San Gabriel Valley Council of Governments*

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

Monday, November 9, 2020 – 12:00 PM

Teleconference Meeting: Livestream Available at https://youtu.be/lj35aOYEnc0

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

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

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

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

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

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

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

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

To follow the new Order issued by the Governor and ensure the safety of Board Members and staff for the purpose of limiting the risk of COVID-19, in-person public participation at the Public Works Technical Advisory Committee meeting scheduled for November 9, 2020 at 12:00pm will not be allowed. Members of the public may view the meeting live at https://youtu.be/lj35aOYEnc0.

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

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

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

PRELIMINARY BUSINESS

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

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

6. Review Public Works TAC Meeting Minutes: 10/19/2020 **(Page 1)**
   Recommended Action: Review and approve.

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

7. San Gabriel Valley Greenway Network Development Project – Enrique Baul, P.E., Civil Engineer, Los Angeles County Flood Control District **(Page 4)**
   Recommended Action: For information only.

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

8. Regional VMT Mitigation Bank – Mark Christoffels, Chief Engineer, SGVCOG **(Page 7)**
   Recommended Action: Discuss and provide direction to staff.
9. Metro Measure R Highway Program Criteria and Measure M Guidelines – Mark Christoffels, Chief Engineer, SGVCOG **(Page 37)**
   Recommended Action: Discuss and provide direction to staff.

STAFF ANNOUNCEMENT

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

ANNOUNCEMENTS

ADJOURN

SGVCOG Public Works TAC Meeting Minutes
Date: October 19, 2020
Time: 12:00 P.M.
Location: Zoom Virtual Meeting

PRELIMINARY BUSINESS

1. Call to Order
   The meeting was called to order by R. Guerrero at 12:03pm.

2. Pledge of Allegiance
   R. Guerrero led the Public Works TAC in the Pledge of Allegiance.

3. Roll Call

Members Present:	**Members Absent:**
D. Liu, H. Ghafari; Diamond Bar	Arcadia
L. Torres, S. Mendez; El Monte	Azusa
A. Sweet; Glendora	Baldwin Park
J. Nelson; Industry	Claremont
L. Pimentel, G. Ramos; Irwindale	San Dimas
D. Keesey, A. Ciotti; La Verne	San Gabriel
A. Tachiki, C. Castruita; Monrovia	South Pasadena
F. Lopez; Monterey Park	West Covina
R. Guerrero; Pomona	
C. Daste; Rosemead	
M. Throne; San Marino	
C. Cataldi, D. Lopez; South El Monte	
A. Avery; Temple City	
M. Rooney; Walnut	
A. Ross, S. Lai, R. Matsuoka, J. Yang; Los Angeles County DPW	

SGVCOG Staff:	**Guests:**
M. Christoffels	T. Nguyen, Metro
M. Ponce	G. Danker, SoCalGas
T. Tignino	
A. Fung	

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

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

CONSENT CALENDAR

6. Review Public Works TAC Meeting Minutes: 09/21/2020
Recommended Action: Review and approve.

7. 2020 San Gabriel Valley Energy Champion Awards Progress Report
Recommended Action: Receive and file.

There was a motion to approve consent calendar items 6-7. (M/S: San Marino/Diamond Bar)

[Motion Passed]

Ayes:	Diamond Bar, Glendora, Industry, Irwindale, Monrovia, Pomona, Rosemead, San Marino, Temple City, Walnut, Los Angeles County DPW
Noes:	
Abstain:	Monterey Park, South El Monte
No Vote Recorded:	El Monte, La Verne
Absent:	Arcadia, Azusa, Baldwin Park, Claremont, San Dimas, San Gabriel, South Pasadena, West Covina

UPDATE ITEM

8. San Gabriel Valley Council of Governments RFP/RFQ Updates
SGVCOG Chief Engineer, Mark Christoffels, and SGVCOG Contracts Manager, Memo Ponce, provided an update on this item.

Key Questions/Discussions:

- A committee member acknowledged that Mr. Christoffels will be retiring towards the end of this year and inquired about his replacement's transition process. Mr. Christoffels responded that the Governing Board recently adopted a resolution to request CalPERS for a 180-day wait period exception to allow him to continue supporting the transition process after his retirement from January 1, 2021 to June 30, 2021.

PRESENTATIONS

9. Franchised Utilities: Elements of a Strong Partnership
SoCalGas Franchise, Fees, and Planning Manager, Geoffrey Danker, provided a presentation on this item. Mr. Danker provided a background on utility franchise agreements and local jurisdictions' ability to impose reasonable conditions on the time, place, and manner of utility works. As franchised utilities, the companies bear the responsibilities to secure permits to work in the public right-of-way, comply with all ordinances that are not in conflict with the franchises, repair any damages to public properties, indemnify municipalities and their officials, relocate facilities at no cost for

government projects, and follow local requirements and work standards. Local jurisdictions can restrict activities by adopting ordinances related to construction, passing moratorium ordinances, and establishing permit fees; however, jurisdictions cannot pass any laws that impair the obligation of contracts or substantially impairs rights under the franchise. Local jurisdictions are encouraged to work with utilities to develop a balance perspective that provides effective public policies benefiting all stakeholders and ratepayers and meet with utilities to effectively plan utility projects and operations.

Key Questions/Discussions:

- A committee member inquired about Mr. Danker's contact information. Mr. Danker responded that he can be reached at gdanker@socalgas.com.
- Another committee member expressed concerns over contractors that blatantly ignoring specific terms and conditions in the executed agreements and inquired about SoCalGas' method on maintaining their contractors' standards on the quality of work that are provided to the community. Mr. Danker responded that SoCalGas' contractors must meet specific obligations and contractors that fail to meet these obligations will be terminated. Mr. Danker also encouraged local jurisdictions to report SoCalGas contractors that fail to meet their obligations.

10. Metro Traffic Reduction Study

Metro Senior Director of Office of Extraordinary Innovation, Tham Nguyen, provided a presentation on this item. Metro launched the Traffic Reduction Study to examine traffic reduction methods by managing roadway demand through congestion pricing and high-quality transportation options. The Study aims to explore the possibility and feasibility of implementing a traffic reduction program pilot in Los Angeles County and identify willing local partners to collaborate on a potential pilot program. At the anticipated conclusion of the Study in 2022, a traffic reduction pilot program that reduces traffic, enhances mobility, supports environmental and economic justice, and improves public health and safety will be presented to the Metro Board of Directors for consideration.

STAFF ANNOUNCEMENTS

11. San Gabriel Valley Energy Wise Partnership – Energy Work Group Meeting

The Energy Work Group will reconvene on Tuesday, December 8, 2020 at 1:30pm.

12. Next Committee Meeting

The upcoming committee meeting is scheduled for Monday, November 16, 2020 at 12:00pm.

ANNOUNCEMENTS

There were no additional announcements.

ADJOURN

The meeting was adjourned at 1:21pm.

DATE: November 9, 2020

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: SAN GABRIEL VALLEY GREENWAY NETWORK DEVELOPMENT PROJECT

RECOMMENDED ACTION

For information only.

