

# Sustainability Planning Grant Program: 2017 Active Transportation Call for Proposals

July 20, 2017

Rye Baerg  
Senior Regional Planner  
Active Transportation and Special Programs



## Grant 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 the 2016 RTP/SCS.
- Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applications.

## Project Types

- Active Transportation Plans in DACs only
  - Bicycle, Pedestrian, SRTS Master Plans
- Non-Infrastructure
  - Go Human Events
  - Advertising Campaigns
  - Safe Routes to School

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## Eligibility

- Previous ATP Funding Awardees = Ineligible
  - [Ineligible Agencies](#)
- Plans must meet DAC and ATP Guidelines requirements
- Additional Resources Coming Soon

## Ineligible Expenses

- Environmental Clearance (CEQA and NEPA)
- Preliminary Engineering and Engineering Level design documents

## Scoring Criteria

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

## **SCAG Grant Administration**

- Funds are allocated by CTC and Caltrans
- Opt-In/Opt-Out of SCAG administration
- SCAG services:
  - Caltrans Allocation and Federal Allocation Process
  - Request for Proposals
  - Consultant Contracting
  - Invoicing and Reporting

## **Application and Schedule**

## Application Questions

- Which Application Do I use?
  - 2 Active Transportation
    - Plan \$200K
    - Non-Infrastructure \$200K

## Application Questions

- Question A-1 (Mobility)
  - Plans: Planning Gap, Existing Conditions/Gaps, Current Policy Framework
  - Non Infrastructure: Plan Implementation, Existing Conditions/Program Framework

# Application Questions

- Question A-2 (Safety)
  - Community Wide: Use city level SWITRS
  - Area Wide: Use census tract level SWITRS
    - Ex: Pedestrian Safety Activity
      - Census Tracts 115 and 121
        - » Pedestrian rate =  $36/13436 = 0.0028$
      - Census Tracts 104 and 105
        - » Pedestrian rate =  $6/14243 = 0.0004$
  - Additional Factors: High speeds, crime, etc.

# Application Questions

- Question A-3 (Public Health)

1. Indicators (Adult 2014)

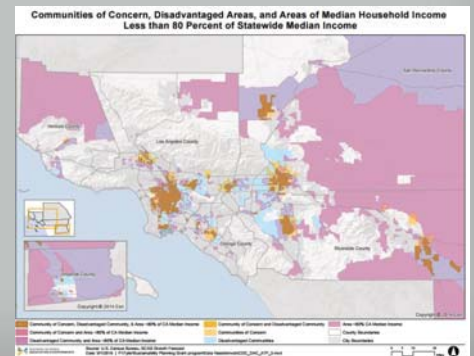


2. Location



# Application Questions

- Question A-4 (Disadvantaged Communities/Need)
  - Community Wide Plans/NI: Pre-calculated %
  - Area Wide Plans/NI: Use Census Tracts
    - Ex: DAC
      - Census Tracts 105 and 106
        - » % DAC =  $6,806 + 4,118 / 12,862 = 85\%$



# Application Questions

- Question B-1 (Mobility)
  - Goals and Objectives:
    - Measurable, Relate to the Need
  - Outcomes:
    - Tasks and Deliverables

## EXAMPLE:

**GOAL:** The goal of this project is to reduce pedestrian injuries and fatalities to 0 by 2030.

**OUTCOME:** A prioritized list of pedestrian safety projects and expected costs.

## Application Questions

- Question B-2 (Safety)
  - Targeted data driven approach to address existing safety concerns
    - Example: Vision 0 Strategies
  - Letter of Support
    - Cross sector collaboration

## Active Transportation

- Question B-3 (Public Health)
  - Data driven approach
    - Example: C-PHAM, ITHIM or other Modeling or Working with Health Department on Survey Tools
  - Letter of Support
    - Cross sector collaboration



## Application Questions

- Question B-4 (Public Participation)
  - **Innovative!**
  - Youth Engagement
  - Open Street Events
  - Point of Engagement Strategies
  - Train the Trainer

## Application Questions

- Question C-1 (Leveraging)
  - No Local Match Required
  - In Kind, Existing Grants, Local Funding, etc.

