



San Gabriel Valley Council of Governments

AGENDA AND NOTICE

OF THE **SPECIAL MEETING OF THE SGVCOG PLANNING DIRECTORS
TECHNICAL ADVISORY COMMITTEE (TAC)**

**Monrovia Community Center: 119 W. Palm Ave.; Monrovia, CA 91016
Thursday, September 27, 2018 – 12:00 PM**

Chair: Craig Hensley
City of Duarte

**Vice-Chair: Michael
Huntley**
City of Monterey Park

Members

Alhambra
Arcadia
Azusa
Baldwin Park
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Irwindale
La Verne
Monrovia
Montebello
Monterey Park
Pomona
Rosemead
San Dimas
San Gabriel
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
LA County DRP

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

MEETINGS: *Regular Meetings of the Planners' Technical Advisory Committee are held on the fourth Thursday of each month at 12 PM at Upper San Gabriel Valley Municipal Water District-602 E. Huntington Dr., Suite B, Monrovia, CA 91016.* The Planners' Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

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

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

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

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



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



PRELIMINARY BUSINESS

3 MINUTES

1. Call to Order
2. Roll Call
3. Public Comment (*If necessary, the Chair may place reasonable time limits on all comments*)

CONSENT CALENDAR

2 MINUTES

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

4. Planners TAC Meeting Minutes – 07/26/2018 -- Page 1
Recommended Action: Approve.

PRESENTATIONS

20 MINUTES

5. SCAG Bottom-Up Local Input and Envisioning Process & SCAG Sustainable Communities Program Grants: Presentation by Kome Ajise, SCAG Director of Planning; Jason Greenspan, Manager, Sustainability, SCAG; Caitlin Sims, Management Analyst, SCAG -- Page 7
Recommended Action: For information and discussion.

ACTION ITEMS

25 MINUTES

6. Measure M MSP Subregional Fund Programming – Proposed Projects List for First Five Year Programming Plan: Presentation by Peter Duyshart, Project Assistant, SGVCOG -- Page 39
Recommended Action: Discuss and provide direction to staff.

UPDATE ITEMS

10 MINUTES

7. SB 1 Sustainable Communities Grants: Presentation by Peter Duyshart, Project Assistant, SGVCOG
Recommended Action: For information only. -- Page 63
8. Capital Projects Review Process & ACE/COG Integration Update
Recommended Action: For information only.
9. LA County Fire Department Update -- Page 65
Recommended Action: For information only.

EXECUTIVE DIRECTOR'S COMMENTS

CHAIR'S REPORT

3 MINUTES

10. Solicitation of presentation topics.
Recommended Action: For discussion.
11. Current City Projects
Recommended Action: Discuss the idea of a monthly presentation on city projects by TAC members.
12. Future Planners' TAC Meeting Time and Location
Recommended Action: Provide direction and input for a new Planners' TAC Meeting Time and/or Location.

ANNOUNCEMENTS

1 MINUTE

- National Association of City Transportation Officials (NACTO) Designing Cities 2018 Conference: Los Angeles: October 1 – 4.

ADJOURN



SGVCOG Planners TAC Meeting Minutes

Date: July 26, 2018

Time: 12:00 P.M.

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

PRELIMINARY BUSINESS

1. Call to Order. The meeting was called to order at 12:07 P.M.
2. Roll Call

Planners TAC Members Present

M. Ronzio-Garcia, P. Lam; Alhambra
M. Nakajima; Diamond Bar
J. Mikaelian, M. Elguira; El Monte
M. Carnahan; Glendora
E. Scherer; La Verne
N. Lee, B. Lynch; Monrovia
M. Huntley; Monterey Park
C. Hanh; Rosemead
D. Whipple; South Pasadena
H. Liu; Temple City
M. Kim; LA County DRP

Planners TAC Members Absent

Arcadia
Azusa
Baldwin Park
Claremont
Covina
Duarte
Irwindale
Pomona
San Dimas
San Gabriel
Sierra Madre
Walnut
West Covina

SGVCOG Staff

P. Duyshart

Guests

I. McAleese; South El Monte

3. Public Comment.

No public comment.

CONSENT CALENDAR

4. Planners TAC Meeting Minutes – 05/24/2018
Recommended Action: Approve.
5. Planners TAC Meeting Minutes – 06/28/2018
Recommended Action: Approve.
6. Election of Chair and Vice Chair for FY 2018-2019
Recommended Action: Nominate and elect Craig Hensley as the Chair of the Planning Directors' TAC for FY 2018-19, and nominate and elect Michael Huntley as the Vice Chair of the Planning Directors' TAC for FY 2018-19.

There was a motion made to approve the Consent Calendar as recommended by staff (M/S: M. Carnahan / E. Scherer).

[Motion Passed]

Ayes	Alhambra, Diamond Bar, El Monte, Glendora, La Verne, Monrovia, Monterey Park, Rosemead, South Pasadena, Temple City, LA County DRP
Noes	
Abstain	
Absent	Arcadia, Azusa, Baldwin Park, Claremont, Covina, Duarte, Irwindale, Pomona, San Dimas, San Gabriel, Sierra Madre, Walnut, West Covina

ACTION ITEMS

PRESENTATIONS

7. AT&T's 5G Towers and Small Cell Technology

Amir Johnson, the SGV Area Director of External Affairs for AT&T, provided this presentation to the Planners TAC. A. Johnson began by mentioning how AT&T and other cellular providers are constantly challenged with filling holes and gaps in its network, improving network speeds, and improving network capacity. An average family of four has 10 cellular, Internet, and/or "smart" devices in the home. Thus, the cellular network is very impacted and stressed.

The presenters explained that 5G network capability will be anywhere from 2 to 15 times faster than current 4G network capabilities. Johnson also went on to discuss how "small cell" technologies are needed in order the 5G network to operate properly, since the network will need as much capacity and bandwidth as possible. A. Johnson reiterated that network capacity must be upgraded and enhanced in order to keep pace with the surging demands for data consumption.

The majority of the second half of the presentation included information about different types of cell sites (and why small cells are the most practical and effective), how small cells can be situated on light poles or other utility poles, and how cities can work with cellular companies from a public policy perspective (i.e. permitting processes, Master Leasing Agreements, and pole attachment rates and fees) in order to facilitate deployment and installation of small cell technologies. Samuel Cha of AT&T provided more technical overviews about how small cell technologies function.

A. Johnson stressed that AT&T is willing to work directly with cities to help them understand their network technologies, operations, and equipment better, and to help with the permitting process. AT&T also wants cities to provide them with transparent public feedback. Additionally, AT&T wants to set up a streamlined process through which they receive feedback, and, eventually, approval, from City Planning Departments. Johnson also pointed out that AT&T is doing these presentations and having these types of meetings with cities to start an open dialogue with cities about how to facilitate small cell investment in their communities.

Questions/Discussion: The following issues were asked about and discussed:

- A TAC member pointed out that competitors have said that they will need extra equipment off to the side from where their small cell technologies are. Why do they need add space and equipment, but AT&T doesn't?
- Where are you putting your radio units? The radios would be enclosed inside the shroud? Can you separate radio units and put it underground?
- How big is the small cell structure on the top of the light? A. Johnson stated that the structure is about 66 inches, and he added that undergrounding the radios are not

possible at the time since their radios are not able to emit signals from underground (Ericsson radios).

- A Planning TAC member remarked that AT&T is not getting much traction from local government, and then asked: Why is this happening? What are some of the issues that AT&T has faced pertaining to development and expansion of network capabilities? Mr. Johnson answered by saying that: one of the main concerns is how many of these will be proliferated throughout the city. Cities are concerned about volume, and thus cities want a master plan from AT&T to show the extent of the 5G technologies and the amount of equipment that will be installed. There's also the concern of public health relating to radiofrequency emissions.
- Another TAC member asked: What is AT&T doing to help cities come up with the arguments and justification to provide answers to some of the health concerns? What is AT&T doing to provide proof, data, and information to substantiate what they're doing?
- One City mentioned that they hired their own consultant on this matter and similar matters, and that has been helpful in understanding what information is out there and what some of the facts are. The optics of this are good to, because then to the public, the information and arguments are coming from the cities, NOT from the cellular companies such as AT&T, which would be seen as very biased.
- Another TAC attendee asked: What is the difference between small cell sites and larger macro sites? Also, why does AT&T sometimes count the length of the light pole or utility pole as part of the total "feet" count.
- How is a small cell different from a micro cell? They are very similar and mostly synonymous. Another local agency answered by point out that small cells seem to be a redesign of current AT&T cell sites. A second TAC member agency added that, for small cells, the radio units and the antenna are all combined into a small device, and is even more compact than micro-like units which are mounted on buildings, etc.
- Small cells don't replace existing cell sites, they supplement or augment them.
- A city asked Mr. Johnson: how far is your hub from your node? Mr. Johnson noted that the maximum limit is 6 miles.
- A City expressed the following concern: how will putting infrastructure in before a City approves a node comply with City code and compatibility?
- Would AT&T have to increase the capability and antenna signal on the macro sites as AT&T adds more 5G capable small cell sites. Do these developments threaten to change the physical look of the macro sites and towers? Would the macro sites be obsolete? A. Johnson stated that macro sites would still be necessary because they provide the COVERAGE. Small cell sites provide the increased CAPACITY.
- Different cellular companies have different equipment designs. Are these small cell technologies compatible and co-locatable? A. Johnson said that while the short answer is yes or possibly, it is very difficult to do this.
- Cities are worried about dealing with inconsistent and un-uniform designs on this matter across different companies. It's possible that some cities will be rewriting some practices and designs to adapt to these new cellular coverage technologies.
- One City mentioned that a lot of the cities are Edison territory, and then followed-up that up by asking: what is the SCE approval process for this issue? Mr. Johnson replied that AT&T has to get conceptual approval from SCE, and then cities have to approve of the location, still. SCE still owns the light, though. Designs will be dependent on who owns the light pole.

DISCUSSION ITEMS

INFORMATION ITEMS

UPDATE ITEMS

8. Update on Measure M Subregional Fund Programming

P. Duyshart provided an update to the TAC on this matter. He reminded TAC members that in the late Spring / early Summer, SGVCOG Chief Engineer Mark Christoffels announced a call for projects for both First-Last Mile program project proposals and Active Transportation and Greenway program project proposals. P. Duyshart reminded TAC members to please send in their proposed projects, as Measure M subregional fund allocation and programming cannot occur until the COG receives more proposals. While the original deadlines for cities and the County to submit proposed project ideas was July 13, this submission deadline has now been extended to July 31. While the First-Last Mile program call for projects was only sent to cities which have a rapid transit station (i.e. Metro Rail, bus rapid transit, and Metrolink) located within its jurisdiction, all cities received the call for projects notification for the Active Transportation program. Duyshart notified the TAC that the COG will begin prioritizing project requests in August once all MSP submission are in from SGV local agencies.

9. ACE/COG Integration

P. Duyshart updated the TAC on this item. He provided a chart which showed the timeline of the various integration activities, projects, and aspects for the next year. He also reported that a compensation and classification study for the integrated agency is still being conducted, and the initial results of the Classification portion of the study were presented to the ACE Integration Ad Hoc Committee last month. Duyshart also reminded TAC members that the draft LOI for the new COG/ACE Project Review and Selection process for capital construction projects was released earlier this month, and that agencies have until August 31 to submit projects for consideration. Unlike the Measure M solicitation of projects, cities can submit any capital construction project under the COG/ACE Project Review and Selection Process, not just transportation-related projects.

10. Subcommittee on LA County Fire Department Compliance

P. Duyshart provided a short update on this item to the TAC. He reported that the City Managers directed COG staff to work with contracting cities first, and then to schedule a meeting between City Managers and high-ranking LACFD representatives, but only after the City Managers initially try to work through the California Contract Cities Association (CCCA). COG staff is currently in contact with the CCCA to provide the CCCA with more information about the issues that COG cities are facing regarding this matter, and to also try to schedule meetings with the appropriate LACFD representatives to try to resolve issues of increasing contracting costs and customer service and plan check problems and delays.

EXECUTIVE DIRECTOR'S COMMENTS

There were no comments or announcements from, or on behalf of, the SGVCOG Executive Director.

CHAIR'S REPORT

11. Solicitation of presentation topics

There was no discussion on this item.

12. Current City Projects

There was no discussion of city projects.

ANNOUNCEMENTS

P. Duyshart announced that there will be no Planning Directors' TAC meeting in August. The next Planning Directors' TAC Meeting will be on *September 27th*.

ADJOURN

The meeting adjourned at 1:11 P.M.

DATE: September 27, 2018

TO: SGVCOG Planning Directors' TAC

FROM: Marisa Creter, Executive Director

RE: SCAG Bottom-Up Local Input and Envisioning Process & SCAG Sustainable Communities Program Grants

RECOMMENDED ACTION

For information and discussion.

BACKGROUND ON THE 2020 RTP/SCS

Every few years, the Southern California Association of Governments' (SCAG) Regional Council adopts an updated Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which covers the next 24-25 years. An RTP/SCS is a long-range visioning plan which balances future mobility and housing needs with economic, environmental, and public health goals, and also provides a set of guidelines for integrating land use and transportation policies in order to foster sustainable and economical growth across the Southern California region. When SCAG develops and crafts its RTP/SCS, it conducts thorough, comprehensive, and equitable outreach in order to receive valuable input from local governments, county transportation authorities, non-profit organizations, community-based organizations and service providers, and tribal governments throughout Southern California, within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

SCAG is currently developing its 2020 RTP/SCS (the horizon year of which is 2045), and this highly in-depth plan seeks to set even higher sustainability and transportation accessibility goals than the 2016 version of the RTP/SCS. These differences include:

- More aggressive GHG targets.
- New MAP-21/FAST Act performance measures and target setting.
- Two new federal planning factors, including improving the reliability of the transportation system and mitigating stormwater impacts of transportation.
- Coordination with, and relation to, the Regional Housing Needs Assessment (RHNA).
- More thorough local outreach and engagement.

Since SCAG's goal is to conduct more thorough and meticulous feedback while developing the 2020 RTP/SCS, SCAG has been developing and implementing its Bottom-Up Local Input and Envisioning Process. The purpose of this outreach project is to gather feedback and information from local jurisdictions across Southern California regarding base land use, sustainability practices, anticipated population and employment growth, local transit supportive measures, and local policies as they relate to environmental sustainability. SCAG conducts one-on-one sessions with cities and counties to get a better understanding for their goals, measures, and best practices

pertaining to transit improvement and sustainability. SCAG's outreach to date as part of the Bottom-Up Local Input and Envisioning Process has included:

- 197 Work Plans Distributed to Local Jurisdictions
- 197 One-on-One Meetings with Local Jurisdictions
- 80 Jurisdictions Offered On-Site Technical Assistance
- 21 Subregional Presentations

To date, only about 25% of the local jurisdictions in SCAG's region have provided input on the RTP/SCS data elements. Frank Wen, a Planning Manager with SCAG, will give a presentation to the Planners TAC in which he will provide more details about the Bottom-Up Local Input and Envisioning Process, and the impact that local feedback can have on the development of the next RTP/SCS. Mr. Wen will also provide a brief overview on the 6th Cycle of the Regional Housing Needs Assessment (RHNA), as well.

The deadline to submit input to SCAG as part of the Local Input and Envisioning Process in order for this input to be considered for the 2020 RTP/SCS is **Monday, October 1**.

BACKGROUND ON SCAG's SUSTAINABLE COMMUNITIES PROGRAM GRANTS

Currently, there are a few funding opportunities offered through SCAG or through SCAG partnerships which can fund local jurisdictions' sustainability and transit-oriented plans and projects, and supports the implementation of existing and future RTP/SCS plans. One such grant program is SCAG's Sustainable Communities Program (SCP), which is funded via SB 1 Sustainable Communities Formula Grants for Metropolitan Planning Organizations (MPOs). The main goal of SCAG's SCP is to maximize resources and implement plans in order to reach aggressive GHG reduction goals. There are three main project categories for the Sustainable Communities Program: Active Transportation projects, Integrated Land Use (ILU) projects, and Green Region Initiative (GRI) projects.

Eligible types of Active Transportation projects include:

- Community-wide and Area plans
- Regional Corridors plans
- Infrastructure Demonstration Quick-Build Projects, and
- Safety Strategic Plans

Eligible ILU projects include:

- SB 743 Implementation Assistance
- Parking Pricing, Reduction, and Management Strategies, and
- Livable Corridor and Transit Oriented Development (TOD) Planning

Eligible GRI projects include:

- Heat Island Reduction with Urban Greening and Cool Streets
- Electric Vehicle Charging Infrastructure Planning

Eligible applicants for the SCAG Sustainable Communities Program grants include cities, counties, and transit agencies, while Councils of Government are able to apply only as sub-

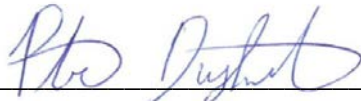
applicants. Applicants who are selected for funding awards through this grant will also receive technical assistance.