BACKGROUND

In 2014, the SGVCOG and ActiveSGV, formerly known as BikeSGV, were awarded funding from the California Department of Transportation Active Transportation Program (ATP) to conduct a regional Greenway Feasibility Study to identify flood control channels, abandoned railways, and utility rights-of-ways to be transformed into bikeways, urban trails, and parks. The San Gabriel Valley Regional ATP Feasibility Study identified 50 miles of waterways best suited for greenway implementation.

In 2017, the Los Angeles County Board of Supervisors unanimously passed a "San Gabriel Valley Regional Greenway Network Implementation Plan" motion authored by Los Angeles County Supervisors Solis and Barger. The San Gabriel Valley Greenway Network (Greenway Network) will promote cohesive travel throughout the region while advancing public health, public safety, mobility and accessibility, economic development, stormwater management, and greenhouse gas reduction.

The Los Angeles County Flood Control District's (LACFCD) San Gabriel Valley Greenway Network Strategic Implementation Plan builds upon the SGVCOG's ATP Feasibility Study. The plan's purpose is to transform approximately 138 miles of existing LACFCD right-of-way into the Greenway Network and to incorporate the needs of the communities, bridge gaps between existing planning efforts, and identify and prioritize project opportunities. A map of the San Gabriel Valley Greenway Network can be found in Attachment A.

The project schedule for developing the San Gabriel Valley Network Strategic Implementation Plan is as follows:

Task	Status
Review of Existing Studies and Planned Projects	Completed
Study of Existing Conditions	February 2021
Database & GIS Mapping	February 2021
Public Engagement & Community Meetings	Early 2021
Greenway Network Plan	Fall 2021

Environmental Documentation	Summer 2022
Steering Committee and Technical Advisor Meetings	Ongoing until Completion

Los Angeles County Department of Public Works Civil Engineer, Enrique Baul, will provide a brief presentation at this meeting.

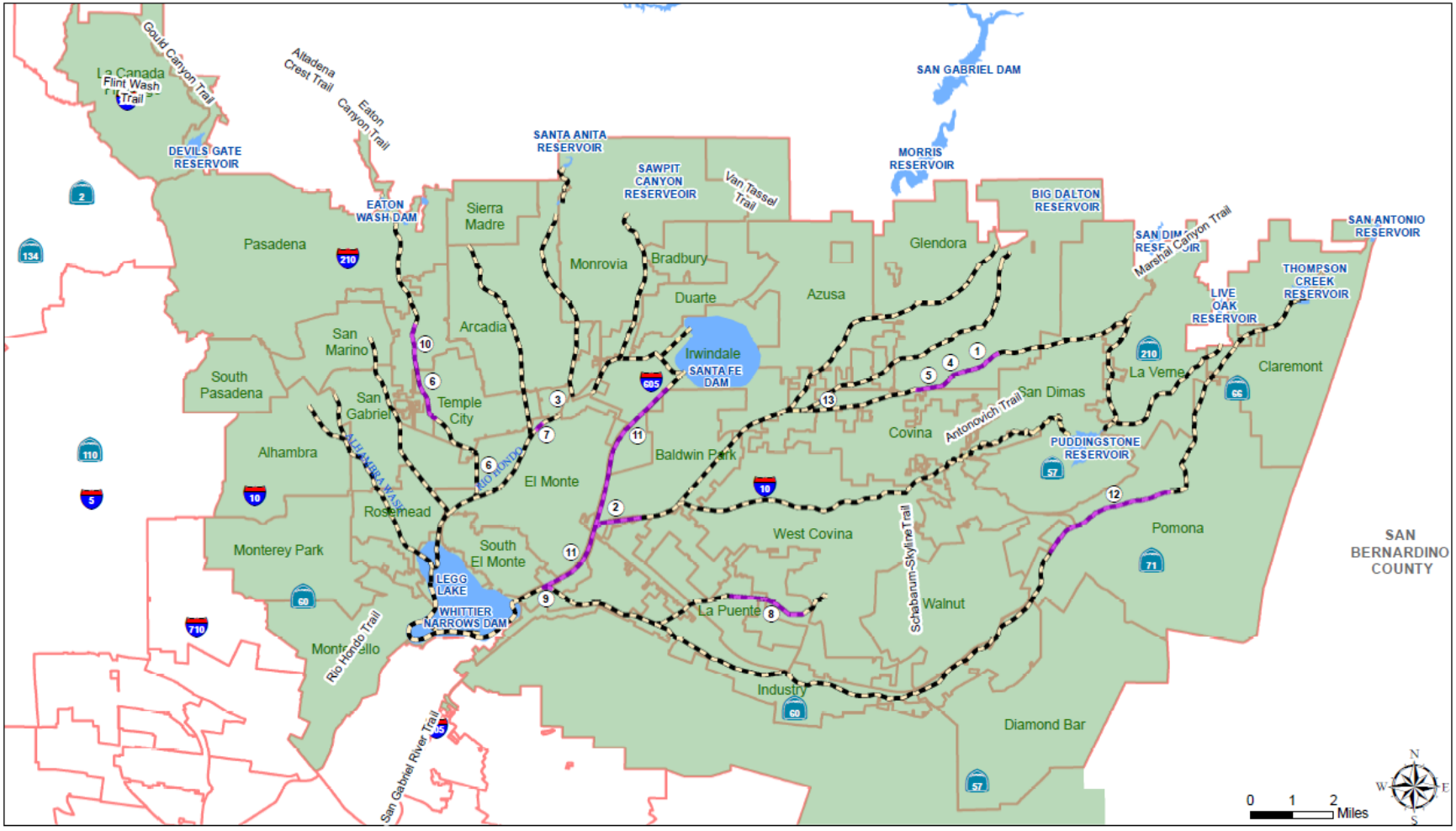
Prepared by: _____
Alexander P. Fung
Management Analyst

Approved by: Marisa Creter
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Map of the San Gabriel Valley Greenway Network

SAN GABRIEL VALLEY GREENWAY NETWORK MAP



This map is for planning purposes and use only.

REPORT

DATE: November 9, 2020

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: REGIONAL VMT MITIGATION BANK

RECOMMENDED ACTION

Discuss and provide direction to staff.

BACKGROUND

On March 19, 2020, the SGVCOG Governing Board authorized the Executive Director to enter into a contract with Fehr and Peers to provide professional services for the implementation of the Regional Vehicle of Miles Travelled (VMT) Model to assist member agencies with complying to SB 743 (Steinberg, 2013) mandates. Under the direction of SGVCOG staff, Fehr and Peers analyzed existing traffic conditions in the San Gabriel Valley region to develop a baseline standard and determine significance California Environmental Quality Act (CEQA) thresholds for future land use and transportation projects.

Participating member agencies have now adopted these criteria in compliance with SB 743. As part of the process, a web-based tool was also developed to allow city staff and developers to determine if a proposed project would require a full VMT analysis based on each city's adopted CEQA criteria. The tool, which can be accessed through the SGVCOG website at https://www.sgvcog.org/vmt-analysis-tool, will be maintained by Fehr and Peers until July 31, 2025. A total of 27 member cities participated in the Regional VMT Analysis Model Project.