## Application Questions

- Question C-2 (Cost Effectiveness)
  - Uses Existing Tools
    - DO NOT REINVENT THE WHEEL!
  - Multijurisdictional

## Application Questions

- Question C-3 (Public Participation and Collaboration)
  - 3 Letters of support
  - Collaborative Activities
    - Commit to attending Community Advisory Committee meetings.
    - Support outreach efforts through agency newsletter.
    - Conduct door to door outreach on behalf of the project.

## Required Documents

- Word Application
- Excel Forms
  - SOW, Timeline, Budget

## Proposal Development Resources

- Model AT Plan SOW
- Model Go Human Event SOW

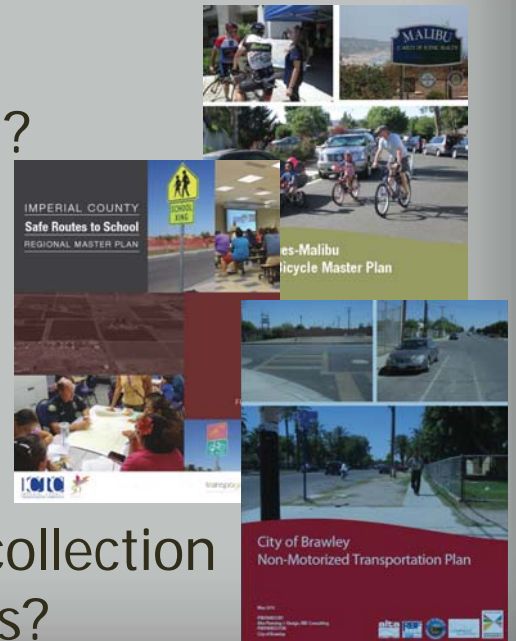
# Schedule

Schedule	
SCAG SPG AT-CFP Opens	7/6/17
Application Workshop	7/20/17
SCAG SPG Call for Project Application Deadline	8/31/17
SCAG Regional Council Approval of 2017 SPG AT-CFP Proposal Rankings	10/5/17
California Transportation Commission approves SCAG's 2017 Regional ATP Augmentation Program	12/6-7/17
Project Initiation	Spring 2018

## Case Studies and Best Practices

# Active Transportation Plans

- Implementable
  - How much planning do you need?
- Data Driven
  - Hot Spots (Vision 0)
  - Prioritization Process
- Grant Oriented
  - How will the outreach and data collection position you for future ATP Cycles?



# Non-Infrastructure

- Go Human Advertising Campaign
- Go Human Events
- Safe Routes to School Programs

## Open Streets/Demo Projects



City of Westminster

## Education/ Encouragement Campaign



GoHuman Campaign

# Go Human Events

## Resources

- Past Events
- Phase 1 Report
  - Planning Process
  - Demo Elements
  - Lessons Learned
  - Survey Template
- [GoHumanSocal.org](http://GoHumanSocal.org)



Go Human Tactical Urbanism Events: Phase One  
Southern California Association of Governments



### Reflective Bollards

The bollards were designed to separate a bike lane from automobile traffic, spaced approximately 10' on center at the height of a typical bollard. The bollards should invoke feelings of safety for users, creating separation from automobile traffic without creating visual divides or blind spots. The bollards were designed as a family, taking cues from traditional traffic design and elevated with elements of play and dynamic color.

**Cost: \$57 per unit**

## Program Info:

Rye Baerg

Active Transportation

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# **Road Repair and Accountability Act of 2017 (SB1) and 2017 Active Transportation Augmentation**

July 20, 2017

Stephen Patchan  
Active Transportation and Special Programs



## **Senate Bill 1 Overview**

The Road Repair and Accountability Act of 2017

- \$52.4 billion over 10 years.
- SCAG region should receive a minimum of \$18.7 billion
- Competitive programs are subject to further analyses as guidelines are developed and are anticipated to yield the SCAG region additional funding.