Caitlin Sims of SCAG will provide further information on SCAG's Sustainable Communities Program Grants and other related funding opportunities to the Planners TAC. Members of the Planners TAC will be able have a discussion with SCAG staff to brainstorm potential collaborative, practical projects that they can apply for funding for through these grant programs.

NEXT STEPS

The Call for Applications for the Sustainable Communities Program Grants opened earlier this month, on September 10th. The application for local jurisdictions to submit their SCP applications is Thursday, November 15th, 2018, which gives cities and the County about a month and a half to complete their respective applications. SCAG's Regional Council is scheduled to approve the SCP Application Rankings on March 7th, 2019.

SCAG staff will be hosting an SCP Application Workshop on October 2nd, 2018 from 2:30 p.m. to 4:00 p.m. at its headquarters. Additionally, the SGVCOG is willing to assist interested cities with their SCP applications so that cities can take advantage of this funding opportunity.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

Attachments:

Attachment A – Presentation Slides -- Page 10

Attachment B – SCAG Sustainable Communities Program Guidelines -- Page 22

Attachment C – SCAG Sustainable Communities Program Fact Sheet -- Page 37

Update on the Bottom-Up Local Input and Envisioning Process for the 2020 RTP/SCS and RHNA + Future Funding Opportunities

Frank Wen and Caitlin Sims
SCAG
September 2018



2020 RTP/SCS - What's Different this Time?

- More aggressive GHG target (19% vs. 13% in 2016)
- MAP-21/FAST Act performance measures & target setting
- Two New Federal Planning Factors:
 - Improving resiliency and reliability of transportation system & reducing or mitigating stormwater impacts of transportation
 - Enhancing travel and tourism
- More outreach
- Activity-based model implementation
- Coordination with Regional Housing Needs Assessment (RHNA)
- Ever changing and fast paced technology & innovation landscape



RTP/SCS Key Questions: What Kind of Future?



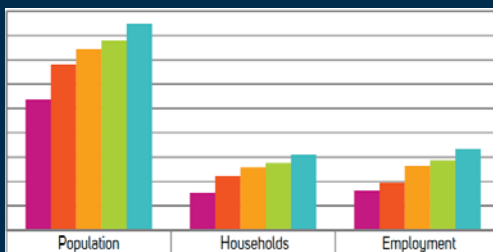
- What type of **transportation network** should we have?
- How should be prioritizing our **limited transportation revenue**?
- How bold should we be in identifying **new revenue sources** or rethinking our current funding structure?
- Where should **new growth** be located?
- How can we best **balance** mobility, public health, natural systems, and economic development?
- What can we **achieve together** that we cannot achieve as individual cities or counties?
- **What do community members view as important for a bright and sustainable future?**



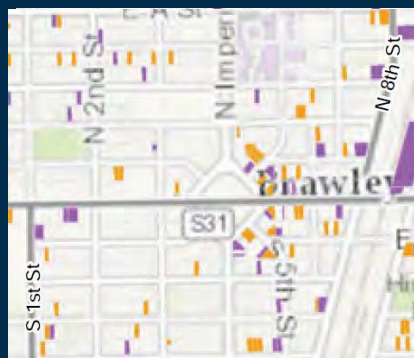
Bottom-Up Local Input and Envisioning Process



Data Package for Local Review and Input



*Current and Future
Population, Households, Employment*



*Existing and Planned Land Use,
Local Transportation Infrastructure,
Resource Areas, Potential Infill Parcels*

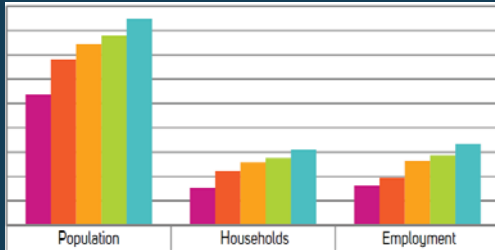


*Sustainability Best Practices,
Transit Supportive Measures*

Bottom-Up Local Input and Envisioning Process



Growth Forecast Methodology



*Current and Future
Population, Households, Employment*

- SCAG first convened a panel of expert economists and demographers to identify likely regional and county level growth through 2045 (the horizon year of our plan)
- County level growth was then broken down to each jurisdiction based on recent trends and input received from jurisdictions in the previous RTP/SCS
- Anticipated population, households, and employment was then allocated at the neighborhood (e.g. TAZ) level based upon local existing land use and general plan land use

Bottom-Up Local Input and Envisioning Process



Outreach to Date

- 197 Letters and Work Plans Distributed to Local Jurisdictions
- 197 One-on-One Meetings
- 80 Jurisdictions Offered On-Site Technical Assistance
- 21 Subregional Presentations
- 19 Regional and Classroom-Style Trainings
- 1 City Council Study Session



SCAG's Draft Data/Map Books are available at <http://scagrtppcs.net/Pages/DataMapBooks.aspx>

[Home](#)
[About the Plan](#)
[Read the Plan](#)
[Past Plans](#)
[Resources](#)
[Ready for 2020](#)

Bottom-Up Local Input and Envisioning Process

In preparation for adoption of Southern California's next Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) in spring 2020, SCAG will be engaging with local jurisdictions, subregions, and other stakeholders to inform development of the upcoming Plan. SCAG's Bottom-Up Local Input and Envisioning Process is being conducted to solicit feedback from local jurisdictions on base land use, anticipated population/household/employment growth, resource areas, sustainability practices, and local transit-supportive measures to help decision makers understand how the region will perform under current circumstances in future years.

This information will then be used to develop potential scenarios for the 2020 RTP/SCS, through a structured and collaborative engagement with local jurisdictions, county transportation commissions, a broad range of stakeholder groups, and the general public. Input from jurisdictions on locally anticipated household and population growth will also be used by SCAG as part of the regional housing need determination process with the California Department of Housing and Community Development (HCD).

For ease of review, core data items have been mapped in draft format and assembled in an individual map book for each local jurisdiction (available below). County-level maps showing the first draft of anticipated growth are also accessible for review.

IN THIS SECTION

[Draft Data/Map Books](#)
[Training Materials](#)
[Regional Housing Needs Assessment](#)
[Bottom-Up Local Input & Envisioning Process](#)

Draft Data/Map Books

To request draft high-quality maps and shapefiles of SCAG's Data/Map Book or related materials, please contact RTPLocalInput@scag.ca.gov.

Please note that SCAG's draft data is undergoing refinement based on feedback from local jurisdictions, and material included here is subject to revision; inquiries for official data should be directed to each respective local jurisdiction.

[Imperial County](#)

+

[Los Angeles County](#)

+

[Orange County](#)

+

[Riverside County](#)

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[San Bernardino County](#)


+

[Ventura County](#)

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Training Materials



On October 31, 2017, SCAG held a regional training on the Bottom-Up Local Input and Envisioning Process to help local jurisdictions and other stakeholders understand how this early stage of data refinement will impact the RTP/SCS and Regional Housing Needs Assessment (RHNA).

[Watch the Video](#)


Regional Housing Needs Assessment



The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan.

[View the Factsheet](#)

Bottom-Up Local Input & Envisioning Process



SCAG will engage with jurisdictions one-on-one to establish a regional profile of base land use, population, household and employment growth, resource areas, sustainability practices, and local transit-supportive plans and policies.

[More Information](#)

Deadline to Submit Input to SCAG

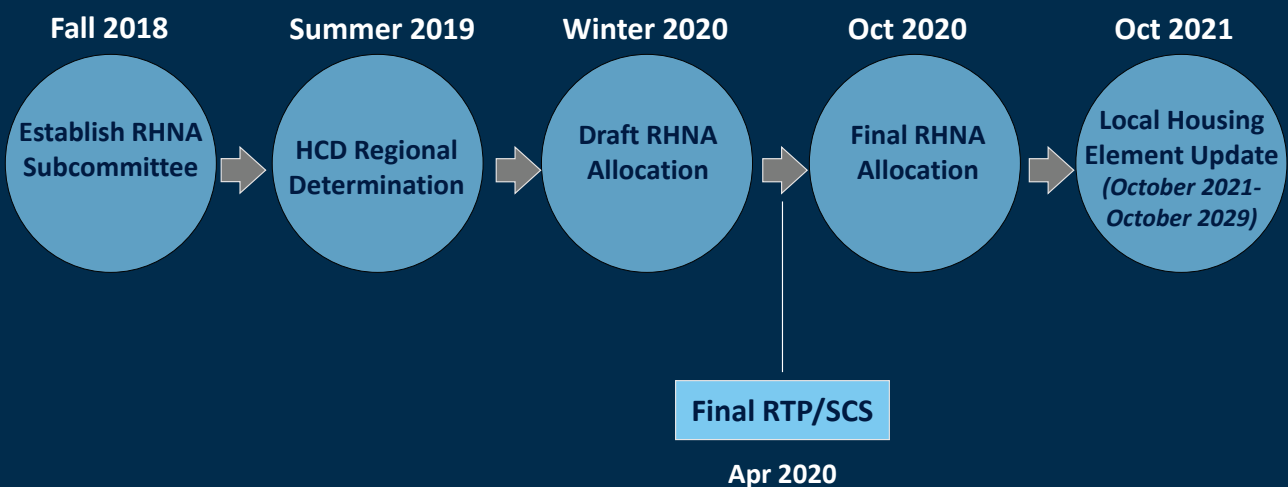
October 1st, 2018

For additional information on this process, including a detailed work plan, please contact SCAG staff at RTPLocalInput@scag.ca.gov.

Next Steps: 6th RHNA Cycle and Beyond



Anticipated RHNA Schedule



Next Steps: 6th Cycle RHNA



The Next Regional Housing Need Determination is Expected to be Higher!

- Market conditions have changed (less vacancy)
- Recent legislation required additional factors to be considered (AB 1086)
 - Overcrowding
- New legislation may require additional factors (SB 828, AB 1771)

Next Steps: Sustainable Communities Strategy



Planning Director Task Force:

SCAG plans to engage with Planning Directors throughout the region to gain input on growth scenarios, SCS strategies and policies

Public Outreach:

SCAG will be launching public facing outreach activities related to scenario planning and SCS strategy development

More details coming this Fall 2018!

Upcoming Funding Opportunities



Future Communities Pilot Program Call for Projects

Goals and Objectives

- Test technology and data-driven approaches to reducing municipal VMT and GHG production
- Promote innovation to best practices and policies
- Identify strategies to quantify and monitor the performance and efficacy

Administration

- \$2.7 M in grant funding (by MSRC and SCAG)
- 25% local match requirement

Key Dates

Call for
Projects

CFP opens – Nov 1, 2018

CFP closes – mid Dec 2018

CFP award recommendations – Jan 2019

SCAG Board approval – Feb 2019

Pilot
Programs

Launch – Spring 2019

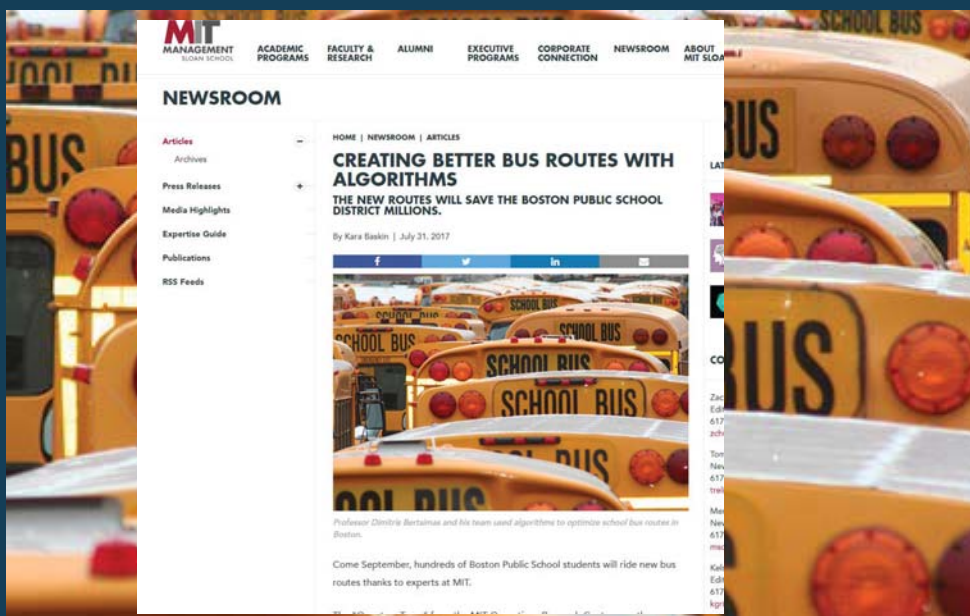
Wrap Up – December 2020

Final Reporting – December 2020

Upcoming Funding Opportunities



Future Communities Pilot Program: Search for New Ideas EXAMPLE: Route Optimization + Fleet Telematics



Fleet Telematics Systems

Equipment/tech that allows information exchange between a vehicle fleet and central authority. Can unlock potential for fleet optimization.

Upcoming Funding Opportunities



Future Communities Pilot Program: Search for New Ideas EXAMPLE: Videoconferencing Court Hearings

Implement videoconference technology in prisons and courtrooms to reduce transport needs

- VMT reduction for attendees: prisoner transport, lawyers, law enforcement, etc.
- Secondary benefits
 - Increased prisoner security
 - Minimize travel of and increase access to expert and witness testimony, translator services – improving due process
- Inexpensive to deploy



Upcoming Funding Opportunities



2018 Sustainable Communities Program Call for Applications



Upcoming Funding Opportunities



2018 Sustainable Communities Program Call for Applications

- Supports implementation of 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- 3 categories:
 - Active Transportation
 - Integrated Land Use (ILU)
 - Green Region Initiative (GRI)
- Successful applicants receive technical assistance
 - Active Transportation – SCAG completes procurement for submitted scope of work
 - ILU & GRI projects – Specific deliverables completed

Upcoming Funding Opportunities



2018 Sustainable Communities Program Project Types

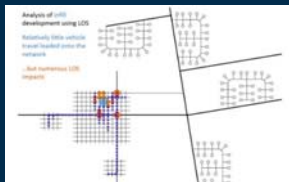
Project Category: Active Transportation	
Project Type	Project Examples:
<i>Community-wide & Area Plans</i>	<ul style="list-style-type: none"> • Community-wide Bicycle or Pedestrian Master Plan • Community-wide Active Transportation Master Plan • First-Last Mile Plan
<i>Regional Corridors Plans</i>	<ul style="list-style-type: none"> • Improving connectivity • Closing gaps in a bikeway network
<i>Infrastructure Demonstration Projects (Quick-Build)</i>	<ul style="list-style-type: none"> • Pedestrian improvements • Scramble cross-walk • Protected bike lanes
<i>Safety Strategic Plan</i>	<ul style="list-style-type: none"> • Local Vision Zero Plans • County or sub-regional plans to identify a high-injury network and strategic investment strategy

Upcoming Funding Opportunities



2018 Sustainable Communities Program Project Types

Project Category: Integrated Land Use (ILU)	
Project Type	Deliverables:
<i>SB 743 Implementation Assistance</i>	<ul style="list-style-type: none"> • VMT baseline data, thresholds, & calculation methodology • Customized VMT forecasting tool • Advanced or Regional VMT Mitigation Measure Strategies
<i>Parking Management, Pricing and Reduction Strategies</i>	<ul style="list-style-type: none"> • Parking Utilization and Pick-up/Drop-off Studies • Parking Standards & Pricing Recommendation Reports • Draft model ordinance
<i>Livable Corridor & Transit Oriented Development (TOD) Planning</i>	<ul style="list-style-type: none"> • Conceptual land-use plan • Inventory of corridor infrastructure & infrastructure improvement plan • Forecast of VMT and greenhouse gas (GHG) reduction



