base gasoline excise tax revenues from off-highway vehicles and boats for the California Department of Parks and Recreation for general purposes. The administration expects these revenues to total \$82 million annually. In addition, the legislation sets aside the increased base gasoline excise tax revenues from agricultural vehicles—estimated at \$26 million annually—for the California Department of Food and Agriculture.

## INCLUDES ACCOUNTABILITY AND OTHER PROVISIONS

The transportation funding package includes several other provisions beyond raising and

spending new revenues. Most of these provisions concern oversight of the new funding as well as certain aspects of Caltrans' operations. Below, we summarize each provision.

**Sets Preliminary Performance Outcomes for Caltrans.** Senate Bill 1 states legislative intent for Caltrans to achieve five outcomes by the end of 2027. Caltrans is to report annually to the CTC on its progress in meeting the outcomes. The commission is to evaluate Caltrans's progress toward the outcomes and include any findings in its annual report to the Legislature. The five outcomes are:

- At least 98 percent of state highway pavement in good or fair condition.
- At least 90 percent level of service for maintenance of potholes, spalls, and cracks.
- At least 90 percent of culverts in good or fair condition.
- At least 90 percent of transportation management system units in good condition.
- At least an additional 500 bridges fixed.

**Expects Caltrans to Operate More Efficiently.** Senate Bill 1 requires Caltrans to implement unspecified efficiency measures with the goal of generating at least \$100 million annually in savings to redirect toward maintaining and rehabilitating state highways. Caltrans is to report on these savings to the CTC.

**Creates New Independent Office of Audits and Investigations for Caltrans.** This new office is responsible for ensuring Caltrans and its contractors (including local agencies) spend funding efficiently, economically, and in compliance with state and federal requirements. The office is to report its findings annually to the

Governor and the Legislature. The Governor is to appoint an Inspector General to oversee the office, subject to Senate confirmation, for a six-year term.

***Modifies Approval Process for Caltrans'***

***Biannual Proposal of Rehabilitation Projects.***

Currently, the CTC reviews and approves Caltrans' proposed plan for rehabilitation projects every other year. The funding package alters the current approval process in a few ways, such as by requiring (1) CTC to allocate funds for capital outlay support for each project phase and (2) Caltrans to receive the commission's approval for changes to a programmed project or increases in capital or support costs (above a certain threshold).

***Establishes Requirements for Local***

***Governments to Receive Funding.*** To be eligible to receive SB 1 funding for streets and roads maintenance and rehabilitation, the legislation requires cities and counties to spend at least as much on transportation from their unrestricted funds as they spent from 2009-10 through

2011-12, on average. The State Controller's Office is authorized to perform audits to ensure compliance. Additionally, cities and counties must submit to the CTC a list of proposed projects approved by the city council or county board of supervisors.

***Other Provisions.*** Other major provisions in the legislation (1) create an Advance Mitigation Program at Caltrans to protect natural resources and accelerate project delivery, (2) require Caltrans to create a plan to increase contracts awarded to certain groups (such as small businesses), (3) require Caltrans to incorporate the "complete streets" design concept into its highway design manual, (4) require the Department of Motor Vehicles to confirm certain trucks are in compliance with state air pollution standards as a condition of registration starting in 2020, and (5) prohibit state and local regulations requiring a truck to meet stricter air pollution standards for up to 18 years after it is first certified for use.

## ISSUES FOR LEGISLATIVE CONSIDERATION

While SB 1 included specific funding allocations to individual programs, it left some implementation details up to future legislative and administration actions. On May 11, 2017, the Governor released his May Revision budget proposal for 2017-18, which addresses some implementation issues. We discuss these issues below. Additionally, we discuss at the end overarching issues for the Legislature to consider regarding oversight and accountability.

***Allocating State Highway Funding.*** As previously indicated, one area where the legislation does not explicitly allocate funding is between state highway maintenance and rehabilitation programs. In his May Revision, the Governor allocates slightly more funding from the new revenues to highway

maintenance as compared to rehabilitation. As maintenance projects can help prevent more costly rehabilitation projects in the future, the Legislature could consider allocating more funding to maintenance to achieve long-term savings.

***Establishing Program Guidelines.*** Most of the programs funded through SB 1 already are in existence. The legislation, however, creates a few new programs, such as one for commuter and intercity rail and another for trade corridors. CTC and the California State Transportation Agency are tasked with developing guidelines for the new programs. Nonetheless, the Legislature could consider specifying in statute certain program requirements. In his May Revision, for example, the Governor proposes trailer bill language for the



trade corridor program that establishes various program requirements, such as for 60 percent of funds to support projects nominated by local and regional agencies and 40 percent for projects nominated by Caltrans.