## **Senate Bill 1 Programs**

- Active Transportation Program
- Local Street and Road Maintenance
- State Transit Assistance (STA) Program
- Local Partnership Program
- Regional Share of State Transportation Improvement Program (STIP)
- Local Planning Grants

## **Senate Bill 1 Programs**

- State Highway Maintenance and Rehabilitation and Highway Bridge and Culvert Maintenance and Rehabilitation
- Transit and Intercity Rail Capital
- Intercity and Commuter Rail Funding
- Solutions for Congested Corridors Program

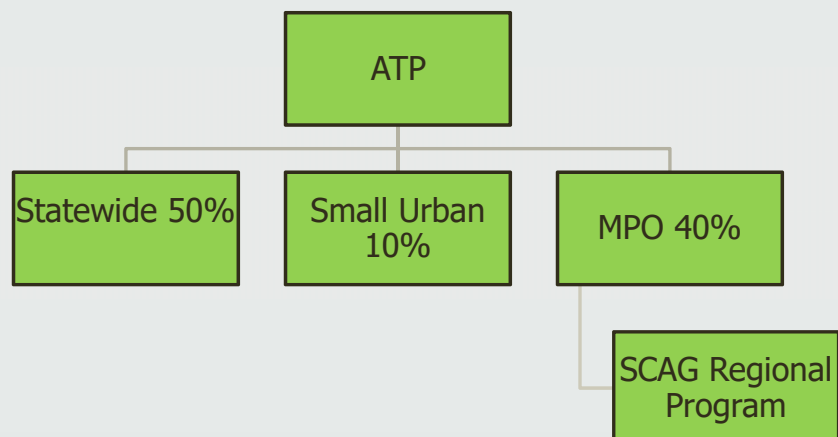


## ATP Funding Overview

- Additional \$100m/year for ATP
- 2017 ATP Augmentation Guidelines
  - Directs programming of FY 2016-2017, FY 2017-18 funds
  - Total funding=\$200 million
    - SCAG Regional Program=\$40 million



## Active Transportation Program



# Active Transportation Program

- ATP cycles are adopted odd year
- First cycle was in 2014, with cycles occurring in 2015 and 2017.
- Each cycle includes a 4 year funding program
- Call for projects are issued in the spring of every even year

## 2017 ATP Augmentation: **Statewide**

- Eligible Projects:
  - Cycle 3 Awarded Advancement Requests
  - Cycle 3 Contingency List Projects
  - No "new" infrastructure proposals
- Advancement requests and re-submittals due to CTC on August 1



## 2017 ATP Augmentation: Regional Program

- SCAG region will receive additional \$20m per year
- Regional Program will retain funding targets for counties
- Maximum of 95% of funding will be awarded to implementation projects.
- Counties will have the option to fully fund projects that were previously “partially” funded in Cycle 3.

## 2017 ATP Augmentation: Regional Program

Total Funding = \$40 M

### Implementation = \$38 M

- County-Based Funding Targets
- Eligible Projects
  - Cycle 3 Advancement Requests
  - Cycle 3 Contingency
  - **Cycle 3 Partially Funded Projects**
  - No New Proposals

### Plans & Programs = \$2 M

- Geographic Equity Considered
- Eligible Projects
  - Sustainability Planning Grant Phase 2
  - Cycle 3 Advancement Requests
  - **New Proposals**: Sustainability Planning Grant—2017 Active Transportation Call for Proposals

## Next Steps

- ATP 2017 Augmentation Application  
Deadline: **August 1, 2017**
- SCAG Regional Council adopts ATP  
Regional Program: **October 5, 2017**

Thank you!

Stephen Patchan  
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## Southern California Active Transportation Safety & Encouragement Campaign

July 2017

Julia Lippe-Klein  
Active Transportation & Special Programs



## Campaign Objectives

- Reduce collisions, create safer streets
- Increase rates of active transportation
- Reduce greenhouse gases
- Improve public health
- Support ATP and other active transportation investments
- Change the reputation of the region