SB743 Infill Development



LA TOD Parking Study



Livable Corridor Planning

Upcoming Funding Opportunities



2018 Sustainable Communities Program Project Types

Project Category: Green Region Initiative	
Project Type	Deliverables:
<i>Heat Island Reduction with Urban Greening and Cool Streets</i>	<ul style="list-style-type: none"> • Street Tree Inventory • Street Tree & Plant Palette • Identification of planting opportunity sites • Landscape design & cool street design standards • Inventory and existing condition report of streets & sidewalks • Palette of recommended cool surface construction materials • Short- and long-term maintenance strategies
<i>Electric Vehicle Charging Infrastructure Planning</i>	<ul style="list-style-type: none"> • Inventory of existing Plug-in Electric Vehicle (PEV) registrations, PEV charging stations, workplaces and MUDs • Identification of most promising workplace, MUD and public Electric Vehicle Supply Equipment (EVSE) sites • Outreach materials and incentives to encourage installation of EVSE



South Gate TOD Vision



SCAG PEV Readiness Plan

Upcoming Funding Opportunities



2018 Sustainable Communities Program (SCP) Call for Applications

	Eligible Applicants	Eligible Subapplicants
Cities/Counties	X	X
Transit Agencies	X	X
Native American Tribal Governments	X	X
Other Public Transportation Planning Entities	X	X
Universities/Community Colleges		X
Community-Based Organizations		X
Non-profit Organizations		X
Councils of Government		X
Other Public Entities		X

Upcoming Funding Opportunities



2018 Sustainable Communities Program Schedule

Call for Applications Opens	September 10, 2018
Application Workshop	October 2, 2018 2:30 – 4:00 p.m. 900 Wilshire Blvd; Suite 1700
Application Deadline	November 15, 2018
Regional Council Approval of 2018 SCP Projects	March 7, 2019
California Transportation Commission Approval of ATP Projects	June 2019
Projects Begin	2019-2020



SAVE THE DATE

9th Annual Southern California Economic Summit December 6th, 2018

Thank you

FRANK WEN and CAITLIN SIMS

SCAG

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Southern California Association of Governments

2018 Sustainable Communities Program Call for Applications

Overview

The Southern California Association of Governments (SCAG) announces the Call for Applications for the 2018 Sustainability Communities Program (SCP). For many years, SCAG's various sustainability planning grant programs (Compass Blueprint, Sustainability Planning Grants) have provided resources and direct technical assistance to member jurisdictions to complete important local planning efforts and enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. Projects selected will allow local agencies to facilitate coordination and integration of transportation planning with active transportation, land use, growth management, urban greening, and electric vehicle charging stations. The SCP also serves as the primary funding vehicle where SCAG partners with local agencies to implement the goals, objectives and strategies of the adopted 2016 RTP/SCS and achieve an integrated regional development pattern that reduces greenhouse gas (GHG) emissions. Applicants are encouraged to review strategies promoted in the 2016 RTP/SCS to align project applications with regional planning priorities and concepts. The most competitive applications will advance multiple planning goals, utilize new or innovative planning practices, and result in planning products or programs that are clearly tied to implementation. Conducting collaborative public participation efforts to further extend planning to communities previously not engaged in land use and transportation discussions is highly encouraged.

Goals

The SCP Call for Applications seeks to support the goals below. In addition, each category has additional goals for the eligible project types.

- Provide needed planning resources to local jurisdictions for sustainability planning efforts;
- Develop local plans that support the implementation of the 2016 RTP/SCS; and
- Increase the region's competitiveness for federal and state funds, including but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

Categories

The 2018 SCP is comprised of 3 main project categories that meet the goals of the overall program. Each category is detailed further in the category guidelines.

- Active Transportation (AT) – Examples include community-wide active transportation plans, safety strategic plans and active transportation demonstration programs.
- Integrated Land Use (ILU) – Includes the following predefined projects: SB743 Implementation; Parking Management, Pricing, and Reduction; and Livable Corridor Transit Oriented Development (TOD) Planning
- Green Region Initiatives (GRI) – Includes the following predefined projects: Heat Island Reduction with Urban Greening and Cool Streets, and Electric Vehicle Charging Infrastructure Planning

Applicants may apply in more than one category, and they may submit multiple applications. SCAG staff is available to support applicants in determining the most appropriate category for their project(s).

Scoring Rubric & Criteria

The overall scoring rubric across all three project types funded through the SCP will be the same. For each category, the application includes 3 main scoring criterion – 1) Project Need, 2) Goals, Objectives and Outcomes, and 3) Partnerships and Leveraging. Application questions vary by category within each topic area depending on the types of projects eligible. The potential points to be awarded for responses to each question also vary by category and project type, and are noted in each application. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria		
Topic 1	Project Need	50 Points
Topic 2	Goals, Objectives and Outcomes	35 Points
Topic 3	Partnerships and Leveraging	15 Points

Funding Sources

Funding for the 2018 SCP will be provided through a combination of federal, state, and local sources. SCAG will allocate funding for project applications based on the eligibility of each funding source and the applicant's readiness. Grants and projects will be managed by SCAG and implemented through its consultants only. Hosting a call for applications to award funds through multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration.

The 2018 SCP will program up to five percent (5%) of SCAG's regional funding from Cycle 4 of the Active Transportation Program, per the 2019 [ATP Regional Guidelines](#).

Due to the inclusion of Senate Bill 1 (SB1) funding, at the time of award notice an applicant, sub-applicant and/or jurisdiction is required to have a housing element in substantial compliance with State housing element law, and must have submitted updated housing element Annual Progress Reports.

Timely Use of Funds/Time Extensions

A project initiation schedule and expectations regarding period of performance will be determined within three months of project award announcements, and will be based on project complexity, funding source, and SCAG staff capacity. Once the project schedule has been established, extensions will be considered on a case-by-case basis. Extensions and scope changes must be requested in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned to the project when awarded. SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

Schedule

The following schedule outlines important dates.

Milestone	Date
SCAG SCP Call for Applications Opens	September 6, 2018
Application Workshop	October 2, 2018
SCAG SCP Call for Project Application Deadline	November 15, 2018
SCAG Regional Council Approval of 2018 SCP Application Rankings*	March 7, 2019

***Projects receiving ATP funding will also be subject to approval by the SCAG Regional Council and California Transportation Commission as part of the adoption of the complete 2019 Regional ATP. SCAG Regional Council consideration is anticipated in April 2019 followed by CTC action in June 2019.**

Contact Information

Questions regarding the SCP application or application process should be directed to:

Caitlin Sims
 Management Analyst
 Telephone: 213-630-1550
 Email: sims@scag.ca.gov

Submittal Information

Applications are due November 15, 2018 by 5:00 pm using the instructions provided in the application. Questions regarding submitting applications for each category should be emailed to contact person listed above. Applications should include all supporting documents in a single PDF file. Project sponsors do not need a board resolution in order to apply but they will be required to agree to submit a supporting resolution from the elected body or a letter of intent in support of the project from the appropriate executive officer prior to receiving funding. Files should be labeled in the following format:

AgencyName_ApplicationCategory_ProjectName. For example: SCAG_AT_GoHuman *or* SCAG_GRI_EVChargingStation.

Active Transportation

Overview

The Sustainable Communities Program Active Transportation Category (SCP-AT) will fund planning and demonstration projects that promote safety and encourage people to walk and bicycle. These projects will be designed to enhance local interest and/or capacity to build safe, efficient active transportation networks.

Goals and Purpose

The SCP-AT Call for Applications seeks to implement SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The 2016 RTP/SCS was adopted on April 7, 2016 and is a long-range vision for transportation and land use planning for the region. The 2016 RTP/SCS focuses on the implementation of four primary regional active transportation strategy areas: Regional-Trip Strategies, Transit Integration Strategies, Short-Trip Strategies, and Education/Encouragement Strategies. All applicants are encouraged to review and align proposals with the recommended strategies, which can be found in the [2016 RTP/SCS Active Transportation Appendix](#).

By directing funding toward projects that implement the 2016 RTP/SCS, SCAG aims to achieve the following goals:

- Increase the proportion of trips accomplished by biking and walking;
- Increase safety and mobility of non-motorized users;
- Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS;
- Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applicants; and
- Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects.

Funding Sources

Funding for the SCP-AT will be provided from a combination of federal, state, and local funding sources. SCAG in collaboration with the county transportation commissions will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Up to \$4.4 million of the program will be funded using no more than five percent (5%) of SCAG's allocation from the 2019 ATP. Per SCAG's 2019 ATP Regional Guidelines, planning and non-infrastructure resources may be programmed to projects submitted through the SCP or to applications submitted through the California Active Transportation Program. Therefore, the exact amount of ATP funding awarded to SCP projects will depend on the quality and scores of projects submitted through the SCP as compared to those submitted, but not funded, through the state's ATP Call for Proposals. The policies and procedures for awarding these funds are consistent with the direction established by the California Transportation Commission and can be found in SCAG's 2019 [Regional Active Transportation Program Guidelines](#). The balance of the program funding will be comprised of federal, state, and local funds.

Grants and projects will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor. As part of the grant and project management, SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility for the timely use of funds.

Regional Equity

Minimum funding targets will be established for each county and project applications will be evaluated against other applications received in their respective county.

Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-AT funds:

- Local or Regional Agency - Examples include cities, counties, councils of government, Regional Transportation Planning Agency and County Public Health Departments.
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resources or Public Land Agencies - Federal, Tribal, State, or local agency responsible for natural resources or public land administration.
- Public schools or School districts
- Tribal Governments - Federally-recognized Native American Tribes.

Eligible Project Types/Maximum Awards

The SCP-AT will fund four types of projects 1) Community-Wide and Area Plans; 2) Regional Corridor Plans; 3) Safety Strategic Plans; and 4) Demonstration Projects. Projects should advance one or more program goals by enhancing community support for active transportation, increasing local capacity to implement active transportation infrastructure improvements and/or improving a local agency's competitiveness for future state and federal funding opportunities.

Community outreach is a crucial part of developing and implementing all projects. SCAG provides a suite of resources through its *Go Human* campaign that are available to complement proposed projects. These resources include the *Go Human* Kit of Parts and co-branded advertising collateral. Applicants interested in taking advantage of these resources must notify SCAG as part of the application process, however, the proposed project budget should not include funding for Go Human outreach elements.

Community-Wide & Area Plans (maximum award: \$250,000)

Applications submitted for this project type should support the implementation of the Transit Integration and Short Trip Strategies as outlined in the RTP/SCS. All planning applications must meet the requirements of the Active Transportation Program, as described in Appendix A of the [2019 Active Transportation Program Guidelines](#) (Cycle 4), with the following exception: SCAG will allow for plan applications to be completed in communities or areas that are not considered disadvantaged.

Examples of eligible plans include but are not limited to the following:

- Community-wide Bicycle or Pedestrian Master Plan
- Community-wide Active Transportation Master Plan

- First-Last Mile Plans (active transportation improvements only)

Regional Corridor Plans (maximum award: \$250,000)

Regional Corridor Plans are planning projects that cross jurisdictions and may require close collaboration with neighboring jurisdictions and/or county transportation commissions and SCAG. Examples must be consistent with the Regional Strategies set forth on Page 29 of the 2016 RTP/SCS Active Transportation Appendix, and include:

- Regional Greenway Network
- Regional Bikeway Network
- County-wide Regional Bikeway Network

Applications for Regional Corridor plans must meet the requirements of the Active Transportation Program as described in the [2019 Active Transportation Program Guidelines](#) (Cycle 4). SCAG will allow for Regional Corridor Plan applications to be completed in communities or areas that are not considered disadvantaged. Examples of projects may include:

- Plans for closing gaps or portions of a regionally significant bikeway network
- Plans for connecting an existing or planned bikeway to the regionally significant bikeway network
- Plans for connecting the regionally significant bikeway network to a business district or other major activity center

Applicants are strongly encouraged to partner with neighboring jurisdictions/agencies to plan for connectivity and implementation of these projects.

Safety Strategic Plans (maximum award: \$250,000)

This project type is new to the 2018 SCP in response to increase federal, state, and local interest in safety and planning to meet safety targets. Safety Strategic Plans should include a focus on protecting people walking and biking, but may also address vehicle to vehicle collisions. Safety Strategic Plans should aim to advance and leverage state and regional planning activities. Examples of project types may include county or sub-regional plans to identify a high-injury network and strategic investment strategy, and local Vision Zero Plans. Safety Strategic Plans will help further the region's efforts to reduce transportation-related serious injuries and fatalities, and achieve established regional safety targets. SCAG's Calendar Year 2018 safety targets are as follows:

- Number of fatalities: 1,601
- Rate of fatalities per 100 million vehicle miles traveled (VMT): 0.97
- Number of serious injuries: 5,752
- Rate of serious injuries per 100 million VMT: 3.5
- Number of non-motorized fatalities and non-motorized serious Injuries: 2,068

Plans should be data driven and include recommendations for context-sensitive approaches for reducing collisions. Plans should be developed in close coordination with community members and stakeholders. To learn more about the region's transportation safety existing conditions and safety targets, please visit SCAG's [Transportation Safety page](#).

Active Transportation Infrastructure Demonstration Projects (Quick Builds) (maximum award: \$500,000)

Active Transportation Infrastructure Demonstration Projects are a core element of the RTP/SCS Education/Encouragement Strategies and provide support for the implementation of other regional strategies, like Regional Corridors or Transit Integration Strategies. Quick Builds provide an opportunity for communities to test infrastructure designs before committing to the permanent infrastructure. This strategy allows for communities to consider innovative and cutting edge design that will create more active transportation trips and contribute significantly to the air quality requirements in the RTP/SCS.

- This project type is an evolution of SCAG’s successful [Go Human](#) outreach events, which have helped local agencies refine designs, build community support, attract grant funding, and expedite delivery of active transportation projects. Active Transportation Infrastructure Demonstration projects should be installed a minimum of three months to accommodate significant community engagement and allow for a more comprehensive assessment of project impact. Given the cap on funding awards, SCAG anticipates the majority of projects funded in this category will test pedestrian-related improvements or bike infrastructure on local streets. More complex projects requiring greater resources are eligible, if the applicant provides in-kind resources or match to fully-fund the demonstration. Project sponsors considering applying for a project in this category are encouraged to attend the Application Workshop and/or reach out to SCAG staff to discuss the scope of the demonstration and deliverability.

Complementary Services—Go Human

SCAG provides a suite of resources through its *Go Human* campaign that are available to complement proposed projects. Interested applicants may select one or both of the following *Go Human* outreach tools to “add on” to their project application at no cost to the project. For SCAG’s planning purposes, applicants wishing to take advantage of complementary services *must* note their intent to pursue these resources in the Background section of the application and provide a brief description on their value to the proposed project.

Go Human Kit of Parts (no financial award) – The Go Human Kit of Parts includes materials, signage and evaluation tools that allow the applicant or their consultant to plan and implement a *Go Human* event and gain community feedback as part of a project-specific or community-wide planning process . This complementary service includes the transport of the Kit of Parts to and from the event location. The applicant or its consultant will be responsible for preparation of a site and installation plan, to be approved by SCAG. The applicant or its consultant will also be responsible for the set-up, break-down and oversight of the *Go Human* Kit of Parts during the event. SCAG staff will be available to provide feedback and guidance on planning for a successful event and direction on appropriate utilization of the Kit of Parts.

Advertising Campaign (no financial award) – Co-branded *Go Human* print materials are available at no cost to cities or other local government agencies to help improve traffic safety for people walking and biking, and to help extend the reach of the *Go Human* campaign. Available materials include, but are not limited to:

- Lawn signs
- Banners
- Postcards
- Billboard ads (with donated placement)
- Bus shelter or bench ads (with donated placement)

- Social media graphics

Match Requirements

There are no match requirements for active transportation projects proposed through the SCP. However, the scoring criteria include points for Partnership and Leveraging to assess the extent to which there is a local commitment to the project.

Scoring Criteria

The scoring criteria across all four project types funded through the SCP-AT will be the same. For each type, the application includes 3 main focus areas. The potential points to be awarded for responses to each area are noted in the application. The question topics and their relationship to the scoring criteria are outlined below. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria	
Topic 1: Project Need	50 Points
Mobility & Safety	35
Public Health	5
Disadvantaged Communities/Community Need	10
Topic 2: Goals, Objectives and Outcomes	35 Points
Mobility & Safety	25
Public Health	5
Public Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Leveraging	5
Cost Effectiveness	5
Public Participation	5

Application Process

Eligible applicants are encouraged to apply to the SCP-AT by completing an application specific to one the four Project Types, above. Please contact SCAG staff if the project includes multiple components, or if for any other reason, support is needed in identifying the proper application to use for a project application. Application workshops will be scheduled for October 2, 2018 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 15, 2018.**

Evaluation Process

For SCP-AT projects, six (6) evaluation teams, one (1) per county, will be established to review, score and rank applications submitted to the SCP-AT. Each team will be comprised of staff from the county transportation commissions and SCAG. Projects will compete and be ranked against other projects within their respective county. Final awards will be based on application score, regional equity targets and

funding eligibility. The Regional ATP Planning and Capacity Building resources, \$4.4 M, shall count toward a county's regional equity goals whether the project was submitted through the SCP or the statewide ATP application process. Following grant award announcements, unsuccessful applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future grant cycles.