On October 21, 2020, representatives of the 27 participating cities held an end-of-the-project meeting with Fehr and Peers to discuss additional support that cities may need as major development applications are being prepared for formal reviews. Several participating cities expressed the possibility of implementing a Regional VMT Mitigation Bank, which would create a monetary value for VMT mitigation such that a developer could purchase VMT reduction credits. The funds exchanged for credits could be applied to local or regional-level VMT mitigation projects or actions. Similar to all VMT mitigation projects, substantial evidence would be required so that the projects covered by the Regional VMT Mitigation Bank would achieve the expected VMT reductions. Representatives of the 27 participating cities subsequently directed SGVCOG staff to consult with the SGVCOG Public Works Technical Advisory Committee and the SGVCOG Planning Directors' Technical Advisory Committee regarding the possibility of implementing a Regional VMT Mitigation Bank for the San Gabriel Valley region.

Attachment A includes a summary of potential VMT mitigations that can be used by a developer to reduce their VMT impact to acceptable levels. There are short-term solutions which are generally site-specific and can be worked out by the participating cities and the developers as

conditions of approval. Additionally, there are longer term solutions that would be similar to a traffic impact fee where a developer contributes to larger region wide mitigation projects and programs. To implement this would require a nexus study and the establishment of a fee structure that would be regional.

SGVCOG Chief Engineer, Mark Christoffels, will provide a detailed presentation on this item and solicit feedback from committee members regarding the development of a Regional VMT Mitigation Bank for the San Gabriel Valley region.

Prepared by: _____
Alexander P. Fung
Management Analyst

Approved by: Marisa Creter
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Potential VMT Mitigation Strategies

SGVCOG
SB 743 Implementation

VMT Mitigation Strategies

May 14, 2020

FEHR & PEERS

Jolene Hayes, PM
Steve Brown, Principal
Erik Ruehr, VRPA

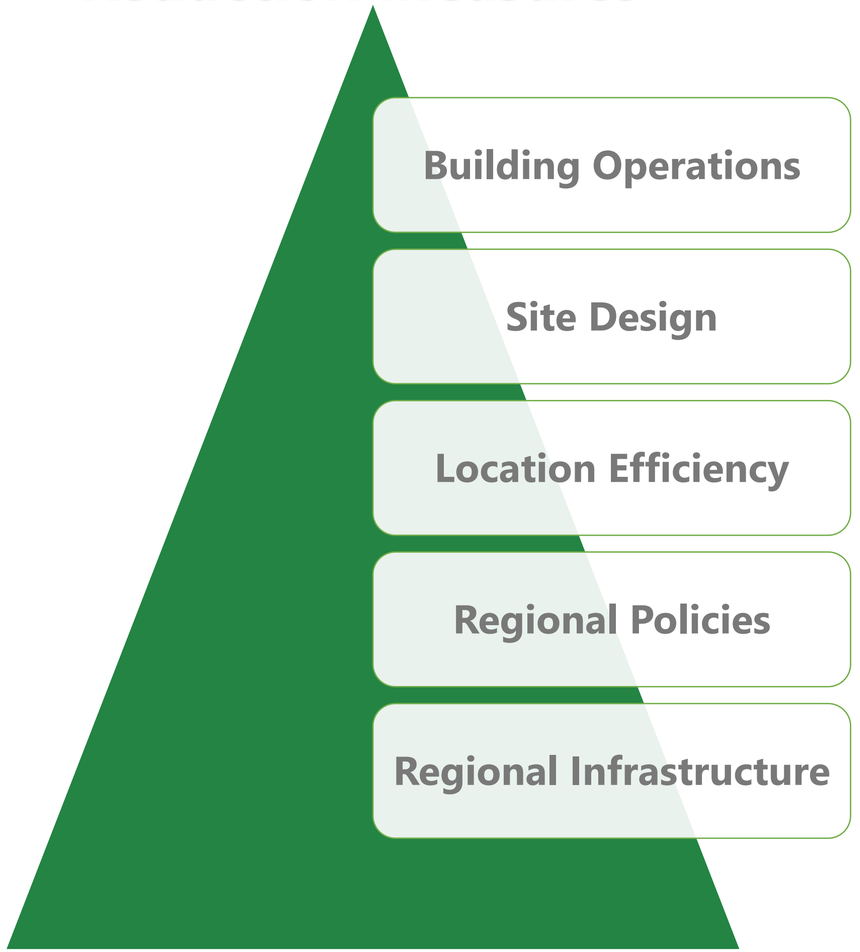
Overview

Most Effective VMT Reduction Strategies:

- Location, location, location:
  - Areas with good transit service
  - Areas with good mix of uses
- Investing in sidewalks, bikeways, and access to transit
- Promoting mixed-use development

Least Effective VMT Reduction Strategies:

- Site design
- Tenant-based TDM programs



Overview

The starting point for **VMT mitigation** is to consider whether modifying the project in some way could reduce VMT.

The two basic modifications include **transportation demand management (TDM)** strategies or changing the physical land use or transportation network **design of the project** such that residents, workers, or visitors of the site could make **fewer** or **shorter** vehicle trips.

Beyond project site changes or conditions, VMT **mitigation programs** are an option that can be considered.

Defining VMT Mitigation Strategies

VMT Mitigation Options:

1. **Near-term** VMT mitigation strategies available to new development following July 1st implementation
2. **Longer-term** VMT mitigation options that the SGVCOG member agencies can consider in the future

VMT Mitigation Strategies

What's Feasible?

Near-Term

Project Specific

- Physical Design
- TDM

Longer-Term

Programs

- Impact Fees
- VMT Exchanges
- VMT Banks

Physical Design Changes to Reduce VMT

Near-Term Strategy

Benefits:

- Increasing land use density or changing the project's mix of uses often results in "internal trip capture" that reduces overall VMT of the site
- Designing the project and site access to focus on walking, biking and access to transit

Impacts:

- May require substantial changes to development applications that result in significant project implementation delays

Demand Management (TDM) to Reduce VMT

Near-Term Strategy

Benefits:

- TDM strategies added to a project as mitigation can reduce VMT impacts
- Meaningful TDM programs, such as employer-subsidized transit passes and rideshare programs, encourage behavioral changes that can lead to VMT reductions beyond the Project

Impacts:

- Successful TDM programs require compliance monitoring, especially as tenants/operators change overtime. TDM compliance monitoring can add staffing and costs to agencies unless a TDM monitoring program funded by participants is implemented and maintained

Demand Management (TDM) Options and Reduction Measures

Near-Term Strategy

The California Air Pollution Control Officers Association (CAPCOA) study *Quantifying Greenhouse Gas Mitigation Measures* provides the level of effectiveness for various TDM strategies. Several TDM strategies that can be used in the County are identified below.