***Increasing Efficiency at Caltrans.*** As described earlier, SB 1 includes several measures to increase efficiency at Caltrans, such as by creating a new Inspector General to find ways to improve the department's operations and by setting an expectation for Caltrans to achieve efficiency savings. As part of his May Revision, the Governor proposed an initial staffing plan for the Inspector General's office but certain key questions remain unanswered, such as how the Inspector General would select audits and investigations to perform. Additionally, the administration did not present a plan for Caltrans to operate more efficiently and achieve the expected \$100 million in savings (though its spending plan documents reflect the savings). One way our office in the past has recommended having Caltrans operate more efficiently is by reducing its capital outlay support staff relative to the volume of capital projects the department delivers. The Governor's May Revision takes a step in this direction by reducing capital outlay support staff, but it also leaves open the possibility for staffing augmentations in 2017-18 after the enactment of the budget.

***Ensuring Oversight and Accountability.***

Though SB 1 establishes various long-term performance outcome measures for highway conditions, the legislation does not include specific mechanisms for holding the administration accountable for achieving these outcomes nor does it set interim benchmarks against which to measure the administration's progress in the near term. To improve its oversight of the new funding, we encourage the Legislature to begin now considering how to hold the administration accountable in the near term. For instance, the Legislature could establish in state law interim outcome measures against which to measure the administration's progress in achieving the longer-term outcomes contained in SB 1. It also could consider consequences should the administration not achieve these interim outcome measures. For instance, the Legislature could consider reprioritizing funding across programs (such as from rehabilitation to maintenance) or enacting organizational or governance changes to state transportation agencies to improve their effectiveness (such as by further strengthening the authority of CTC to oversee Caltrans' rehabilitation projects by authorizing the commission to approve or reject individual projects, rather than an entire program of projects).



**LAO Publications**

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This brief was prepared by Paul Golaszewski and reviewed by Anthony Simbol. The Legislative Analyst's Office (LAO) is a nonpartisan office that provides fiscal and policy information and advice to the Legislature.

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**RESOLUTION NO. 18-37**

**A RESOLUTION OF THE GOVERNING BOARD OF THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS (“SGVCOG”) OPPOSING THE VOTER APPROVAL OF GAS AND VEHICLE TAXES INITIATIVE (INITIATIVE).**

**WHEREAS**, the Fix Our Roads Campaign developed the following principles to address the State’s Transportation needs:

1. Make a significant investment in transportation infrastructure.
2. Focus on maintaining and rehabilitating the current system.
3. Equal split between state and local projects.
4. Raise revenues across a broad range of options.
5. Invest a portion of diesel tax and/or cap and trade revenue to high-priority goods movement projects.
6. Strong accountability requirements to protect the taxpayers’ investment.
7. Provide consistent annual funding levels.

**WHEREAS**, the SGVCOG adopted 15-27 in support of the Fix Our Roads Campaign in September 2015; and

**WHEREAS**, SB 1 (Beall) is intended to address long-term structural issues related to transportation funding and is consistent with the principles adopted by the Fix Our Roads Campaign; and

**WHEREAS**, SB 1 (Beall) was passed by the California State Legislature on April 6, 2017; and

**WHEREAS**, SB 1 (Beall) was signed into law by Governor Jerry Brown on April 28, 2017; and

**WHEREAS**, SB 1 (Beall) will generate \$52.4 billion in ten years in the following manner:

- a) Increases the excise tax on gasoline by \$0.12 per gallon, effective November 1, 2017.
- b) Increases the excise tax on diesel fuel by \$0.20 per gallon, effective November 1, 2017.
- c) Increases the sales tax on diesel fuels by an additional 4% increment, effective November 1, 2017.
- d) Establishes a new yearly Transportation Improvement Fee (TIF), based on the market value of the vehicle, effective January 1, 2018.
- e) Establishes the Road Improvement Fee, which is a \$100 per vehicle fee for Zero-Emission Vehicles, effective July 1, 2020.

**WHEREAS**, the “Voter Approval for Gas and Vehicle Tax Initiative” (Initiative) would eliminate at least \$1.15 billion in funding for San Gabriel Valley projects; and

**WHEREAS**, this Initiative would eliminate ~68,000 jobs created statewide from SB1 this year and decrease job growth by 680,000 over 10 years; and

**WHEREAS**, this Initiative would prevent much needed repairs of our degrading infrastructure at a time when car ownership keeps increasing;

**NOW, THEREFORE BE IT RESOLVED THAT THE GOVERNING BOARD OF THE SGVCOG OPPOSES THE VOTER APPROVAL OF GAS AND VEHICLE TAXES INITIATIVE.**

**PASSED, APPROVED, AND ADOPTED** by the Governing Board of San Gabriel Valley Council of Governments, in the County of Los Angeles, State of California, on the 21<sup>st</sup> day of June, 2018.

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Cynthia Sternquist, President  
San Gabriel Valley Council of Governments



**Attest:**

I, Marisa Creter, Executive Director and Secretary of the Board of Directors of the San Gabriel Valley Council of Governments, do hereby certify that Resolution 18-37 was adopted at a regular meeting of the Governing Board held on the 21<sup>st</sup> day of June 2018, by the following roll call vote:

<b>AYES:</b>	
<b>NOES:</b>	
<b>ABSTAIN:</b>	
<b>ABSENT:</b>	

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Marisa Creter, Secretary