Integrated Land Use & Green Region Initiatives

Overview

The 2018 Sustainable Communities Program Integrated Land Use/Green Region Initiatives categories (SCP-ILU/GRI) will fund specific planning efforts, outlined below, which further implementation of SCAG goals, policies, and objectives.

Goals and Purpose

The SCP-ILU/GRI Call for Applications seeks to implement SCAG's [2016 Regional Transportation Plan and Sustainable Communities Strategy](#) (RTP/SCS) and fulfill SCAG's responsibilities to achieve the greenhouse gas (GHG) emissions reductions. The 2016 RTP/SCS was adopted on April 7, 2016 and is a long range vision for transportation and land use planning for the region. The 2016 RTP/SCS outlines recommended strategies for reducing GHG emissions through resource conservation, and integrated land use and transportation (see Chapter 5 in the 2016 RTP/SCS).

The goals of the SCP-ILU/GRI program are to:

- Promote regional implementation of the goals, objectives and strategies of 2016 RTP/SCS.
- Encourage integrated concepts and produce plans that strategically identify resources for project implementation
- Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals
- Identify areas for strategic infill and investment within the region
- Support local and regional sustainability, adaptation & resiliency planning
- Focus new growth around transit and Livable Corridors

Funding Sources

Funding for the SCP-ILU/GRI will be provided from a combination of federal, state and SCAG funding sources. SCAG will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Projects in the ILU/GRI category will be managed by SCAG on behalf of applicants and/or sub-applicants, and implemented through its consultants only. SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility for engagement with jurisdiction staff.

Regional Equity

SCAG will take regional geographic equity into consideration when ranking SCP-ILU/GRI program applications.

Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-ILU/GRI funds as a primary applicant:

- Regional Transportation Planning Agencies (RTPAs)
- Transit Agencies;
- Cities and Counties;
- Native American Tribal Governments
- Other Public Transportation Planning Entities

The following are eligible to apply as a sub-applicant:

- Transit Agencies
- Universities and Community Colleges
- Native American Tribal Governments
- Cities and Counties
- Community-Based Organizations
- Non-Profit Organizations (501.C.3)
- Other Public Entities (e.g. Councils of Government)

For a sub-applicant to apply, an eligible entity listed in the first set above must sponsor their application. In order to do so the sub-applicant must identify both a Sponsoring Agency project manager as well as a sub-applicant project manager on the first page of the application form.

Eligible Project Types

Projects should advance one or more program goals by increasing local capacity to implement plans, enhancing community support for land use transportation integration, and/or improving a local agency's competitiveness for future state and federal funding opportunities. The 2018 SCP-ILU/GRI will provide a suite of resources for five specific types of projects:

1. SB 743 Implementation Assistance
2. Heat Island Reduction with Urban Greening and Cool Streets
3. Parking Management, Pricing and Reduction Strategies
4. Electric Vehicle Charging Infrastructure Planning
5. Livable Corridor Transit Oriented Development (TOD) Planning

SB 743 Implementation Assistance - VMT Baseline & Threshold Establishment

The 2016 RTP/SCS identifies and supports implementation of strategies to reduce GHG emissions and per-capita vehicle miles travelled (VMT) through integrated land use and transportation planning. The California Legislature passed Senate Bill (SB) 743 in 2013, modifying how transportation impacts are measured and eliminating the use of vehicle delay and level of service (LOS) metrics under the California Environmental Quality Act (CEQA). Instead of using automobile delay, as measured by level of service (LOS) and other metrics, the Office of Planning Research (OPR) identified vehicle miles traveled (VMT) as the new metric for transportation analysis evaluating transportation impacts under CEQA. This project will improve the ability of cities to comply with transition from LOS to VMT based project analysis under SB 743, which can lead to reduced regional VMT through more efficient development patterns, support a comprehensive strategy for regional mitigation options, and help implement the 2016 RTP/SCS.

The following products and services will be provided for up to five (5) jurisdictions:

- VMT baseline data, thresholds, calculation methodology, and mitigation measures

- VMT forecasting tool (customized to city or subregion)
- Memorandum of Advanced or Regional VMT Mitigation Measure Strategies
- Three regional strategies for SB 743 compliance may also be explored for applicants: (sub)regional mitigation banks, VMT mitigation exchange, and advance land use regulation mitigation (ex. through mix of land uses and parking strategies)
- Stakeholder engagement at a community workshop
- Implementation strategies

Heat Island Reduction with Urban Greening and Cool Streets

“Urban heat islands” form when natural land cover, e.g. trees, grasslands, wetlands – are replaced with pavement, buildings, and infrastructure. Paved surfaces and other non-reflective surfaces absorb heat during the day and release it at night, inflating overnight temperatures. Urban areas within the region are likely to experience more frequent, more intense, and longer heat waves as temperatures continue to rise due to climate change. Urban heat islands limit mobility by inhibiting human-powered modes of transportation such as walking and biking; increase energy demands; raise air pollution levels; and cause heat-related illness. By partnering with the region’s jurisdictions, SCAG will help increase resiliency to warming urban air temperatures and alleviate effects extreme heat events through urban greening, urban forestry, reduced impervious surfaces and cool pavement strategies and investments. This project seeks to promote increased walking, biking and other non-motorized transportation modes within defined contiguous areas that exhibit potential for increased high quality transit by strategizing for continuous shaded pathways to/from existing or planned transit and shaded transit stops. Moreover, the project will prioritize first/last mile investments, improve access to transit and other key destinations, and make the mode shift from SOVs to human-powered transportation for short trips more appealing.

The following products and services will be provided for up to five (5) jurisdictions that define areas (not exceeding 125 contiguous acres per jurisdiction) characterized by existing or planned high quality transit, active transportation infrastructure, infill land use policies, and high intersection density:

Urban Greening

- Inventory of trees on public and privately held property (with owner’s consent)
- Palette of recommended street/shade and companion plants
- Identification of vacant and other planting opportunity sites
- Strategies for short- and long-term maintenance of the urban forest
- Landscape design standards suitable for code adoption

Cool Streets

- Inventory and existing condition report of streets, sidewalks, paths
- Palette of recommended construction materials and installation strategies of cool surface materials
- Strategies for short- and long-term maintenance of cool surface materials
- Cool street design standards suitable for code adoption

Stakeholder engagement at a community workshop and funding/implementation strategies will be provided for Urban Greening and Cool Streets efforts.

Parking Management, Pricing and Reduction Strategies

Modern on-site minimum parking requirements are routinely structured to ensure free parking is provided at the end of each leg of every vehicle trip, often without regard for the difficulty of providing that parking, its cumulative impacts on land use, or the disproportionate subsidy to drivers relative to other modes of transportation. Older commercial corridors face practical physical limitations in accommodating new minimum off-street parking. These limitations compel business owners to establish cumbersome off-site parking leases and detailed covenants, and parking variances are often needed. In other instances, commercial structures remain vacant or under-utilized despite an abundance of parking in the surrounding area, and neighborhood districts fail to provide the level of activity and amenities that adjacent residential communities could support.

This project will provide the applicant with critical parking and land use related analysis and recommendations for reducing future parking requirements to support revitalization, traffic reduction, and maximization of transit infrastructure. The resulting utilization study and implementation recommendations will position the applicant to advance modified requirements for specific study areas or city-wide for smaller jurisdictions. Special attention will also be paid to the need for pick-off/drop-off zones to accommodate ridehailing services and future automated taxi modes. In particular, the analysis will better link transportation and land use decision making in specific districts as they evolve into vibrant, walkable residential and commercial areas.

The following products and services will be provided for up to five (5) jurisdictions:

- Parking Utilization and Pick-up/Drop-off Studies
- Parking Standards Recommendation Report
- Parking Meter Pricing Recommendation Report
- Maps and visualizations
- Draft model ordinance to modify parking minimums for select districts or city-wide
- Stakeholder engagement at a community workshop
- Funding and implementation strategies

Electric Vehicle Charging Infrastructure Planning

The transportation sector remains a major source of GHG emissions in California. Accordingly, the Governor signed Executive Order B-48-18¹ consistent with California's 2017 Climate Change Scoping Plan calling for 5 million zero-emission vehicles (ZEV) on California's roads by 2030. To achieve this ambitious goal, significant barriers must be overcome to expand and accelerate plug-in electric vehicle (PEV) adoption, including the need to build the necessary charging stations, also known as electric vehicle supply equipment (EVSE) infrastructure. SCAG's So Cal PEV Plan² recommends regional efforts prioritize workplace and multi-unit dwelling (MUD) sites, in order to extend the electric range of employees and open PEV ownership to apartment dwellers. However, charging station build-out at workplaces and MUDs remains limited. The primary challenge to be overcome in addressing workplace

¹ <https://www.gov.ca.gov/2018/01/26/governor-brown-takes-action-to-increase-zero-emission-vehicles-fund-new-climate-investments/>

² <http://www.scag.ca.gov/programs/Pages/PEVReadinessPlan.aspx>

charging is motivating business owners and executives to investigate EV charging installation costs. The challenges facing retrofitting existing multi-unit dwelling structures are much more varied, including a wide range of building types, ownership and management arrangements, and parking configuration. The purpose of this project report is for SCAG to partner with communities to identify prime workplaces, MUDs, and publicly accessible fast charging locations within the applicant jurisdictions using the SCAG PEV Atlas, and to develop strategies to address barriers to implementation that jurisdictions can then implement.

The following products and services will be provided for up to five (5) jurisdictions:

- Inventory of existing PEV registrations, PEV charging stations, workplaces and MUDs
- Evaluation of local institutional barriers to PEV charging infrastructure
- Identification of most promising workplace, MUD and public EVSE sites based on latent demand, land use features, and distance to other charging stations or concentration of underserved MUD residents.
- Stakeholder engagement at a community workshop
- Outreach materials and incentives directed at the decision makers (owners, managers) of workplace and MUD properties to encourage installation of EVSE
- Funding and implementation strategies

Livable Corridor & TOD Planning

The 2016 RTP/SCS anticipates that a significant amount of the region's new housing, population and employment growth will occur in transit rich, mixed use corridors. These "Livable Corridors," which will feature bus rapid transit (BRT) and frequent bus service are located in communities throughout the SCAG region. Livable Corridors will support higher density residential development oriented to transit use, mixed-use centers, and employment hubs at key intersections, as well as increased active transportation through dedicated bikeways and applying a "complete streets" approach. Underperforming, single-use, auto-oriented strip retail development should be replaced with higher density residential and employment.

Developing custom Livable Corridor land-use strategies and plans will encourage transit usage, as well as reduce GHG emissions and vehicle miles traveled. SCAG will partner with communities to develop "vision plans" for Livable Corridors that identify land-use and redevelopment strategies, and implementation plans that will enable communities to capture frequent bus service investment, and tap into regional and state funding opportunities and technical support. The overall goal will be to develop corridor land-use strategies and plans that encourage transit usage, as well as reduce greenhouse gas emissions and vehicle miles traveled. The following products and services will be provided for up to five (5) jurisdictions that contain Livable Corridors with existing or potential BRT and/or high frequency bus service:

- Demographic & socioeconomic profile
- Conceptual land-use plan
- Stakeholder engagement including jurisdiction staff and transit agencies at a community workshop
- Phasing strategies for future land-use development
- Inventory of corridor streetscape, parking and pedestrian infrastructure

- Infrastructure improvement plan to facilitate transit use, urban greening, reduced parking, and pedestrian activity
- Forecast of VMT and GHG reduction, increased transit ridership and pedestrian trips

SCP-ILU/GRI Scoring Criteria

The scoring criteria will vary across the five project types funded through the SCP-ILU/GRI. The potential points to be awarded for responses to each question are noted in the application. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria	
Topic 1: Project Need	50 Points
Readiness	15
Sustainability	20
Resource Need	10
Disadvantaged Communities	5
Topic 2: Project Goals, Objectives and Outcomes	35 Points
Execution	5
Implementation	20
Project Engagement	5
Stakeholder Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Jurisdiction Resources	10
Stakeholder Support	5

Application Process

Eligible applicants are encouraged to apply to the SCP-ILU/GRI by completing an application specific to one of the five project types. Please contact SCAG staff if you have any questions regarding the project types or need help with the application form. SCAG staff reserve the right to change the project type, but only if it helps the project sponsor. Application workshops will be scheduled for October 2, 2018 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 15, 2018.**

Evaluation Process

Five (5) evaluation teams, one (1) for each project type, will be established to review, score and rank applications submitted to the SCP-ILU/GRI. Each team will be comprised of staff from partner agencies, and from SCAG. Final awards will be based on application score, regional geographic equity and funding eligibility. Following award announcements, interested applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future program cycles.

In the 2018 Call for Applications, staff has sharpened the program focus to nine (9) specific projects types, each with a unique application. As discussed in the Background, these program modifications aim to maximize resources toward meeting GHG reduction targets and expedite the procurement process. Project types are outlined below.

Active Transportation Project Types:

- *Community-wide & Area Plans:* Support for the implementation of the transit integration and short trip strategies as outlined in the RTP/SCS. Examples include a community-wide bicycle or pedestrian master plan, community-wide active transportation master plan, and first-last mile plans.
- *Regional Corridors Plans:* Coordination and collaboration with neighboring jurisdictions and/or county transportation commissions and SCAG on regional corridor plans. Examples include improving connectivity and closing gaps in a regionally significant bikeway network.
- *Infrastructure Demonstration Projects (Quick-Build):* Opportunities for jurisdictions to test new infrastructure designs (i.e. protected bike lanes, scramble cross-walk, cycle track) and collect community feedback prior to installing permanent infrastructure.
- *Safety Strategic Plan:* Protecting pedestrians and bicyclists with an aim to reduce vehicle collisions. Examples include local Vision Zero Plans and county or sub-regional plans to identify a high-injury network and strategic investment strategy.

Integrated Land Use (ILU) Project Types:

- *SB 743 Implementation Assistance:* Support for agencies to establish vehicle miles travelled (VMT) baselines and thresholds for compliance with SB 743.
- *Parking Pricing, Reduction, and Management Strategies:* Providing critical parking and land use related analysis to support revitalization, traffic reduction, and maximization of transit infrastructure
- *Livable Corridor & Transit Oriented Development (TOD) Planning:* Planning efforts along corridors with frequent bus service to development corridor vision plans including land use and redevelopment strategies.

Green Region Initiative (GRI) Project Types:

- *Heat Island Reduction with Urban Greening and Cool Streets:* Strategies for shaded pathways to/from transit; first/last mile investments; increased resiliency to warming urban air temperatures through trees and landscaping, reduced impervious surfaces, and cool street surface treatments.
- *Electric Vehicle Charging Infrastructure Planning:* Identifying potential locations for electric vehicle charging stations at workplaces and multi-unit dwellings (MUDs) to encourage the installation of more charging infrastructure

Eligible applicants include the following:

- Cities and counties;
- Native American Tribal Governments;
- Regional transportation planning agencies (RTPAs)
- Transit agencies; and



- Other public transportation planning entities.

The following groups are eligible to apply as a sub-applicant:

- Cities and counties;
- Native American Tribal Governments;
- Transit agencies;
- RTPAs;
- Universities and Community Colleges;
- Community-Based Organizations;
- Non-Profit Organizations (501(c)3);
- Councils of Government; and
- Other public entities.

Greater details on specific eligibility, selection criteria, and the evaluation process can be found in the attached guidelines (Attachment 1).

Next Steps

Staff will present the Sustainable Communities Program Guidelines to the Community, Economic, and Human Development (CEHD) Committee at their September 6, 2018, meeting. The CEHD will be asked to make a recommendation to the Regional Council to approve the Guidelines and authorize staff to release the 2018 Sustainable Communities Resource Program Call for Applications. Given several programming and spending deadlines assigned by various funding sources, SCAG has a relatively short timeframe to release and evaluate applications; recommend project awards; and begin expending available funding during FY 18-19. As a result, staff will also present the item to the Regional Council at their September 6, 2018, meeting for approval of release. Any significant comments from the SCAG policy committees will be reported to the Regional Council for their timely consideration prior to approval of the Guidelines.