Near-Term Strategy

CAPCOA
Quantifying Greenhouse Gas Mitigation Measures

Strategies Relevant to County Context

- Increase diversity of land uses
- Provide pedestrian network improvements
- Provide traffic calming measures and low-stress bicycle network
- Implement car-sharing and ride-sharing programs
- Encourage telecommuting and alternative work schedules
- Increase transit accessibility
- Transportation Management Organization
- Parking management

Near-Term Strategy

CAPCOA Quantifying Greenhouse Gas Mitigation Measures

Increased Diversity of Land Uses

Description	Includes mixed uses within projects or in consideration of surrounding area
VMT Impact	Minimizes number and length of vehicle trips
CAPCOA VMT Reduction	9% - 30%

Near-Term Strategy

CAPCOA Quantifying Greenhouse Gas Mitigation Measures

Pedestrian Network Improvements

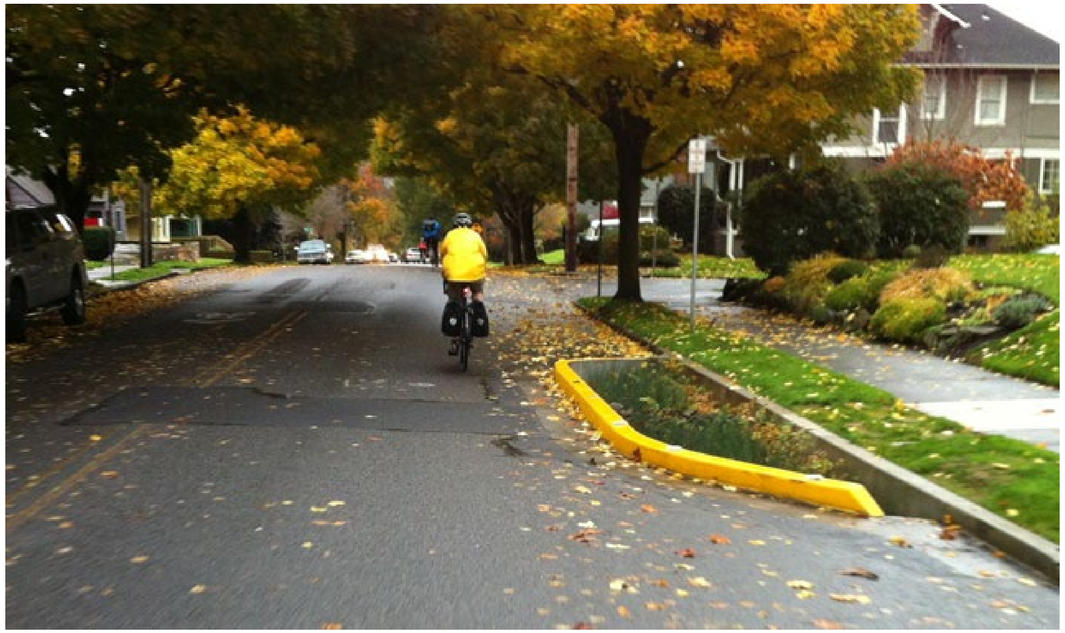
Description	•Creates pedestrian network within projects •Connects project to nearby destinations •Could occur through impact fee program for active transportation improvements
VMT Impact	Encourages people to walk within and to project
CAPCOA VMT Reduction	0% - 2%

Near-Term Strategy

CAPCOA Quantifying Greenhouse Gas Mitigation Measures

Traffic Calming Measures and Low-Stress Bicycle Network Improvements

Description	•Creates networks with low vehicle speeds and volumes that support walking and bicycling •Electric bicycles could enhance effectiveness of this strategy •Could occur through impact fee program for active transportation improvements
VMT Impact	Encourages people to bicycle, especially for shorter trips
CAPCOA VMT Reduction	0.25% - 1%



Near-Term Strategy

CAPCOA Quantifying Greenhouse Gas Mitigation Measures

Car-Sharing and Ride-Sharing Programs

Description	•Shared fleet of vehicles accessible on-site for residents or employees •First/Last-Mile solution to connect with transit
VMT Impact	Reduces need to own a vehicle or the number of household vehicles
CAPCOA VMT Reduction	0.4% - 0.7%

Near-Term Strategy

CAPCOA Quantifying Greenhouse Gas Mitigation Measures

Telecommuting and Alternative Work Schedules

Description	•Telecommuting: working remotely •Alternative work schedules: staggered start times, flexible schedules, or compressed work weeks •Depends on ultimate building tenants and type of work
VMT Impact	•Reduces the number of days employees need to commute •Shifts commute time outside of peak period to avoid adding congestion
CAPCOA VMT Reduction	0.07% - 5.5%

Near-Term Strategy

CAPCOA Quantifying Greenhouse Gas Mitigation Measures

Increased Transit Accessibility

Description	•Locates development within a 5-10 minute walk (~1/4 mile) from a high-frequency transit stop •Enhanced by nearby mixed-used development, streets with traffic-calming design, and parking management •Alternatively, microtransit (shown in photo) is a transit service with flexible routing and/or scheduling
VMT Impact	•Encourages transit use to replace vehicle trips
CAPCOA VMT Reduction	0.5% - 24.6%

Near-Term Strategy

CAPCOA Quantifying Greenhouse Gas Mitigation Measures

Commute Trip Reduction Programs

Description	•A multi-strategy program to reduce commute-related VMT •Strategies include: ride-matching assistance, vanpool assistance, and bicycle end-trip facilities •Can be implemented through a Transportation Management Organization (TMO), which administers the TDM program on behalf of its members (e.g. public and private entities)
VMT Impact	•Encourages alternatives to commuting in single-occupancy vehicle
CAPCOA VMT Reduction	1% - 6.2%

Near-Term Strategy

CAPCOA Quantifying Greenhouse Gas Mitigation Measures

Parking Management

Strategy	Description and VMT Impact	VMT Reduction
Limit Parking Supply	• Eliminate or reduce minimum parking requirements • Create maximum parking requirements • Could incentive higher density development	5% - 12.5%
Unbundle Parking Costs from Property Cost	• Parking is additional cost to property purchase or rent cost • Removes burden from those who do not need a parking spot	2.6% - 13%
Implement Market-Price Public Parking	• Applicable for on-street parking near central business district and employment or retail centers • Encourages people to park once	2.8% - 5.5%

Demand Management (TDM) to Reduce VMT

Near-Term Strategy

The TDM strategies above are intended to provide a range of options that can be considered on a case-by-case basis during project review.

Question for SGVCOG Participating Cities:

- Are there additional TDM strategies from City plans or policies that you would like Fehr & Peers to consider for VMT mitigation options?

VMT Fee Programs

Longer-Term Strategy

Three types of VMT Fee Programs:

- Traffic/Transportation Impact Fee Programs (new or modifications to existing)
- VMT Exchanges
- VMT Banks

Traffic/Transportation Impact Fee Programs

Longer-Term Strategy

Benefits:

- Cities can amend existing or create new VMT mitigation programs by amending or preparing a nexus study to reduce VMT consistent with the City's goal and CEQA thresholds
- The amended or new fee program would focus on transit, bicycle, and pedestrian projects.