Pending Regional Council approval, the anticipated schedule can be found below:

Call for Applications Opens	September 10, 2018
Application Workshop	Week of September 24, 2018 or October 1, 2018
SCAG SCP Call for Applications Deadline	November 15, 2018
Proposal Review and Scoring	November 2018 – January 2019
SCAG Regional Council Approval of 2018 SCP Application Rankings	March 7, 2019
California Transportation Commission approval of ATP projects	June 2019
Projects Begin	Fiscal Year 2019-2020

FISCAL IMPACT:

Staff's work budget for the SCP and funding for selected SCP projects are included in the FY 2018-2019 Overall Work Program (OWP) 275-4823.03 – SB1 Sustainability Planning Grant Program (2018 Call for Projects), 065-0137.12 – Electric Vehicle (EV) Program Readiness Strategies. Funding for the

DATE: September 27, 2018

TO: Public Works TAC
Planners TAC
City Managers' Steering Committee
Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **MEASURE M SUBREGIONAL FUNDS; INITIAL FIVE-YEAR PROGRAMMING PLAN AND PROJECTS LIST**

RECOMMENDED ACTION

Discuss and provide direction to staff.

BACKGROUND

In June 2017, the Metro Board of Directors adopted the Measure M guidelines, establishing a process by which subregional funds under Measure M will be programmed by the subregional entities, including the SGVCOG, through the development of five-year subregional fund programming plans. In accordance with these guidelines, five-year project specific programming plans will have to be submitted to the Metro Board of Directors for adoption, which will subsequently guide the flow of funding to various specific projects that fall within each program.

In December 2017, the SGVCOG Governing Board adopted Resolution 17-37 to allocate the programming of the initial five-year Measure M subregional funds across four programs, as shown below in Table 1, and directed staff to initiate the project selection process to create a full five-year MSP project specific plan.

Program	Sub-region	Ground-breaking Start Date	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	5-Year Total	5-Year Project Development Funding [a]
			FY 2018	FY 2019	FY 2020	FY 2021	FY 2022			
Active Transportation Prog. (Including Greenway Proj.)	sg	FY 2018	\$ 2,761,363	\$ 2,833,158	\$ 2,906,821	\$ 2,979,491	\$ 3,050,999		\$ 14,531,832	\$ 72,659
Bus System Improvement Program	sg	FY 2018	\$ 231,132	\$ 268,868					\$ 500,000	\$ 2,500
First/ Last Mile and Complete Streets	sg	FY 2018	\$ 3,286,511	\$ 3,371,960	\$ 3,459,631	\$ 3,546,123	\$ 3,631,230		\$ 17,295,455	\$ 86,477
Highway Demand Based Prog. (HOV Ext. & Connect.)	sg	FY 2018								
Goods Movement (Improvements & RR'ing Elim.)	sg	FY 2048								
Highway Efficiency Program	sg	FY 2048	\$ 2,450,000	\$ 2,850,000					\$ 5,300,000	\$ 26,500
ITS-Technology Program (Advanced Signal Tech.)	sg	FY 2048								
San Gabriel Valley Subregion Total									\$ 37,627,287	\$ 188,136

Table 1.

SGVCOG Measure M Multi-Year Subregional Program 5-Year Funding by Program.

Based on the amended 5-Year funding allocations, there will be \$14,531,832 in available funds for the Active Transportation Program, \$17,295,455 in funding for the First/Last Mile and Complete Streets Program, \$500,000 for the Bus System Improvement Program, and \$5,300,000 in funding for the Highway Efficiency Program. The funds for the Bus System Improvement Program will be allocated to Foothill Transit for a Bus Rapid Transit study, while the \$5.3 million

of Highway Efficiency Program funds will be expended on the Lemon Ave. ramps project on SR-60.

MSP PROJECT SELECTION PROCESS

SGVCOG staff recently completed a call for projects process for both Active Transportation and First/Last Mile projects through which cities were able to submit qualifying transportation projects to the COG for funding consideration for the next. This process was designed to be simple for cities to participate in. Agencies could submit projects through standard email, and provide only a project title, brief description, and project cost.

Over the course of approximately the last two months, the COG received 52 projects from a total of 16 San Gabriel Valley agencies (cities and LA County). The total cost of all qualifying projects which were submitted to the SGVCOG for Measure M MSP subregional funding consideration was approximately \$158,096,065. Out of the \$158 million, SGV local agencies requested about \$142,703,919 in Measure M MSP subregional dollars to fund their respective projects. Attachment A provides a complete list of all submitted and qualifying Active Transportation and First/Last Mile and Complete Streets projects.

Given that the combined total amount of funding available between the Active Transportation and the First-Last Mile programs for the current MSP 5-Year Plan is \$31,827,287, only a small portion of submitted projects across the SGV subregion will be able to receive funding over the next few fiscal years. Staff is proposing that an equitable way to program the initial MSP funds is to award funding, at the very minimum for design¹, for each local agency's top priority project. When considering only each agency's highest priority project, the total amount of MSP-requested funds is reduced from \$142,703,919 to \$31,242,200. Table 2 contains a list of the 16 projects which are being recommended for partial or full MSP funding for the current MSP funding cycle, and Attachment B is a more detailed list of these projects.

¹ Two of the larger projects (San Jose Creek Multi-use Bikeway and La Verne Gold Line TOD Pedestrian Bridge) have not completed any significant work, including design, to date. Both respective implementing agencies, Pomona and La Verne, have indicated that the majority of construction activity for these two projects would not take place until at least FY 22-23, which would be part of the 2nd MSP funding cycle and 5-Year Plan. Given the timeframe for the first round of MSP funding, staff is recommending that only the design for these projects be funded under this cycle. This will allow for more detailed costs to be included under the next MSP cycle. This will also prevent funds being deobligated by Metro. Metro has a process in place to reserve funds for the next MSP cycle for projects that cover two MSP programming cycles. Therefore, only the funds that will actually be expended in FY 18-22 are included in the totals referenced in this report.

Active Transportation Program Projects

<i>Implementing Agency</i>	<i>Project Name</i>	<i>Recommended Funding through FY 21-22 (Proposed)</i>
City of Alhambra	Lit Crosswalk Traffic Control Devices	\$640,000
City of Industry	Bikeway Project on the San Jose Creek Right-of-way	\$1,500,000
Los Angeles County	Huntington Drive Bike Lanes	\$4,300,000
City of Monrovia	Monrovia Active Community Travel Vinculum	\$4,000,000
City of Pomona	San Jose Creek Multi-Use Bikeway*	\$1,436,057*
City of Rosemead	Mission Drive: Pedestrian Hybrid Beacon System	\$390,500
Temple City	Eaton Canyon Wash Bike Trail	\$2,000,000
TOTAL:		\$14,266,557

First Last Mile & Complete Streets Program Projects

<i>Implementing Agency</i>	<i>Project Name</i>	<i>Recommended Funding through FY 21-22 (Proposed)</i>
City of Arcadia	Arcadia Gold Line Station Pedestrian Access Corridors	\$1,750,000
City of Baldwin Park	Baldwin Park Transit Center FLM	\$656,256
City of Claremont	College Avenue Pedestrian and Bike Improvements	\$690,397
City of Covina	Citrus Ave. Complete Streets Enhancements	\$1,750,000
City of Diamond Bar	Diamond Bar Blvd. Complete Streets Project	\$3,000,000
City of Duarte	Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements	\$1,629,000
City of La Verne	Gold Line Transit Oriented Development Pedestrian Bridge*	\$900,000*
City of San Dimas	Bikeway Project from Gold Line Station to Avenida Loma Vista	\$900,000
City of South El Monte	Santa Anita Avenue Walkability Project	\$5,700,000
TOTAL:		\$16,975,643
COMPREHENSIVE TOTAL:		\$31,242,200

Table 2.
Proposed Selected Priority Projects for First MSP 5-Year Plan.

LOCAL MATCH SCENARIOS

SGVCOG staff is seeking input regarding requiring a local match for awarded Measure M projects. This would allow for additional projects to be programmed next year and the year following as

part of the MSP amendment process. For example, if cities were required to provide a 10% match for their projects, the SGVCOG would have \$3.7 million in remaining funds for this MSP 5-Year Plan, which could be programmed for additional projects. Without any match, there would be about \$530,000 in remaining MSP funds. Table 3 below provides a comparative overview of the MSP funding outcomes for both the match and no match scenarios.

	Without 10% Match	With 10% Match
Total AT Available Funds	\$14,531,832	\$14,531,832
Total Recommended AT Funds	\$14,266,557	\$12,839,901
Total FLM Available Funds	\$17,295,455	\$17,295,455
Total Recommended FLM Funds	\$16,975,643	\$15,278,078
Total AT/FLM Available Funds	\$31,827,287	\$31,827,287
Total Recommended AT/FLM Funds	\$31,242,200	\$28,117,979
Remaining Funds	\$585,087	\$3,709,308

Table 3.

Measure M MSP 5-Year Funding Awarded Allocation Scenarios (\$ in millions).

PREVIOUS SGVCOG COMMITTEE ACTION

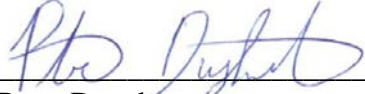
On September 17, the SGVCOG Public Works TAC received this Measure M MSP report and presentation from SGVCOG staff, and deliberated over and discussed this item. After the discussion concluded, the TAC unanimously approved a motion that a 10% local match *not* be required of local agencies which have projects that are being recommended for funding. Immediately following this action, the TAC then unanimously approved a second motion to approve SGVCOG Staff’s proposed MSP funding and programming recommendations, as well as Staff’s methodology for selecting transportation projects for funding.

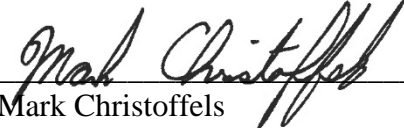
NEXT STEPS

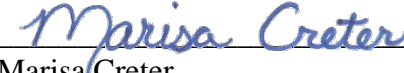
Staff is seeking input on two matters: the proposed funding recommendations and methodology, and the local match proposal. As alluded to previously, this item has already been discussed and approved by the Public Works TAC. It is anticipated that the proposed recommendations will be reviewed by the Planners TAC in September, and then City Managers’ Steering Committee and Transportation Committee in October, for submittal to the Governing Board in November.

Once the Measure M MSP Programmatic Funds Project List is approved by the Governing Board, each local agency which will need to complete forms pertaining to project readiness and project financing and expenditure plans. These forms will need to be submitted to LA Metro, and Metro will review the information provided on the forms to draft a master funding agreement with each local agency which is awarded with funds. Please see Attachment D for these required forms.

REPORT

Prepared by: 
Peter Duyshart
Project Assistant

Prepared by: 
Mark Christoffels
Chief Engineer

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS:

Attachment A – List of all Submitted Measure M Projects -- Page 44

Attachment B – FY 18-22 Proposed Project List and Programming Plan (without 10% match) -- Pg. 53

Attachment C – FY 18-22 Proposed Project List and Programming Plan (with 10% match) -- Pg. 55

Attachment D – MSP Project Forms -- Page 56

**Measure M Multi-year Subregional Programs (Active Transportation Program)
San Gabriel Valley Council of Governments 5 Year Plan Programming Forecast**

List each project, the location, relationship to MSP name/type, and description:

Project Name	Description ¹
South El Monte Santa Anita Avenue walkability project (SEM 1)	Includes the installation of two mid-block crossings with refuge medians and pedestrian signals, all new street paving, bulb-outs, and high visibility crosswalks with stop bars, pedestrian countdown signals, ADA compliant driveways and wheelchair ramp upgrades, as well as signage.
South El Monte Merced Avenue Green Street project (SEM 3)	Install parkway tree wells, curb cuts, bio-retention areas, treatment planters, pervious pavement systems, protected bike lanes, lighting, cross walks and all new street paving
City of Industry bikeway project on the San Jose Creek r/w (Ind. 1)	Design and construct a Class I bike path along the San Jose Creek right of way which meanders through Industry's city limits
City of Industry bikeway project on the UPRR r/w (Ind. 2)	Design and construct a bike path along the UPRR (Alhambra Subdivision) right of way from Azusa Avenue to the Metrolink station at Brea Canyon Road
Claremont Cambridge Ave bikeway project (Cl. 2)	Develop a bicycle connection between the Citrus Regional Bikeway and the regional corridor of Arrow Highway. This project includes class II bikeways throughout.
Temple City Sidewalk Network Expansion	Sidewalk gap closures at various locations
South El Monte Rosemead Revitalization Project (SEM 2)	Construct active transportation elements such as protected bike lanes, sidewalks, drought tolerant landscaped medians, and ADA ramps, and new street paving
Monrovia Active Community Travel Vinculum (Monrovia)	Two-way protected Class I bicycle lanes along Primrose Avenue and Ivy Avenue in Old Town will couple with Class IV cycle tracks along Central Avenue connecting to safer freeway under crossings with guardrails
LA County Puente Creek Bike Path (LAC 4)	Construct Class I Bike Path: 7th Ave. (San Jose Creek) to Temple Ave.; from Hacienda Blvd. to Ringrove Ave.
LA County Colima Rd. Bike Lanes (LAC 2)	Construct Class II Bike Lanes: Larkvane Rd. to Fullerton Rd.; Fullerton Rd. to Brea Canyon Cutoff Rd.; Casino Dr. to Allenton Ave.
LA County Huntington Dr. Bike Lanes (LAC 1)	Construct Class II Bike Lane; San Gabriel Boulevard to Michillinda Ave.
LA County Vincent and Citrus Communities Safe Routes to School (LAC 3)	Installation of new sidewalks, and street crossing improvements such as ADA compliant curb ramps, bulbouts, pedestrian activated warning systems (PAWS), enhanced crosswalks with advanced stop bars, audible push buttons and pedestrian countdown signals

LA County Emerald Necklace East-West Connectors (Quarry Clasp) (LAC 5)	Construct Class I Bike Path: Rio Hondo Bike Trail to San Gabriel Bike Trail
Temple City Eaton Canyon Wash Bike Trail (TC? LAC?)	Complete a bike trail along the Eaton Canyon Wash which traverses through Northeast Pasadena, San Gabriel and Temple City
Arcadia Citywide Bike Facilities (Arcadia 3)	In the coming year, the City will administer an ATP Grant-funded project to add bike lanes, and make associated street and traffic signal improvements to City streets to establish a network of bike routes radiating out from the Arcadia Gold Line Station and connecting with other important activity centers. The City of Sierra Madre is a partner in this project, and some routes will extend into Sierra Madre and connect with their activity centers. The City of Arcadia is planning to pursue a bike share program and is in need of bike parking facilities at these activity centers. The Citywide Bike Facilities Project is intended to provide amenities to encourage and accommodate bike riders to ride to these locations, either with their own bikes or utilizing a bike share program.
San Jose Creek Multi-use Bikeway (Pomona 1)	Construct and complete a 3.5 mile Class I off-road bike and pedestrian greenway adjacent to the San Jose Creek channel in between Temple Ave and I-10 (Casa Vista Drive). This greenway trail would connect residents to about a dozen parks and K-12 schools, as well as Cal Poly Pomona
Diamond Bar Blvd. Complete Streets Project	From SR 60 to Golden Springs Drive, To create a complete streets corridor with both the Green Street and Complete Streets elements. These improvements include enhanced crosswalks/pedestrian walkways/green bicycle lanes, ADA ramps, and bioswales and/or infiltration trenches for stormwater treatment to encourage increased/safe use of biking and walking. Design is currently underway.
City Wide Bike Plan Roll Out (Alhambra) (2)	The City with the adoption of the General Plan Update anticipates the adoption and roll out of a City wide Bike Plan. Funds will be used to install bike lanes, sharrows, signage and publicity. Funding would be for construction as per the bike plan.
Lit Crosswalk Traffic Control Devices (Alhambra) (1)	The City would install a pedestrian push button signal at nine intersections that have an uncontrolled crosswalk. Funding would be for construction. We are submitting an LOI for SGVCOG/ACE to provide the planning/engineering design services for this project.
Mission Drive: Ped Hybrid Beacon System (Rosemead 1)	Installation of PHB System at intersections of Newby Ave. and Lomas Ave.
Valley Blvd.: Traffic Signalization and Synchronization and Analysis (Rosemead 9)	Intersections of Rio Hondo Ave. and Temple City Blvd. along Valley Blvd.: Traffic signal analysis, capacity and safety analysis, upgrade and coordination
Valley Blvd.: Street Corridor Improvements (Rosemead 7)	From Easterly City Limit to Westerly City Limit: ITS transportation system, traffic signal upgrades, pedestrian improvements, lighting improvements, paving, storm water and bike lanes
Garvey Ave.: Street Corridor Improvements (Rosemead 8)	From Easterly City Limit to Westerly City Limit: ITS transportation system, traffic signal upgrades, pedestrian improvements, storm water, lighting, bike improvements and bike facilities.
Walnut Grove Ave.: Street Corridor Improvements (Rosemead 2)	From Northerly City Limit to San Gabriel Blvd.: ITS transportation system, traffic signal upgrades, pedestrian improvements, lighting improvements, paving, storm water and bike lanes

San Gabriel Blvd.: Street Corridor Improvements (Rosemead 3)	From I-10 Freeway to South City Limit: ITS transportation system, traffic signal upgrades, pedestrian improvements, lighting improvements, paving, storm water and bike lanes
Del Mar Ave.: Street Corridor Improvements (Rosemead 4)	From I-10 Freeway to South City Limit: ITS transportation system, traffic signal upgrades, pedestrian improvements, lighting improvements, paving, storm water and bike lanes
Temple City Blvd.: Street Corridor Improvements (Rosemead 5)	From I-10 Freeway to Northerly City Limit: ITS transportation system, traffic signal upgrades, pedestrian improvements, lighting improvements, paving, storm water and bike lanes
Marchant Park -- DeLancy Street -- Green Street Project (San Dimas 9)	Install parkway tree wells, curb cuts, bio-retention areas, treatment planters, previous pavement systems, protect bike lanes, lighting, cross walks, park landscape, and all new street paving
Puente Street Green Street Project (San Dimas 6)	Between Avenida Monte Vista and Via Esperanza: Install parkway tree wells, curb cuts, bio-retention areas, treatment planters, previous pavement systems, protect bike lanes, lighting, cross walks, park landscape, and all new street paving
San Dimas Complete Street Study (San Dimas 8)	Evaluate the streets in San Dimas and highlight the streets that would offer the connections needed between La Verne and Glendora
Multi-Use Trail from Cypress St. to Avenida Loma Vista (San Dimas 2)	Design and construct a multi-use trail "Canyon Vista Trail" from Cypress Street adjacent from the high school to connect to the Via Verde community to the south at Avenida Loma Vista
Civic Park Improvements -- Walkability Project (San Dimas 5)	Includes the design and construction of sidewalks along Iglesia Street, 2nd Street, and Library parking lot
Bikeway Project on San Dimas Canyon Road (San Dimas 7)	Evaluate, design, and construct a bike path along San Dimas Canyon from Arrow Hwy. to San Dimas Canyon Regional Park
W. Covina Blvd. sidewalk project connection to medical services (San Dimas 4)	Includes design and construction of a sidewalk from Charter Oaks Estates, a Senior mobile home park, going west to connect to an already installed sidewalk approx. 890 feet
Bikeway Project from proposed Gold Line station to Bonelli (San Dimas 3)	Design and construct a bike path along north side of San Dimas Avenue from Proposed Gold Line station to Bonelli Park via. Puddingstone Street
Bikeway project from proposed Gold Line station to Avenida Loma Vista (San Dimas 1)	Design and construct a bike path along north side of San Dimas Avenue from the proposed Gold Line Station to Avenida Loma Vista, approx. 1.35 miles.

Citrus Avenue Complete Streets Enhancements (Covina)	This project will add active transportation elements on Citrus Avenue that help to connect the existing Metrolink Covina Station with the new Foothill Transit Center/Park & Ride Facility and other business/civic destinations in the City of Covina.					
List the estimated cost of each project and funding sources:						
Project Name	Cost Estimate	MSP \$ Amount	Non-MSP \$	Notes/Comments (e.g., Funding Sources)		
South El Monte Santa Anita Avenue walkability project (SEM 1)	\$ 5,700,000	\$ 5,700,000		Design: \$700,000 / Construction: \$5,000,000		
South El Monte Merced Avenue Green Street project (SEM 3)	\$ 4,700,000	\$ 4,000,000	\$ 700,000	Design: \$700,000 (Already funded) / Construction: \$4,000,000 (not funded)		
City of Industry bikeway project on the San Jose Creek r/w (Ind. 1)	\$ 3,317,600	\$ 1,500,000	\$ 1,817,600	Design: \$250,000 / Construction: \$3,050,000		
City of Industry bikeway project on the UPRR r/w (Ind. 2)	\$ 2,461,799	\$ 2,461,799	\$ 961,799	Design: \$339,558.50 / Construction (incl. 25% Contingency): \$2,122,240.63		
Claremont Cambridge Ave bikeway project (Cl. 2)	\$ 659,295	\$ 659,295	\$ 65,930	Construction only (Claremont contribution to go toward Design)		
Temple City Sidewalk Network Expansion (TC 2)	\$ 1,000,000	\$ 1,000,000		Design: \$100,000 / Construction: \$900,000		
South El Monte Rosemead Revitalization Project (SEM 2)	\$ 8,200,000	\$ 8,200,000		Design: \$1,200,000 / Construction: \$7,000,000		
Monrovia Active Community Travel VINCULUM	\$ 13,124,563	\$ 4,000,000	\$ 9,124,563	[Design: \$1,192,869 / Construction: \$2,807,131 / TOTAL: \$4,000,000] (FY 19-20: Design and PS&E: \$1,192,869); (FY 21-22: Construction: \$2,807,131)		
LA County Puente Creek Bike Path (LAC 4)	?	?	?	Design and construction (Will not have cost estimate until completion of SGVCOG Greenway Network Feasibility Study)		
LA County Colima Rd. Bike Lanes (LAC 2)	\$ 11,000,000	\$ 11,000,000		Construction only (No Design)		
LA County Huntington Dr. Bike Lanes (LAC 1)	\$ 4,300,000	\$ 4,300,000		Construction only (No Design)		
LA County Vincent and Citrus Communities Safe Routes to School (LAC 3)	\$ 6,900,000	\$ 6,900,000		Design: \$1,400,000 / Construction: \$5,500,000		

LA County Emerald Necklace East-West Connectors (Quarry Clasp) (LAC 5)	\$	14,200,000	\$	14,200,000			Design: \$7,700,000 (\$6,200,000 for land acquisition) / Construction: \$6,500,000
Temple City Eaton Canyon Wash Bike Trail (Temple City) (TC 1)	\$	2,000,000	\$	2,000,000			Design: \$200,000 / Construction: \$1,800,000
Arcadia Citywide Bike Facilities (Arcadia 3)	\$	230,000	\$	230,000			Design: \$30,000 / Construction: \$200,000
San Jose Creek Multi-use Bikeway (Pomona 1)	\$	9,409,535	\$	9,409,535			Design: \$1,436,057 (Pomona: \$60,000) / Construction: \$7,973,478
Diamond Bar Blvd. Complete Streets Project	\$	5,200,000	\$	3,000,000	\$	2,200,000	Design/PS&E: \$200,000 (already funded) / Construction: \$5,000,000 (\$3,000,000 in MSP funds)
City Wide Bike Plan Roll Out (Alhambra) (2)	\$	200,000	\$	200,000			Construction only
Lit Crosswalk Traffic Control Devices (Alhambra) (1)	\$	640,000	\$	640,000			Construction only (Will submit LOI for COG to provide engineering design services for this project)
Mission Drive: Ped Hybrid Beacon System (Rosemead 1)	\$	390,500	\$	390,500			Design: \$35,500 / Construction: \$355,000
Valley Blvd.: Traffic Signalization and Synchronization and Analysis (Rosemead 9)	\$	3,500,000	\$	3,500,000			Design: \$350,000 / Construction: \$3,145,000
Valley Blvd.: Street Corridor Improvements (Rosemead 7)	\$	6,500,000	\$	6,500,000			Design: \$650,000 / Construction: \$5,850,000
Garvey Ave.: Street Corridor Improvements (Rosemead 8)	\$	6,500,000	\$	6,500,000			Design: \$650,000 / Construction: \$5,850,000
Walnut Grove Ave.: Street Corridor Improvements (Rosemead 2)	\$	2,500,000	\$	2,500,000			Design: \$250,000 / Construction: \$2,250,000
San Gabriel Blvd.: Street Corridor Improvements (Rosemead 3)	\$	2,500,000	\$	2,500,000			Design: \$250,000 / Construction: \$2,250,000
Del Mar Ave.: Street Corridor Improvements (Rosemead 4)	\$	2,500,000	\$	2,500,000			Design: \$250,000 / Construction: \$2,250,000

Temple City Blvd.: Street Corridor Improvements (Rosemead 5)	\$ 1,500,000	\$ 1,500,000		Design: \$150,000 / Construction: \$1,350,000
Marchant Park -- DeLancy Street -- Green Street Project (San Dimas 9)	\$ 2,700,000	\$ 2,700,000		Design: \$270,000 / Construction: \$2,430,000
Puente Street Green Street Project (San Dimas 6)	\$ 150,000	\$ 150,000		Design only
San Dimas Complete Street Study (San Dimas 8)	\$ 50,000	\$ 50,000		Study only
Multi-Use Trail from Cypress St. to Avenida Loma Vista (San Dimas 2)	\$ 2,700,000	\$ 2,700,000		Design: \$270,000 / Construction: \$2,430,000
Civic Park Improvements -- Walkability Project (San Dimas 5)	\$ 120,000	\$ 120,000		Design: \$18,000 / Construction: \$102,000
Bikeway Project on San Dimas Canyon Road (San Dimas 7)	\$ 200,000	\$ 200,000		Study, Design: \$30,000 / Construction: \$170,000
W. Covina Blvd. sidewalk project connection to medical services (San Dimas 4)	\$ 100,000	\$ 100,000		Design: \$15,000 / Construction: \$85,000
Bikeway Project from proposed Gold Line station to Bonelli (San Dimas 3)	\$ 700,000	\$ 700,000		Design: \$70,000 / Construction: \$630,000
Bikeway project from proposed Gold Line station to Avenida Loma Vista (San Dimas 1)	\$ 900,000	\$ 900,000		Design: \$90,000 / Construction: \$810,000
Citrus Avenue Complete Streets Enhancements (Covina)	\$ 1,750,000	\$ 1,750,000		Design: \$150,000 / Construction: \$1,600,000
ATP TOTAL:	\$ 128,503,292	\$ 114,661,129		

Measure M Multi-year Subregional Programs (First/Last Mile and Complete Streets Program)
San Gabriel Valley Council of Governments 5 Year Plan Programming Forecast

List each project, the location, relationship to MSP name/type, and description:

Project Name	Description ¹
Baldwin Park Baldwin Park Transit Center FLM	Improve pedestrian infrastructure by providing safe and efficient nonmotorized connections to and from public transit facilities and destinations within the Downtown Baldwin Park district
Arcadia Gold Line Station Pedestrian Access Corridors (Arcadia 1)	Improvements include pedestrian lighting, decorative treatments to the pavement surfaces, raised pavement “speed humps” for pedestrian crossings, bollards and railings, landscape nodes and signage.
Arcadia Colorado Street Complete Streets Project (Arcadia 2)	Colorado Street between Michillinda Avenue and Colorado Boulevard is an important east/west roadway connection. This segment is slightly more than a mile and a half long, and the street accommodates four vehicle-travel-lanes, with a posted speed limit of 45 miles-per-hour. It is one of the few continuous east/west routes through the City connecting with important routes in the neighboring jurisdictions. The street does not have sidewalks, and access to bus stops is challenging. The paved roadway section is not wide enough to accommodate bike lanes. This project proposes to widen the street by at least four feet to accommodate bike lanes in both directions. The project also proposes to construct a meandering sidewalk on the south side of the street to fit within the parkway and avoid the mature trees. Also included are enhancements to the bus stops. The Bike Lanes are identified in the City’s General Plan Circulation Element and are on the US Bike Route 66 through Arcadia. The bike lanes would connect the gap between Pasadena and Monrovia. The sidewalk would also connect a gap between Altura Rd. and Harvard Dr.
Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements	Improve pedestrian and bicycle infrastructure connections to and from the Gold Line Station in Duarte
Claremont College Ave Ped and Bike Improvements (Cl. 1)	First/Last Mile improvements enhancing Pedestrian and Bicycle safety and providing complete streets infrastructure. This project includes ADA features and the relocation of the traffic signal from College at Kirkwood to College at Green Street.
Claremont First Street Bus Turnout (Cl. 5)	Multi-modal improvements accommodating bus pickup and drop off area adjacent to the future Gold Line platform. Includes ADA and Pedestrian path of travel improvements.
Claremont Rideshare Improvements on First Street at Harvard Ave (Cl. 6)	First/Last Mile Improvements focusing on rideshare accommodations adjacent to the future Gold Line Station. In addition to rideshare pick-up/drop-off area, the project includes ADA and pedestrian lighting improvements.
Claremont College Ave Improvements (Cl. 3)	First/Last Mile Improvements enhancing bicycle safety by widening the roadway to accommodate dedicated bike lanes, leading to the Gold Line and Metrolink stations. This project includes widening of the roadway to accommodate installation of class II bikeways, featuring green bikeway
Claremont Bonita Ave Complete Street Project (Cl. 4)	Creating a complete streets corridor to accommodate bicycle and pedestrian connections to mass transit from College Avenue leading to both Metrolink and Gold Line stations. This project includes ADA improvements, and enhancement of existing bike features.
La Verne Transit Pedestrian Improvements (LV 2)	Much of the area near the Gold Line platform is lacking in pedestrian facilities such as sidewalks. Where sidewalks do exist, they are not compliant with today’s construction standards for access and mobility. This project will remove and replace existing sidewalks with Americans with Disabilities Act (ADA) compliant sidewalks and handicap ramps. The project also includes the construction of new ADA compliant sidewalks and ramps where none exist today along White Avenue, Arrow Highway, and E Street.

<p>La Verne Transit Connections Lighting and Landscaping (LV 3)</p>	<p>Installation of coordinated, decorative street lighting and pedestrian scale lighting and landscaping, with emphasis on a) creating a unified transit oriented development district, and b) highlighting pedestrian path of travel from Gold Line Station to major uses including new transit oriented developments, Fairplex, University of La Verne, and Old Town La Verne.</p>							
<p>La Verne Gold Line Connectivity to Old Town Improvements (LV 4)</p>	<p>An important component of this project is linking the properties within the near the Gold Line station to the Old Town area. This project would add ADA compliant sidewalks to define that link. Project would also include adjoining landscaping and lighting. These improvements are also to include construction of pavement and landscaping on the proposed "North Plaza" on First Street, north of the Gold Line platform area.</p>							
<p>La Verne Gold Line TOD Pedestrian Bridge (LV 1)</p>	<p>The City proposes to initiate this improvement that will serve as a critical connector and identifier to visitors that they are in the core of the La Verne TOD area. The bridge is expected to span Arrow Highway and the Metrolink railroad track, connecting La Verne's Gold Line Station to the northern edge of the Fairplex property. This improvement is not only expected to make the two areas convenient for visitors to access but also significantly reduce conflicts between pedestrian and vehicle movements. The benefits will not only be related to events at the fairgrounds but also that of the development that is expected to occur on the 10.7 acres on the northern part of Fairplex's campus which is in La Verne, as well as the adjacent 5.3 acres of property owned by others.</p>							
<p>La Verne: Installation of Bicycle Friendly Video Detection Systems (LV 5)</p>	<p>To improve access to the Gold Line station, this project will replace existing traffic detection systems at localized intersections with enhanced video detection systems that are capable of detecting bicyclists as well as pedestrians.</p>							
<p>Easterly Gold Line Pomona Station Platform (at-grade) Access (Pomona 2)</p>	<p>At-grade pedestrian rail crossing related improvements for the easterly end of the Pomona Gold Line Station platform, with associated connecting pedestrian sidewalk, signal, lighting, access, etc. improvements</p>							
<p>Pomona Gold Line Associated First Last Mile, ATP, et. Al. (Pomona 3)</p>	<p>First Last Mile, Active Transportation Program, and other Gold Line Phase 2B associated improvements</p>							
<p>List the estimated cost of each project and funding sources:</p>								
<p>Baldwin Park Transit Center FLM</p>	<table border="1"> <tr> <td>\$</td> <td>1,477,705</td> <td>\$</td> <td>656,256</td> <td>\$</td> <td>821,449</td> <td>Design: \$78,750 / Construction: \$1,398,955 (Non-MSP money: \$656,256 from Metro, \$165,193 Local Match)</td> </tr> </table>	\$	1,477,705	\$	656,256	\$	821,449	Design: \$78,750 / Construction: \$1,398,955 (Non-MSP money: \$656,256 from Metro, \$165,193 Local Match)
\$	1,477,705	\$	656,256	\$	821,449	Design: \$78,750 / Construction: \$1,398,955 (Non-MSP money: \$656,256 from Metro, \$165,193 Local Match)		
<p>Arcadia Gold Line Station Pedestrian Access Corridors (Arcadia 1)</p>	<table border="1"> <tr> <td>\$</td> <td>1,750,000</td> <td>\$</td> <td>1,575,000</td> <td>\$</td> <td>175,000</td> <td>Design: \$150,000 / Construction: \$1,600,000</td> </tr> </table>	\$	1,750,000	\$	1,575,000	\$	175,000	Design: \$150,000 / Construction: \$1,600,000
\$	1,750,000	\$	1,575,000	\$	175,000	Design: \$150,000 / Construction: \$1,600,000		
<p>Arcadia Colorado Street Complete Streets Project (Arcadia 2)</p>	<table border="1"> <tr> <td>\$</td> <td>2,847,000</td> <td>\$</td> <td>2,847,000</td> <td></td> <td></td> <td>Design: \$220,000 / Construction: \$2,627,000</td> </tr> </table>	\$	2,847,000	\$	2,847,000			Design: \$220,000 / Construction: \$2,627,000
\$	2,847,000	\$	2,847,000			Design: \$220,000 / Construction: \$2,627,000		
<p>Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements</p>	<table border="1"> <tr> <td>\$</td> <td>1,810,000</td> <td>\$</td> <td>1,629,000</td> <td>\$</td> <td>181,000</td> <td>Design: \$210,000 / Construction: \$1,600,000</td> </tr> </table>	\$	1,810,000	\$	1,629,000	\$	181,000	Design: \$210,000 / Construction: \$1,600,000
\$	1,810,000	\$	1,629,000	\$	181,000	Design: \$210,000 / Construction: \$1,600,000		