Impacts:

- Requires a new nexus study to develop and implement the fee program
- Fee programs require monitoring and maintenance to ensure proper use of fees collected and expended pursuant to State law

VMT Exchange & Bank Programs

Longer-Term Strategy

VMT Mitigation Exchange

- Developers select from a pre-approved list of mitigation projects in the City (or larger area, such as SGVCOG)
- Program operator matches the developer's needed VMT reduction with a specific project
- Developer then funds the identified project

VMT Mitigation Bank

- Pools fees from development projects across multiple jurisdictions to spend on larger scale mitigation projects
- Developer pays into the fee program and projects are implemented by others
- Regional nature of program has potential for more significant reduction in VMT

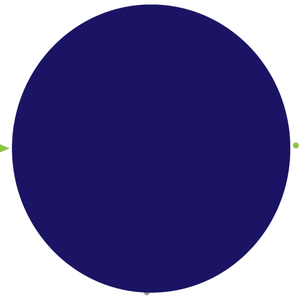
VMT Exchange Program

Longer-Term Strategy

DEVELOPER

Developer selects VMT reduction from an approved list and then funds a specific project or program

EXCHANGE OPERATOR (SCAG OR OTHER)



Creates list of VMT Reduction Projects

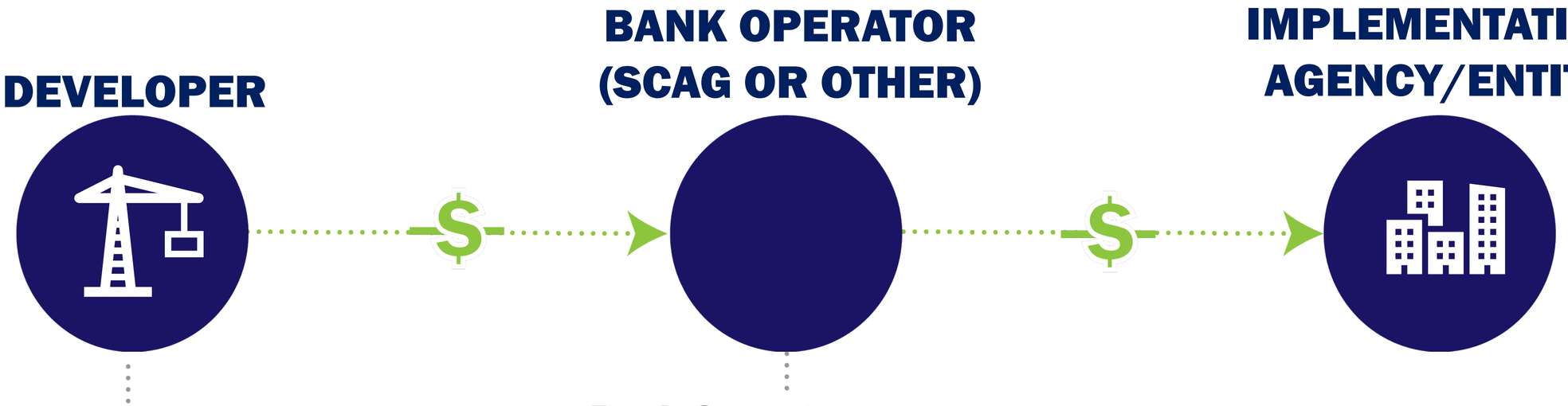
Verifies 'Additionality' and Monitors VMT Performance

LEAD AGENCY/ DEVELOPER

Implements VMT Reduction Projects as Mitigation Measure

VMT Bank Program

Longer-Term Strategy



Developer purchases VMT reduction credits from Bank Operator and implementation is left to others

Bank Operator…
Develops Bank payment/credit process
Develops VMT reduction projects
Verifies VMT reduction amount
Tests for Additionality
Monitors VMT performance and adjusts overtime

VMT Exchange & Bank Programs

Longer-Term Strategy

Benefits:

- The development of a VMT Exchange or Bank program allows developers to pay for mitigation strategies that can be implemented elsewhere in the region and have a larger benefit to VMT reduction
- Similar exchange programs exist for CEQA mitigation of GHG impacts

Impacts:

- No programs are in place currently
- SCAG recently released an RFP to conduct a pilot program for the region
- Important Requirement: must meet CEQA “additionality” test – VMT reduction wouldn’t have otherwise happened

Additional Fee Example: San Diego VMT Fee

Longer-Term Strategy

REGULATION FRAMEWORK

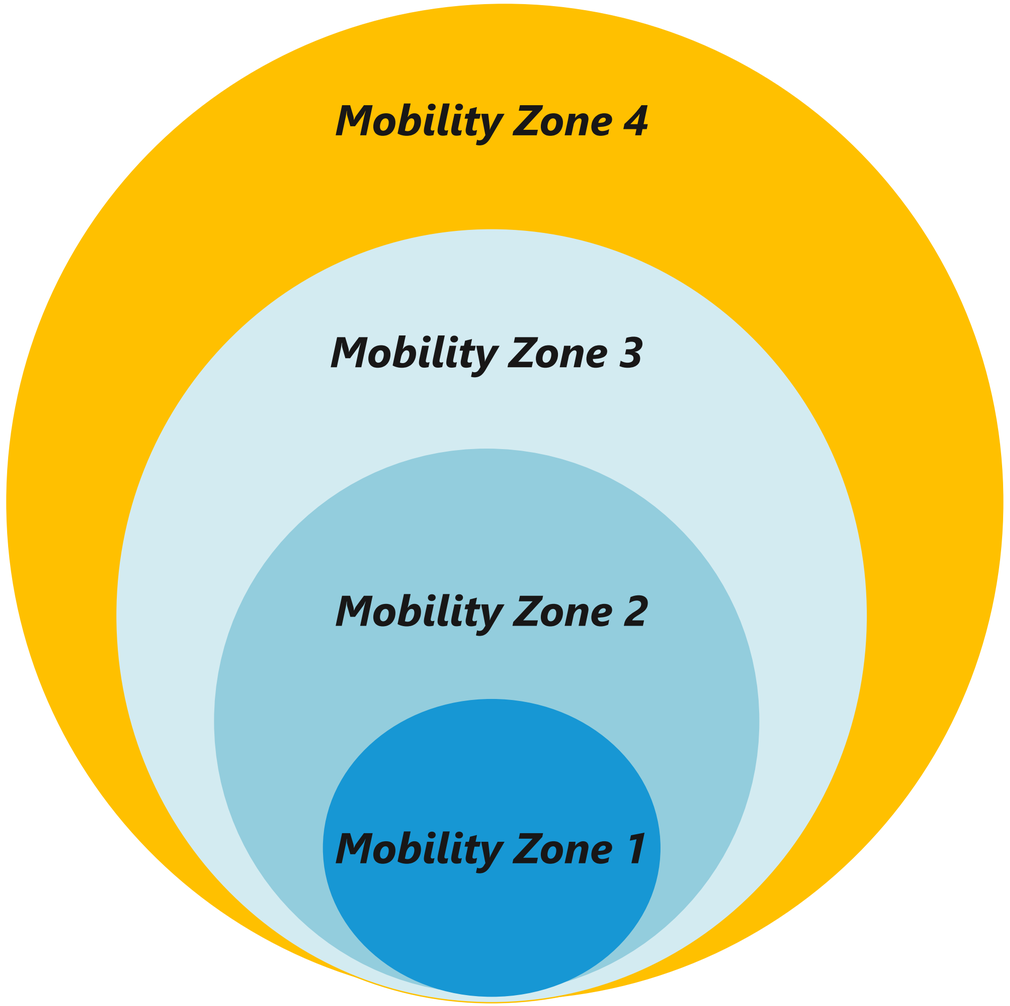
Zones and points requirements

The *Complete Communities: Mobility Choices Regulations* will require new development within the City of San Diego to either provide (1) *VMT reducing amenities* within the project site or adjacent right-of-way, or (2) will require payment of a *VMT fee* into a separate funding source based on the location and proposed land uses of the project.

NOTE: This is not intended to replace or offset the City's Development Impact Fee (DIF) Program.

San Diego VMT Fee Structure

The City is divided into 4 zones with Zone 1 being the highest density areas of the City.



Mobility Zone 4 is required to ***pay a VMT Fee.***

Mobility Zone 3 is required to provide ***8 points of VMT reduction amenities.*** *Fee payment is not required but can be paid in lieu of providing amenity points.*

Mobility Zone 2 is required to provide ***5 points of VMT reduction amenities.*** *Fee payment is not required but can be paid in lieu of providing amenity points.*

Mobility Zone 1 is ***not required to provide VMT reduction amenities.*** *Fee payment is not required.*

City of San Diego Example

Longer-Term Strategy

Benefits:

- The City's VMT fee is in addition to their transportation fee for new development and intended to support the overall goals of the City to reduce VMT.
- The program has a clear point system so developer's can simply identify their VMT reduction obligations.

Impacts:

- The City's VMT fee program is not intended for CEQA mitigation.
- The program is still under review and has not yet been adopted by the City.

Summary of Recommendations

Given that TDM research is continuing to evolve, we recommend providing a menu of mitigation options in the updated Transportation Study Guidelines that also allow flexibility for developers to provide customized TDM strategies (with supporting substantial evidence) to meet their unique project characteristics.

For longer-term mitigation options, the cities can update their transportation fee program to include projects that reduce VMT. In addition, the cities can work with SGVCOG, Metro, and/or SCAG to support the development of a regional VMT Bank or Exchange program.

DATE: November 9, 2020

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: METRO MEASURE R HIGHWAY PROGRAM CRITERIA AND MEASURE M GUIDELINES

RECOMMENDED ACTION

Discuss and provide direction to staff.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors recently directed Metro staff to circulate recommendations to modernize the Metro Highway Program, including broadening its mission, expanding funding eligibility, recommitting to the previously adopted Metro Complete Streets Policy, and updating performance metrics. As a result, Metro staff are requesting councils of governments and regional partners to review and provide feedback on the Measure R Highway Program Criteria and Measure M Guidelines, which can be found in Attachments A and B, by Monday, December 7, 2020. The attachments also include "redline" versions of Metro's proposed changes, in which highlighted (yellow) sections indicate languages that are being removed and red sections indicate languages that are being added.

Metro staff will also solicit input and feedback from the Metro Technical Advisory Committee and the Policy Advisory Committee over the next few weeks. At the conclusion of the comment period, Metro staff will summarize stakeholder input and proceed with a formal Criteria/Guideline Amendment for final Metro Board consideration.

Upon reviewing the proposed changes, SGVCOG staff is concerned that these changes will create overlapping subregional fund definitions particularly in the Measure M programs. The SGVCOG, under Measure M, established the Active Transportation, First and Last Mile/Complete Streets, Bus System Improvements, and Highway Demand subregional programs to address the work items Metro is attempting to add to the Highway Efficiency program (see Attachment C). This can create a confusing overlap of eligibility and undermines the premise for the original funding split between these programs. SGVCOG staff invested a tremendous amount of staff time to coordinate with member agencies and their elected officials to obtain consensus on the funding splits between these programs and the specific projects of interest. SGVCOG staff is concerned that Metro's recommendations would alter the program definitions that could open the door on those funding allocation agreements.

While SGVCOG staff understands that there has been pressure for certain subregions that did not divide their funding as the SGVCOG did to support projects such as bike routes, pedestrian improvements, and complete streets and that Metro staff's proposed amendments can address the

specific issues, SGVCOG staff is concerned that such a change can undermine San Gabriel Valley cities' previous work.

SGVCOG Chief Engineer, Mark Christoffels, will provide a detailed presentation on this item and solicit feedback from committee members.

Prepared by: _____
Alexander P. Fung
Management Analyst

Approved by: Marisa Creter
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Metro's Recommended Revisions to Measure R Highway Program Criteria
Attachment B – Metro's Recommended Revisions to Measure M Guidelines, Section X Multi-Year Programs (Highway Subfunds)
Attachment C – Excerpt from Measure M Ordinance

RECOMMENDED REVISIONS TO MEASURE R HIGHWAY PROGRAM CRITERIA

The following shall replace Measure R Highway Program eligibility criteria in their entirety:

Project Eligibility for Highway Operational Improvements and Ramp/Interchange Improvements

The intent of a Measure R Highway Operational Improvement is to improve multimodal efficiency, safety, equity, and sustainability along an existing State Highway corridor by reducing congestion and operational deficiencies that do not significantly expand the motor vehicle capacity of the system, or by incorporating complete streets infrastructure into the corridor, in accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan. In addition to those eligible projects on the State Highway System, for Measure R, projects located on primary roadways, including principal arterials, minor arterials, and key collector roadways, will be considered eligible for Operational Improvements and for ramp and interchange improvements.

Examples of eligible improvement projects include:

- interchange modifications;
- ramp modifications;
- auxiliary lanes for merging or weaving between adjacent interchanges;
- curve corrections/improve alignment;
- signals and/or intersection improvements;
- two-way left-turn lanes;
- intersection and street widening
- traffic signal upgrade/timing/synchronization, including all supporting infrastructure;
- traffic surveillance;
- channelization;
- Park and Ride facilities;
- turnouts;
- shoulder widening/improvement;
- safety improvements;
- on-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements;
- Class I, II, III, or IV bikeways;
- sidewalk improvements, including but not limited to widening, shade trees, and curb ramps;
- pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks;

- transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies.

Up to 20% of a subregion's Operational Improvement dollars may be used for soundwalls. Landscaping installed as a component of an operational improvement must be limited to no more than 20% of a project's budget. State of good repair, maintenance and/or stand-alone beautification projects are not eligible. Other projects could be considered on a case-by-case basis as long as a nexus to State Highway Operational Improvements can be shown, such as a measurable reduction in Vehicle Miles Traveled.

TRACKED CHANGES VERSION

RECOMMENDED REVISIONS TO MEASURE R HIGHWAY PROGRAM CRITERIA

The following shall replace Measure R Highway Program eligibility criteria in their entirety:

Project Eligibility for Highway Operational Improvements and Ramp/Interchange Improvements

The intent of a Measure R Highway Operational Improvement is to improve traffic flow in *multimodal efficiency, safety, equity, and sustainability along* an existing State Highway corridor by reducing congestion and operational deficiencies at spot locations that do not significantly expand the design capacity of the system and are intended to address recurrent congestion *motor vehicle* capacity of the system, *or by incorporating complete streets infrastructure into the corridor, in accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan*. In addition to those eligible projects on the State Highway System, for Measure R, projects located on primary roadways located generally within a one mile corridor of any State Highway, including principal arterials, minor arterials, and key collector roadways, will be considered eligible for Operational Improvements and for ramp and interchange improvements.