Claremont College Ave Ped and Bike Improvements (Cl. 1)	\$	767,096	\$	690,387	\$	76,709	Construction only (Claremont contribution to go toward design)
Claremont First Street Bus Turnout (Cl. 5)	\$	328,865	\$	295,999	\$	32,866	Construction only (Claremont contribution to go toward design)
Claremont Rideshare Improvements on First Street at Harvard Ave (Cl. 6)	\$	262,999	\$	236,700	\$	26,299	Construction only (Claremont contribution to go toward design)
Claremont College Ave Improvements (Cl. 3)	\$	1,006,848	\$	906,164	\$	100,684	Construction only (Claremont contribution to go toward design)
Claremont Bonita Ave Complete Street Project (Cl. 4)	\$	1,359,760	\$	1,223,784	\$	135,976	Construction only (Claremont contribution to go toward design)
La Verne Transit Pedestrian Improvements (LV 2)	\$	862,500	\$	862,500			Design: \$112,500 / Construction: \$750,000
La Verne Transit Connections Lighting and Landscaping (LV 3)	\$	1,495,000	\$	1,495,000			Design: \$195,000 / Construction: \$1,300,000
La Verne Gold Line Connectivity to Old Town Improvements (LV 4)	\$	1,150,000	\$	1,150,000			Design: \$150,000 / Construction: \$1,000,000
La Verne Gold Line TOD Pedestrian Bridge (LV 1)	\$	6,900,000	\$	6,900,000			[Design: \$900,000 / Construction: \$6,000,000] (FY 19-20: \$35,000 Environmental); (FY 20-21: \$35,000 Environmental, \$100,000 Design and PS&E); (FY 21-22: \$500,000 Design and
La Verne: Installation of Bicycle Friendly Video Detection Systems (LV 5)	\$	575,000	\$	575,000			Design: \$75,000 / Construction: \$500,000
Easterly Gold Line Pomona Station Platform (at-grade) Access (Pomona 2)	\$	1,000,000	\$	1,000,000			Design and construction
Pomona Gold Line Associated First Last Mile, ATP, et. Al. (Pomona 3)	\$	6,000,000	\$	6,000,000			Design and construction
FLM TOTAL:	\$	29,592,773	\$	28,042,790			
AGGREGATE TOTAL:	\$	158,096,065	\$	142,703,919			

Measure M Multi-year Subregional Program - Active Transportation Program
San Gabriel Valley Council of Governments 5 Year Plan Programming Forecast
 (Top Priority Projects for each City)

List each project, the location, relationship to MSP name/type, and description:

Project Name	Description ¹	Cost Estimate	MSP \$ Amount Requested	Total Project Amount Recommended (Proposed)	Non-MSP \$	Notes/Comments (e.g., Funding Sources)
Temple City Eaton Canyon Wash Bike Trail (TC 1)	Complete a bike trail along the Eaton Canyon Wash which traverses through Northeast Pasadena, San Gabriel and Temple City	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000		Design: \$200,000 / Construction: \$1,800,000
City of Industry bikeway project on the San Jose Creek r/w (Ind. 1)	Design and construct a Class I bike path along the San Jose Creek right of way which meanders through Industry's city limits	\$ 3,317,600	\$ 1,500,000	\$ 1,500,000	\$ 1,817,600	Design: ~\$250,000 / Construction: ~\$3,050,000
Monrovia Active Community Travel Vinculum	Two-way protected Class I bicycle lanes along Primrose Avenue and Ivy Avenue in Old Town will couple with Class IV cycle tracks along Central Avenue connecting to safer freeway under crossings	\$ 13,124,563	\$ 4,000,000	\$ 4,000,000	\$ 9,124,563	[Design: \$1,192,869 / Construction: \$2,807,131 / TOTAL: \$4,000,000] (FY 19-20: Design and PS&E: \$1,192,869); (FY 21-22: Construction only (No Design))
LA County Huntington Dr. Bike Lanes (LAC 1)	Construct Class II Bike Lane; San Gabriel Boulevard to Michillinda Ave.	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000		Design: \$1,436,057 (Pomona: \$60,000) / Construction: \$7,973,478
San Jose Creek Multi-use Bikeway (Pomona 1)	Construct and complete a 3.5 mile Class I off-road bike and pedestrian greenway adjacent to the San Jose Creek channel in between Temple Ave and I-10 (Casa Vista Drive). This greenway trail would be ADA compliant	\$ 9,409,535	\$ 9,409,535	\$ 1,436,057		Construction only (Will submit LOI for COG to provide engineering design services for this project). Each project costs \$75,000, with Design: \$35,500 / Construction: \$355,000
Lit Crosswalk Traffic Control Devices (Alhambra) (L)	This City would install a pedestrian push button signal at nine intersections that have an uncontrolled crosswalk. Funding would be for construction. We are submitting an LOI for SGVCOG/ACE to provide	\$ 640,000	\$ 640,000	\$ 640,000		
Mission Drive: Ped Hybrid Beacon System (Rosemead 1)	Installation of PHB System at intersections of Newby Ave. and Lomas Ave.	\$ 390,500	\$ 390,500	\$ 390,500		
Total Costs:		\$ 33,182,198	\$ 22,240,035	\$ 14,266,557		
Active Transportation Funds			\$ 14,551,852	\$ 14,551,852		

Measure M Multi-year Subregional Program: First/Last Mile and Complete Streets
San Gabriel Valley Council of Governments 5 Year Plan Programming Forecast
 (Top Priority Projects for each City)

List each project, the location, relationship to MSP name/type, and description:

Project Name	Description ¹	Cost Estimate	MSP \$ Amount Requested	Total Project Amount Recommended (Proposed)	Non-MSP \$	Notes/Comments (e.g., Funding Sources)
South El Monte Santa Anita Avenue walkability project (SEM 1)	Includes the installation of two mid-block crossings with refuge medians and pedestrian signals, all new street paving, bulb-outs, and high visibility crosswalks with stop bars, pedestrian countdown signals, ADA compliant driveways and wheelchair ramp upgrades, as well as signage.	\$ 5,700,000	\$ 5,700,000	\$ 5,700,000		Design: \$700,000 / Construction: \$5,000,000
Diamond Bar Blvd. Complete Streets Project	From SR 60 to Golden Springs Drive. To create a complete streets corridor with both the Green Street and Complete Streets elements. These improvements include enhanced crosswalks/pedestrian	\$ 5,200,000	\$ 3,000,000	\$ 3,000,000	\$ 2,200,000	Design/PS&E: \$200,000 (already funded) / Construction: \$5,000,000 (\$3,000,000 in MSP funds)
Citrus Avenue Complete Streets Enhancements (Covina)	This project will add active transportation elements on Citrus Avenue that help to connect the existing Metrolink Covina Station with the new Foothill Transit Center/Park & Ride Facility and other	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000		Design: \$150,000 / Construction: \$1,600,000
Baldwin Park Transit Center FLM	Improve pedestrian infrastructure by providing safe and efficient nonmotorized connections to and from public transit facilities and destinations within the Downtown Baldwin Park district	\$ 1,477,705	\$ 656,256	\$ 656,256	\$ 821,449	Design: \$78,750 / Construction: \$1,398,955 (Non-MSP money: \$656,256 from Metro, \$165,193 Local Match)
Aradia Gold Line Station Pedestrian Access Corridors	Improvements include pedestrian lighting, decorative treatments to the pavement surfaces, raised pavement "speed humps" for pedestrian crossings, bollards and railings, landscape nodes and	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000		Design: \$150,000 / Construction: \$1,600,000
Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements	Improve pedestrian and bicycle infrastructure connections to and from the Gold Line Station in Duarte	\$ 1,810,000	\$ 1,629,000	\$ 1,629,000	\$ 181,000	Design: \$210,000 / Construction: \$1,600,000
Claremont College Ave Ped and Bike Improvements (CL 1)	First/Last Mile improvements enhancing Pedestrian and Bicycle safety and providing complete streets infrastructure. This project includes ADA features and the relocation of the traffic signal from College	\$ 767,096	\$ 690,387	\$ 690,387	\$ 76,709	Construction only (Claremont contribution to go toward design)

<p>La Verne Gold Line TOD Pedestrian Bridge (LV.1) Bikeway project from proposed Gold Line station to Avenida Loma Vista (San Dimas 1)</p>	<p>The City proposes to initiate this improvement that will serve as a critical connector and identifier to visitors that they are in the core of the La Verne TOD area. The bridge is expected to span Arrow Design and construct a bike path along north side of San Dimas Avenue from the proposed Gold Line Station to Avenida Loma Vista, approx. 1.35 miles.</p>	<p>\$ 6,900,000</p>	<p>\$ 6,900,000</p>	<p>\$ 900,000</p>	<p>\$ 900,000</p>	<p>[Design: \$900,000 / Construction: \$6,000,000] (FY 19-20: \$35,000 Environmental); (FY 20-21: \$35,000 Environmental); \$100,000 Design; \$90,000 / Construction: \$810,000</p>
<p>Total Costs:</p>		<p>\$ 26,254,801</p>	<p>\$ 22,975,643</p>	<p>\$ 16,975,643</p>	<p>\$ 17,295,455</p>	
<p>TOTAL AGGREGATE FUNDING AWARDED</p>				<p>\$ 31,242,200</p>		

Measure M Multi-year Subregional Programs: First/Last Mile and Complete Streets (10% match)
San Gabriel Valley Council of Governments 5 Year Plan Programming Forecast
 (Top Priority Projects for each City)

List each project, the location, relationship to MSP name/type, and description:

Project Name	Description	Cost Estimate	MSP \$ Amount Requested	Total Project Amount Recommended (Proposed)	MSP Recommended Funds \$ (Proposed)	Local 10% Match	Non-MSP \$	Notes/Comments (e.g., Funding Sources)
South El Monte Santa Anita Avenue walkability project (SEM 1)	Includes the installation of two mid-block crossings with refuge medians and pedestrian signals, all new street paving, bulb-outs, and high visibility crosswalks with stop bars, pedestrian countdown signals, ADA compliant driveways and wheelchair ramp upgrades, as well as signage.	\$ 5,700,000	\$ 5,700,000	\$ 5,700,000	\$ 5,130,000	\$ 570,000		Design: \$700,000 / Construction: \$5,000,000
Diamond Bar Blvd. Complete Streets Project	From SR 60 to Golden Springs Drive, To create a complete streets corridor with both the Green Street and Complete Streets elements. These improvements include enhanced crosswalks/pedestrian	\$ 5,200,000	\$ 3,000,000	\$ 3,000,000	\$ 2,700,000	\$ 300,000	\$ 2,700,000	Design/PS&E: \$200,000 (already funded) / Construction: \$5,000,000 (\$3,000,000 in MSP funds)
Citrus Avenue Complete Streets Enhancements (Covina)	This project will add active transportation elements on Citrus Avenue that help to connect the existing Metrolink Covina Station with the new Foothill Transit Center/Park & Ride Facility and other	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 1,575,000	\$ 175,000		Design: \$150,000 / Construction: \$1,600,000
Baldwin Park Transit Center FLM	Improve pedestrian infrastructure by providing safe and efficient nonmotorized connections to and from public transit facilities and destinations within the Downtown Baldwin Park district	\$ 1,477,705	\$ 656,256	\$ 656,256	\$ 590,630	\$ 65,626	\$ 821,449	Design: \$78,750 / Construction: \$1,398,955 (Non-MSP money: \$656,256 from Metro, \$165,193 Local Match)
Arcadia Gold Line Station Pedestrian Access Corridors	Improvements include pedestrian lighting, decorative treatments to the pavement surfaces, raised pavement, "speed humps" for pedestrian crossings, bollards and railings, landscape nodes and signage.	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 1,575,000	\$ 175,000		Design: \$150,000 / Construction: \$1,600,000
Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements	Improve pedestrian and bicycle infrastructure connections to and from the Gold Line Station in Duarte	\$ 1,810,000	\$ 1,629,000	\$ 1,629,000	\$ 1,466,100	\$ 162,900	\$ 181,000	Design: \$210,000 / Construction: \$1,600,000
Claremont College Ave Ped and Bike Improvements (Cl 1)	First/Last Mile improvements enhancing Pedestrian and Bicycle safety and providing complete streets infrastructure. This project includes ADA features and the relocation of the traffic signal from College	\$ 767,096	\$ 690,387	\$ 690,387	\$ 621,348	\$ 69,039	\$ 76,709	Construction only (Claremont contribution to go toward design)
Citrus Avenue Gold Line TOD Pedestrian Bridge (LV 1)	The City proposes to initiate this improvement that will serve as a critical connector and identifier to visitors that they are in the core of the La Verne TOD area. The bridge is expected to span Arrow	\$ 6,900,000	\$ 6,900,000	\$ 900,000	\$ 810,000	\$ 90,000		[Design: \$900,000 / Construction: \$6,000,000] (FY 19-20: \$35,000 Environmental); (FY 20-21: \$35,000 Environmental); \$100,000
Bikeway project from proposed Gold Line station to Avenida Loma Vista (San Dimas 1)	Design and construct a bike path along north side of San Dimas Avenue from the proposed Gold Line Station to Avenida Loma Vista, approx. 1.35 miles.	\$ 900,000	\$ 900,000	\$ 900,000	\$ 810,000	\$ 90,000		Design: \$90,000 / Construction: \$810,000
Total Costs:		\$ 26,254,801	\$ 22,975,643	\$ 16,975,643	\$ 15,278,978			
First-Last Mile Funds			\$ 17,295,455	\$ 17,295,455	\$ 17,295,455			

Measure M Multi-year Subregional Programs: Active Transportation (10% match)
San Gabriel Valley Council of Governments 5 Year Plan Programming Forecast
 (Top Priority Projects for each City)

List each project, the location, relationship to MSP name/type, and description:

Project Name	Description	Cost Estimate	MSP \$ Amount Requested	Total Project Amount Recommended (Proposed)	MSP Recommended Funds \$ (Proposed)	Local 10% Match	Non-MSP \$	Notes/Comments (e.g., Funding Sources)
Temple City Eaton Canyon Wash Bike Trail (TC 1)	Complete a bike trail along the Eaton Canyon Wash which traverses through Northeast Pasadena, San Gabriel and Temple City	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 1,800,000	\$ 200,000		Design: \$200,000 / Construction: \$1,800,000
City of Industry bikeway project on the San Jose Creek /w (Ind. 1)	Design and construct a Class I bike path along the San Jose Creek right of way which meanders through Industry's city limits	\$ 3,317,600	\$ 1,500,000	\$ 1,500,000	\$ 1,350,000	\$ 150,000	\$ 1,817,600	Design: ~\$250,000 / Construction: ~\$3,050,000
Monrovia Active Community Travel Vinticum	Two-way protected Class I bicycle lanes along Primrose Avenue and Ivy Avenue in Old Town will couple with Class IV cycle tracks along Central Avenue connecting to safer freeway under crossings with	\$ 13,124,563	\$ 4,000,000	\$ 4,000,000	\$ 3,600,000	\$ 400,000	\$ 9,124,563	[Design: \$1,192,869 / Construction: \$2,807,131 / TOTAL: \$4,000,000] (FY 19-20: Design and PS&E: \$1,192,869); (FY 21-22: Construction only (No Design))
LA County Huntington Dr. Bike Lanes (LAC 1)	Construct Class II Bike Lane; San Gabriel Boulevard to Michillinda Ave.	\$ 4,300,000	\$ 4,300,000	\$ 4,300,000	\$ 3,870,000	\$ 430,000		Design: \$1,496,057 (Pomona: \$60,000) / Construction: \$7,973,478
San Jose Creek Multi-use Bikeway (Pomona 1)	Construct and complete a 3.5 mile Class I off-road bike and pedestrian greenway adjacent to the San Jose Creek channel in between Temple Ave and I-10 (Casa Vista Drive). This greenway trail would	\$ 9,409,535	\$ 9,409,535	\$ 1,436,057	\$ 1,292,451	\$ 143,606		Construction only (Will submit LOI for COG to provide engineering design services for this project). Each project costs \$75,000, with
Lik Crosswalk Traffic Control Devices (Alhambra) (1)	The City would install a pedestrian push button signal at nine intersections that have an uncontrolled crosswalk. Funding would be for construction. We are submitting an LOI for SGVCOG/ACE to provide	\$ 640,000	\$ 640,000	\$ 640,000	\$ 576,000	\$ 64,000		Design: \$35,500 / Construction: \$355,000
Madison Drive: Ped Hybrid Beacon System (Rosemead 1)	Installation of PHB System at intersections of Newby Ave. and Lomas Ave.	\$ 390,500	\$ 390,500	\$ 390,500	\$ 351,450	\$ 39,050		
Total Costs:		\$ 33,182,198	\$ 22,240,035	\$ 14,266,557	\$ 12,839,901			
Active Transportation Funds			\$ 14,531,832	\$ 14,531,832	\$ 14,531,832			
TOTAL AGGREGATE FUNDS AWARDED:			\$ 31,242,200	\$ 28,117,980				

MSP Name: [INSERT MULTI-YEAR PROGRAM NAME]
 Project Name: [INSERT PROJECT NAME]

PROJECT FINANCIAL PLAN
 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

1. PROJECT FINANCIAL EXPENSES

NOTE: INDICATE ALL AMOUNTS IN WHOLE DOLLARS FROM CURRENT FISCAL YEAR.

PROJECT EXPENSES *	Prior Years	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Future Years (if any)	TOTAL
CAPITAL EXPENSES:								
1 Design and PS&E								
2 Right-of-Way Acquisition or Lease								
3 Utilities Relocation								
4 Equipment Purchase or Lease (e.g., computers)								
5 Vehicle Purchase or Lease								
6 Construction								
7 Construction Engineering								
OPERATING EXPENSES:								
8 Administration/Management								
9 Operating Costs								
10 Maintenance								
11 Marketing								
OTHER EXPENSES (Specify):								
12 _____								
13 _____								
14 _____								
15 _____								
16 _____								
17 _____								
18 TOTAL PROJECT EXPENSES								

* List only expenses to be incurred in the completion of the Scope of Services of the project for which you are applying for funding. Expense categories are not applicable for all projects.

PLEASE INDICATE THE AMOUNT AND YEARS IF YOU HAVE INCURRED COSTS IN THE EARLIER YEARS OR IF YOU WILL REQUIRE ADDITIONAL FUNDING IN LATER YEARS FOR THIS PROJECT.

MSP Name: [INSERT MULTI-YEAR PROGRAM NAME]
 Project Name: [INSERT PROJECT NAME]

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3. PROJECT FINANCIAL SUMMARY

[NOTE: INDICATE ALL AMOUNTS IN WHOLE DOLLARS FROM CURRENT FISCAL YEAR.]

PROJECT FINANCIAL SUMMARY	Prior Years	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Future Years (if any)	TOTAL
32 Total Project Expenses (Line 18)								\$ -
Total Project Funding (Line 31) (other than funding requested under the Measure M Multi-year 33 Subregional Program)								\$ -
34 Total Project Funding Shortfall (Line 32 minus Line 33)								\$ -

PROJECT FUNDING REQUEST

PROJECT FUNDING REQUEST	Prior Years	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Future Years (if any)	TOTAL
35 TOTAL PROJECT FUNDING REQUESTED UNDER THIS MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PLEASE INDICATE THE AMOUNT AND YEARS IF YOU HAVE INCURRED COSTS IN THE EARLIER YEARS OR IF YOU WILL REQUIRE ADDITIONAL FUNDING IN LATER YEARS FOR THIS PROJECT.

MSP Name: [INSERT MULTI-YEAR PROGRAM NAME]

Project Name: [INSERT PROJECT NAME]

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2. PROJECT FUNDING SOURCES

[NOTE: INDICATE ALL AMOUNTS IN WHOLE DOLLARS FROM CURRENT FISCAL YEAR.]

ALL EXISTING PROJECT FUNDING SOURCES *	Indicate if Committed or Uncommitted	Prior Years	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Future Years (if any)	TOTAL
19 Federal Monetary (Specify):									
20 Local Match to Federal Monetary**									
21 Federal Monetary (Specify):									
22 Local Match to Federal Monetary**									
23 State Monetary (Specify):									
24 Local Match to State Monetary									
25 State Monetary (Specify):									
26 Local Match to State Monetary									
27 Local Monetary (Specify):									
28 In-Kind (Specify):									
29 Other (Specify):									
30									
31 TOTAL EXISTING FUNDING SOURCES									

List only funding for expenses to be incurred in the completion of the Scope of Work of the project for which you are applying for funding, being sure to include all sources of grant funding.

PROJECT READINESS

Activity	Date
Feasibility Study	
Project Study Report	
Operational Plan	
Start of Environmental Documentation	
Community Meetings or Other Forums (<i>please list</i>)	
.....	
.....	
Draft Environmental Document	
Final Environmental Document	
Governing Board Approval	
<i>(please provide name of governing board entities below)</i>	
.....	
.....	
Begin Plans, Specifications, and Estimate	
Completion of Plans, Specifications, and Estimates	
Start of Right-of-Way Acquisition	
Right-of-Way Certification*	
Utility Relocation	
Ready to Advertise*	
Start of Construction (Contract Award)	
Project Completion	
Other	

**The right-of-way phase is complicated so applicants should be realistic about the length of time, particularly if condemnation will be necessary.*

PROJECT FINANCIAL PLAN

Complete and attach the financial plan for the project. Enter all amounts in nominal, or year-of-expenditure dollars and include any assumed inflation rates. Clearly identify all funding sources as either COMMITTED or UNCOMMITTED. Project applicants should note that if their application is awarded funding, all Local Match funding will be escalated accordingly and considered committed. All figures must reflect whole dollars.

A person duly authorized to sign for the organization (city manager, general manager, executive director, or high-ranking officer) must sign below:

I certify that all sources of grant funding have been identified in Project Financial Plan.

I certify that this project is not the full responsibility of a developer.

Signature

Date

Title

DATE: September 27, 2018
TO: SGVCOG Planning Directors' TAC
FROM: Marisa Creter, Executive Director
RE: SB 1 Sustainable Communities Grants

RECOMMENDED ACTION

For information only.

BACKGROUND

The Sustainable Communities Grants program was established by the California Department of Transportation in order to provide more funding opportunities which would enable public sector agencies to implement transportation and planning projects which will improve environmental sustainability across the State. There are two primary Sustainable Communities grants: the Sustainable Communities *Competitive* Grants and the Sustainable Communities *Formula* Grants.

In April 2017, Governor Jerry Brown signed the Road Repair and Accountability Act of 2017 (SB 1, Beall) into law. SB 1 revenues will provide billions of dollars in transportation funding in order to maintain and repair existing State transportation infrastructure, as well as expand upon the State's current multi-modal transportation system. As it pertains to the Sustainable Communities Grants, SB 1 provides an additional \$25 million in SB 1 funds to this program, in addition to the \$9.5 million in funds from other State of California grants and revenues. SB 1 provides a significant influx of funding for the Sustainable Communities Grant Program.

Cities and local agencies in California are only eligible to apply for the *Competitive* Grants, as the *Formula* Grants are administered through regional MPOs such as SCAG. The overarching objective of the Sustainable Communities Competitive Grants is to encourage local and regional multimodal and green transportation and land-use planning which furthers the region's RTP/SCS, contributes to the State's and region's GHG reduction targets, and assists in achieving Caltrans Mission and Grant Program Overarching Objectives. The Competitive Grant will have about \$17 million in available grant funding: \$12 million in RMRA/SB 1 funds, and \$5 million from the State Highway Account (SHA). The minimum monetary amount for an applicant's grant application is \$50,000 for disadvantaged communities, and \$100,000 for all other jurisdictions, and the maximum monetary award that applicants can apply for is \$1,000,000. Moreover, an 11.47% minimum match is required of all applicants, but the entirety of this match can be an in-kind contribution, which includes staff time of the *primary* applicant.

The following public entities are eligible to apply as a primary applicant for the Sustainable Communities Competitive Grants Program:

- MPOs with sub-applicants
- RTPAs

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- Transit agencies
- Cities and Counties
- Native American Tribal Governments
- Other Public Transportation Planning Entities

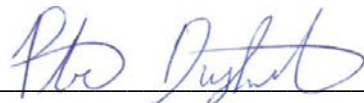
Additionally, the following project types below are eligible projects/plans under the Sustainable Communities Grant. This list is not an all-inclusive list.

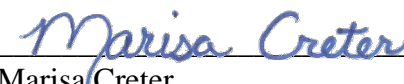
- Studies to reduce single occupancy vehicle trips and related GHGs through mode shift, demand management, or land use
- Studies that assist in creating sustainable communities and TOD
- Safe routes to school plans
- Studies to address the impacts of climate change
- Studies that promote greater access between affordable housing and job centers
- Streetscapes or town center plans
- Complete street plans
- Active transportation plans
- Vision Zero plans
- Traffic calming and safety enhancement plans
- Updates to a general plan land use element or zoning code

NEXT STEPS

The application deadline for Caltrans's FY 2019-20 Sustainable Communities Strategic Partnerships Grants is Friday, November 2nd, 2018, at 5:00 p.m. No exceptions to this deadline are expected to be made.

Since approximately 70% of the Sustainable Communities Competitive Grants are funded with SB 1 funds, and SB 1 repeal is on the November 2018 ballot in the form of Proposition 6, this grant program is at-risk of losing a significant majority of its funding. If Proposition 6 passes with a simple majority of the vote, then this grant program will lose \$12 million in funding, and there will only be \$5 million of grant funding available.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

DATE: September 27, 2018

TO: SGVCOG Planning Directors' TAC

FROM: Marisa Creter, Executive Director

RE: Municipal Compliance and Development Review Process Issues with the LA County Fire Department

RECOMMENDED ACTION

For information and discussion.

BACKGROUND

At the October 2017 meeting of the Planning Directors' TAC, members expressed concerns that their respective cities have encountered some issues with complying with some of the LA County Fire Department's fire code requirements. Cities also conveyed that they have had communication and customer service problems with LA County Fire on certain correspondence, which has caused delays in implementation and completion of projects, and has caused additional compliance issues and ambiguities.

At February's Planning Directors' TAC meeting, TAC voting-members had their first opportunity to go more in-depth about some of their respective issues with LA County Fire code and plan check compliance, as well as customer service issues. The main purpose of this discussion was to get consensus from the TAC regarding how the COG should proceed going forward in working on this overarching issue.

At March's Planners' TAC meeting, at the direction of the Chair, the TAC continued its discussion of specific compliance issues with LA County Fire Department's Fire Code Requirements. This follow-up discussion enabled TAC members to bring up any new, distinct issues which were not brought to the attention of the TAC in February. Ultimately, members of the TAC unanimously approved a motion to have SGVCOG staff establish a subcommittee specifically for this item. This subcommittee was tasked with deciding which particular issues it thinks are most pressing, pertinent, and worth bringing to the attention of the LA County Fire Department. The subcommittee was also tasked with deciding upon a course of action regarding how to present the most important municipal compliance and development review process issues to the LA County Fire Department. The motion also stipulated that this subcommittee's final recommendations and any correspondence are to be shared with the Planning Directors' TAC and to the City Managers' Steering Committee.

SUBCOMMITTEE / WORKING GROUP ACTION

This subcommittee first met on April 24, 2018. During this first working group meeting, participating cities identified the most applicable and pressing code compliance and customer

service issues which have been incompatible with cities' codes and which have delayed the approval of cities' projects in cases of both concept review and project review. Moreover, the subcommittee held its second meeting on May 24, 2018. At this meeting, the participating cities finalized the list of most pressing issues pertaining to the LACFD and heard about one city's meeting with fire prevention and plan check staff. The subcommittee identified the following issues as ones which need to be addressed by the LA County Fire Department, hopefully with the input of affected municipalities:

- 1) Strict and inflexible enforcement of section 503.1 of the LA County Fire Department Code:
 - Section 503.1 requires that there be an unobstructed 20-foot wide, hard-surfaced access road within 150 feet of all sides of a structure. This violates some cities' codes regarding maximum driveway width.
- 2) Different sections of the LACFD code are applied inconsistently across different jurisdictions:
 - LACFD has required only a 15-foot wide access road or pad for unincorporated LA County communities, but not in municipalities, under Section 503.1, for example.
- 3) Inconsistent development review process procedures and sub-par customer service:
 - LACFD offices charge fees to review plan checks for both project review and concept review, but do not provide a standardized fee schedule or policies.
 - Inconsistencies regarding when the LACFD will approve plans for Public Review. Sometimes, LACFD will not approve plan checks until a City's planning commission reviews the project, but after the commission approves a project, the LACFD will then make revisions to the plans, requiring the item to go back to the commission again.
 - There are instances where cities are not even sure which LACFD staffer is supposed to check certain plan checks.
- 4) City requests are not replied to in a timely manner:
 - While cities understand that the LACFD is very busy, significant delays in plan checks review processes puts the LACFD and cities at risk of non-compliance with the State of California's Permit Streamlining Act, Subdivision Map Act, and CEQA requirements.

CITY MANAGERS' STEERING COMMITTEE

At the June 6 City Managers' Steering Committee, the City Managers who sit on that Committee were presented with the pertinent customer service and development review issues which many contracting cities have faced when trying to work with the LACFD, and were asked to provide guidance pertaining to outreach to the LACFD. The City Managers agreed with the SGV Planners and SGVCOG Staff that the customer service and plan check problems are significant issues. Additionally, the City Managers of contracting non-District cities expressed deep concern regarding increased contracting costs for these affected cities.

The City Managers directed COG staff to first work with contracting cities to address their issues a little further, and then try to schedule a meeting between City Managers and an LACFD Chief or Deputy Chief. Additionally, a couple of City Managers have reached out to the California

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Contract Cities Association (CCCA) in order to see if this is an appropriate avenue by which to attempt to solve these LACFD issues.


NEXT STEPS

Over the course of the past couple of months the SGVCOG has been working with the CCCA to try to set up a meeting between SGV city managers and key LACFD decision-makers in order to have a productive discussion about how to solve the issues which are enumerated above.

Within the last month, the CCCA hosted a meeting between Chief Osby of the LACFD and city managers of non-District and contracting cities from throughout the Los Angeles County region to address the fees-for-service issues. The CCCA reported that the meeting was constructive and productive, and included conversations on issues related to administrative overhead costs, medical versus fire service calls, and LA County Fire Department updates. However, the issues pertaining to plan checking and customer service issues that SGV cities have experienced when working with the LACFD were not discussed at this meeting.

Recently, the CCCA notified the SGVCOG that LACFD Division Chief Nick Duvally, who leads the LACFD's Fire Prevention Bureau, is available to attend the SGVCOG's City Managers' Steering Committee on Wednesday, October 3 in order to have a robust and substantive discussion about the most burdensome plan checking and customer service issues with the city managers who serve on the committee. City Planners who are interested in attending this meeting in order to provide their own input and experiences as they relate to these problems and how they affect their respective cities are invited to attend. The October 3rd City Managers' Steering Committee meeting will begin at 12 Noon and will be held at the Foothill Transit Headquarters in the City of West Covina.

Prepared by: 
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Approved by: 
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