Examples of eligible improvement projects include:

- interchange modifications (but not to accommodate traffic volumes that are significantly larger than the existing facilities were designed for);
- ramp modifications (acceleration – deceleration/weaving);
- auxiliary lanes for merging or weaving between adjacent interchanges;
- curve corrections/improve alignment;
- signals and/or intersection improvements;
- two-way left-turn lanes;
- intersection and street widening
- traffic signal upgrade/timing/synchronization;
- traffic surveillance;
- channelization;
- Park and Ride facilities;
- turnouts;
- shoulder widening/improvement;
- safety improvements that reduce incident delay;
- *on-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements;*
- *Class I, II, III, or IV bikeways;*
- *sidewalk improvements, including but not limited to widening, shade trees, and curb ramps;*
- *pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks.*

- *Transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies*

Up to 20% of the Arroyo Verdugo, Las Virgenes/Malibu and South Bay Subregion's Operational Improvement dollars may be used for soundwalls and bike lanes. *Landscaping installed as a component of an operational improvement must be limited to no more than 20% of a projects budget. State of good repair, maintenance and/or beautification projects are not eligible.* Other projects could be considered on a case-by-case basis as long as a nexus to State Highway Operational Improvements can be shown*, such as a measurable reduction in Vehicle Miles Traveled*.

ATTACHMENT B

RECOMMENDED REVISIONS TO MEASURE M GUIDELINES, SECTION X MULTI-YEAR PROGRAMS (HIGHWAY SUBFUNDS)

The following shall replace subsection 'A. "Highway Efficiency and Operational Improvements" definition:' in its entirety.

Highway Efficiency and Operational Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance multimodal efficiency, safety, equity, and sustainability; improve traffic flow, trip reliability, travel times; and reduce recurring congestion, high-frequency traffic incident locations, and operational deficiencies on State Highways. Similarly, improvements which achieve these same objectives are eligible on major/minor arterials or key collector roadways. Highway subfunds are eligible for pre-construction and construction related project phases as referenced in Sections IX and X and are subject to eligibility criteria and phasing thresholds that will be developed within 6 months as part of the applicable administrative procedures. In accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds. State of good repair, maintenance and/or stand-alone beautification projects are not eligible for Highway subfunds. Other projects could be considered on a case-by-case basis as long as a nexus to Highway Efficiency and Operational Improvements can be shown, such as a measurable reduction in Vehicle Miles Traveled.

Examples of Eligible Projects:

- System and local interchange modifications
- Ramp modifications/improvements
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Alignment/geometric design improvements
- Left-turn or right-turn lanes on state highways or arterials
- Intersection and street widening/improvements
- New traffic signals and upgrades to existing signals, including left turn phasing, signal synchronization, and all supporting infrastructure
- Turnouts for safety purposes
- Shoulder widening/improvements for enhanced operation of the roadway
- Safety improvements
- Freeway bypass/freeway to freeway connections providing traffic detours in case of incidents, shutdowns or emergency evacuations
- ExpressLanes
- On-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements
- Class I, II, III, or IV bikeways
- Sidewalk improvements, including but not limited to widening, shade trees, and curb ramps

- Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks
- Transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies

The following shall replace subsection 'C. "Multi-Modal Connectivity" definition:' in its entirety.

"Multi-modal Connectivity" definition:

Multi-modal connectivity projects include those projects, which upon implementation, would improve regional mobility and network performance; provide network connections; reduce congestion, queuing or user conflicts; enhance multimodal efficiency, safety, equity, and sustainability; encourage ridesharing; and reduce vehicle miles traveled. Project should encourage and provide multi-modal access based on existing demand and/or planned need and observed safety incidents or conflicts. Subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under "Pre-Construction Activities" title under Readiness in Section IX. State of good repair, maintenance and/or stand-alone beautification projects are not eligible for Highway subfunds.

Examples of Eligible Projects:

- Transportation Center expansions
- Park and Ride expansions
- Multi-modal access improvements
- New mode and access accommodations
- First/last mile infrastructure

The following shall replace subsection 'D. "Freeway Interchange Improvement" definition:' in its entirety.

"Freeway Interchange Improvements" definition:

Freeway Interchange Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance safety by reducing conflicts; improve traffic flow, trip reliability, and travel times; and reduce recurring congestion and operational deficiencies on State Highways. Similarly, improvements on major/minor arterials or key collector roadways which achieve these same objectives are also eligible under this category. Highway subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under "Pre-Construction Activities" title under Readiness in Section IX. In accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic

Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds. State of good repair, maintenance improvements and/or stand-alone beautification projects are not eligible for Highway subfunds.

The following shall replace subsection 'E. "Arterial Street Improvements" definition:' in its entirety.

"Arterial Street Improvements" definition:

Arterial Street improvements include those projects, which upon implementation would improve regional mobility and system performance; enhance multimodal efficiency, safety, equity, and sustainability; improve traffic flow, trip reliability, and travel times; and reduce recurring congestion and operational deficiencies. Projects must have a nexus to a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered (i.e., serves major activity center(s), accommodates trips entering/exiting the jurisdiction or subregion, serves intra-area travel) and adopted in the City's general plan. In accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds. Highway subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under
"Pre-Construction Activities" title under Readiness in Section IX. State of good repair, maintenance improvements and/or stand-alone beautification projects are not eligible for Highway subfunds.

Examples of Eligible Projects:

- Intersection or street widening
- Two-way left-turn or right turn lanes
- New traffic signals and upgrades to existing signals, including left turn phasing
- Sight distance corrections/improve alignment
- Turnouts
- Safety improvements
- On-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements
- Class I, II, III, or IV bikeways
- Sidewalk improvements, including but not limited to widening, shade trees, and curb ramps
- Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks
- Transportation infrastructure in a street right-of-way that supports the implementation of TDM strategies

TRACKED CHANGES VERSION

RECOMMENDED REVISIONS TO MEASURE M GUIDELINES, SECTION X MULTI-YEAR PROGRAMS (HIGHWAY SUBFUNDS)

The following shall replace subsection 'A. "Highway Efficiency and Operational Improvements" definition:' in its entirety.

Highway Efficiency and Operational Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; *enhance multimodal efficiency*, *safety, equity, and sustainability*; enhance safety by reducing conflicts; improve traffic flow, trip reliability, travel times; and reduce recurring congestion*, high-frequency traffic incident locations* and operational deficiencies on State Highways. Similarly, improvements which achieve these same objectives are eligible on major/minor arterials or key collector roadways within one mile of a State Highway; or farther than one mile as determined on a case by case basis. Highway subfunds are eligible for pre-construction and construction related project phases as referenced in Sections IX and X, and are subject to eligibility criteria and phasing thresholds that will be developed within 6 months as part of the applicable administrative procedures. *In accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds.* State of good repair, maintenance and/or *stand-alone* beautification projects are not eligible for Highway subfunds. *Other projects could be considered on a case-by-case basis as long as a nexus to Highway Efficiency and Operational Improvements can be shown, such as a measurable reduction in Vehicles Miles Traveled.*

Examples of Eligible Projects:

- System and local interchange modifications
- Ramp modifications/improvements
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Alignment/geometric design improvements
- Left-turn or right-turn lanes on state highways or arterials
- Intersection and street widening/improvements on a State Conventional Highway or within one mile of a state highway, or on a major/minor arterial on a case by case basis
- *New traffic signals and upgrades to existing signals, including left turn phasing, signal synchronization and all supporting infrastructure*
- Turnouts for safety purposes
- Shoulder widening/improvements for enhanced operation of the roadway
- Safety improvements that reduce incident delay
- Freeway bypass/freeway to freeway connections providing traffic detours in case of incidents, shutdowns or emergency evacuations
- ExpressLanes
- *On-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements*
- *Class I, II, III, or IV bikeways*

- *Sidewalk improvements, including but not limited to widening, shade trees, and curb ramps*
- *Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks*
- *Transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies*

The following shall replace subsection 'C. "Multi-Modal Connectivity" definition:' in its entirety.

"Multi-Modal Connectivity" definition:

Multi-modal connectivity projects include those projects, which upon implementation, would improve regional mobility and network performance; provide network connections; reduce congestion, queuing or user conflicts and encourage ridesharing; *enhance multimodal efficiency, safety, equity, and sustainability; and encourage ridesharing*. Project should encourage and provide multi-modal access based on existing demand and/or planned need and observed safety incidents or conflicts. Subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under "Pre-Construction Activities" title under Readiness in Section IX. State of good repair, maintenance and/or *stand-alone* beautification projects are not eligible for Highway subfunds.

Examples of Eligible Projects:

- Transportation Center expansions
- Park and Ride expansions
- Multi-modal access improvements
- *New mode and access accommodations*
- *First/last mile infrastructure*

The following shall replace subsection 'D. "Freeway Interchange Improvement" definition:' in its entirety.

"Freeway Interchange Improvements" definition:

Freeway Interchange Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance safety by reducing conflicts; improve traffic flow, trip reliability, *and* travel times; and reduce recurring congestion and operational deficiencies on State Highways. Similarly, improvements on major/minor arterials or key collector roadways which achieve these same objectives within one mile of the State Highway, are also eligible under this category. Highway subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under "Pre-Construction Activities" title under Readiness in Section IX. *In accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic*

Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds. State of good repair, maintenance improvements and/or *stand-alone* beautification projects are not eligible for Highway subfunds.

The following shall replace subsection 'E. "Arterial Street Improvements" definition:' in its entirety.

"Arterial Street Improvements" definition:

Arterial Street improvements include those projects, which upon implementation would improve regional mobility and system performance; *enhance multimodal efficiency, safety, equity, and sustainability;* enhance safety by reducing conflicts, improve traffic flow, trip reliability, and travel times; and reduce recurring congestion and operational deficiencies. Projects must have a nexus to a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered (i.e., serves major activity center(s), accommodates trips entering exiting the jurisdiction, serves intra-area travel) and adopted in the City's general plan. *In accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds*. Highway subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under "Pre-Construction Activities" title under Readiness in Section IX. State of good repair, maintenance improvements and/or *stand-alone* beautification projects are not eligible for Highway subfunds.

Examples of Eligible Projects:

- Intersection or street widening
- Two-way left-turn or right turn lanes
- *New traffic signals and upgrades to existing signals, including left turn phasing*
- *Sight distance corrections/improve alignment*
- Turnouts
- Safety improvements that reduce incident delay
- *On-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements*
- *Class I, II, III, or IV bikeways*
- *Sidewalk improvements, including but not limited to widening, shade trees, and curb ramps*
- *Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks*
- *Transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies*

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

For Reference Only		Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date[9]	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure __ Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
		Multi-Year Subregional Programs			1st yr of Range					
	47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	$0	$857,500	$857,500	H
	48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	$0	$20,000	$20,000	T
	49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	$0	$35,000	$35,000	T
	50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	$0	$293,500	$293,500	H
	51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	$0	$361,000	$361,000	H
	52	Active Transportation Program		FY 2018	FY 2057	nc	$0	$264,000	$264,000	H
	53	Active Transportation Program		FY 2018	FY 2057	gc	$0	TBD	TBD	H
	54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
	55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	$0	$215,000	$215,000	H
	56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	$0	$32,000	$32,000	T
	57	Highway Efficiency Program		FY 2018	FY 2032	lvm	$0	$133,000	$133,000	H
	58	Bus System Improvement Program		FY 2018	FY 2057	sg	$0	$55,000	$55,000	T
	59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	$0	$198,000	$198,000	H
	60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
	61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	$240,000	$1,000,000	$1,240,000	H
	62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	$0	$202,000	$202,000	H
	63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	$600,000	$500,000	$1,100,000	H
	64	Transit Program		FY 2018	FY 2057	nc	$500,000	$88,000	$588,000	T
	65	Transit Projects		FY 2018	FY 2057	av	$0	$257,100	$257,100	T
	66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	$0	$350,000	$350,000	H
	67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	$0	$180,000	$180,000	T
	68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	$1,196,000	T/H
	69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	$0	$50,000	$50,000	T
	70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	$0	$50,000	$50,000	T
	71	Active Transportation Projects		FY 2033	FY 2057	av	$0	$136,500	$136,500	H
	72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	$0	$250,000	$250,000	H
	73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	$0	$239,000	$239,000	H
	74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	$0	$50,000	$50,000	T
	75	Arterial Program		FY 2048	FY 2057	nc	$0	$726,130	$726,130	H
	76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	$0	$250,000	$250,000	T
	77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	$0	$195,000	$195,000	H
	78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	$0	$33,000	$33,000	T
	79	Goods Movement Program		FY 2048	FY 2057	nc	$0	$104,000	$104,000	T
	80	Goods Movement Projects		FY 2048	FY 2057	av	$0	$81,700	$81,700	T
	81	Highway Efficiency Program		FY 2048	FY 2057	nc	$0	$128,870	$128,870	H
	82	Highway Efficiency Program		FY 2048	FY 2057	sg	$0	$534,000	$534,000	H
	83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	$0	$602,800	$602,800	H
	84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	$0	$66,000	$66,000	H
	85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	$0	$450,000	$450,000	H
	86	Modal Connectivity Program		FY 2048	FY 2057	lvm	$0	$68,000	$68,000	H
	87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	$0	$402,000	$402,000	T
	88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	$0	$63,000	$63,000	H
	89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	$0	$50,000	$50,000	H
	90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	$0	$110,600	$110,600	H
	91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	$90,000	$10,000	$100,000	T
	92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	$0	$100,000	$100,000	T
	93	**Multi-Year Subregional Programs Subtotal**					**$1,430,000**	**$10,253,700**	**$12,879,700**	
	94	**GRAND TOTAL**					**$21,011,027**	**$31,243,641**	**$53,450,669**	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

7/22/2016