# Campaign Components



Advertising Campaign

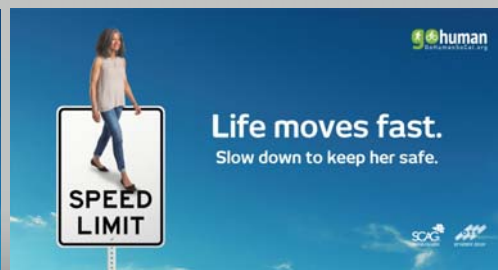


Open Streets & Temporary Events

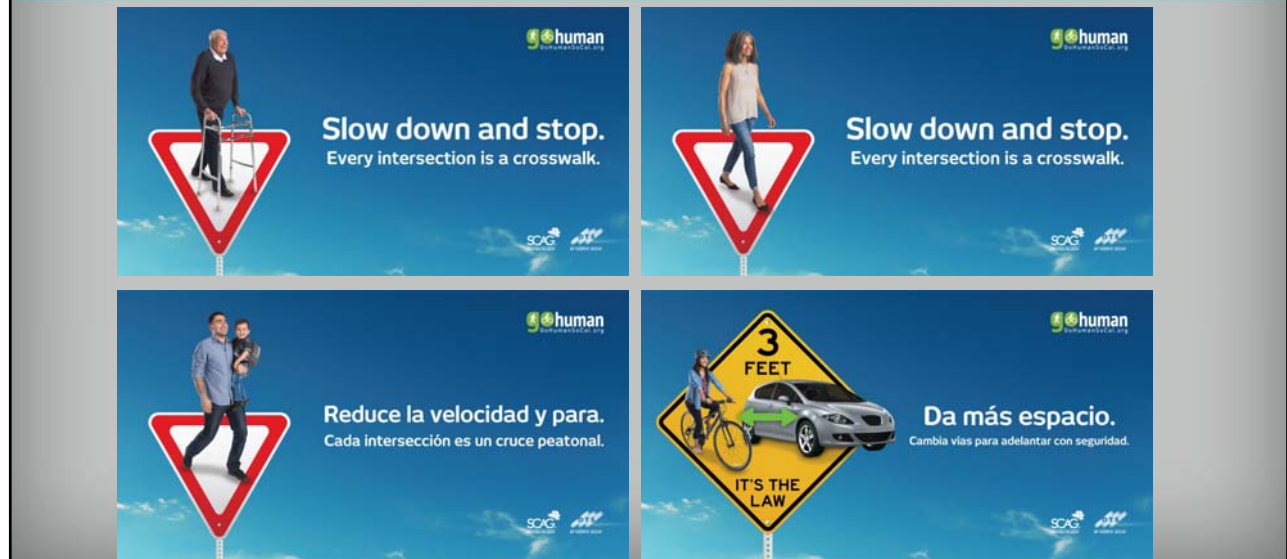


Bike Rodeos/  
Safety Programming

# Advertising Campaign: (NEW) Driver Ads



## Advertising Campaign: (NEW) Driver Ads



## Ads in the Community



## Campaign Accomplishments

- 500+ million total estimated impressions
- 40+ of earned media pieces
- 150+ agency partners
- National Association of Government Communicators awards for logo and poster design
- 2017 FHWA Award for Planning Excellence

## Keys to Success: Partnerships





## Open Streets & Demonstration Projects

- Re-imagine streets for walking and biking
- 16 events completed, 20 planned
- Build support for planned projects through direct public engagement and experience of innovative designs
- Innovative public engagement to reference and strengthen future grant applications
- Collect feedback on design treatments
- <https://vimeo.com/220297085>



STREETFILMS

## Demonstrate Infrastructure



## Demonstrate Infrastructure



## Demonstrate Place Making Design Features



## Education and Encouragement



## Event Outcomes –To Date



## Community Input

**98%** of survey respondents supported their local governments' plans to make the **temporary improvements permanent**.

**96%** of survey respondents said that the temporary safety improvements made the streets feel **safer and more inviting** to use.

## Project/Event Opportunities

- Sustainability Planning Grants – Call for Proposals
- 2019 ATP
  - Application opens March 2018
  - Eligible Project Types
    - Infrastructure
    - Safe Routes to School
    - Planning
    - *Go Human* events
  - Project Awarded in 2019

## Join Us!

### 2017 Advertising Campaign

- All materials are open-source & available for co-branding.
- Safety postcards available for distribution (by schools for Back to School, police departments, etc.)
- Lawn signs available for distribution.
- Expect to do 2 rounds of ads in May & August 2018.



## Thank You!

Julia Lippe-Klein  
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@GoHumanSoCal



# Active Transportation Component

## 2020 Regional Transportation Plan/Sustainable Communities Strategy

July 20, 2017

Alan Thompson  
Senior Regional Planner  
Active Transportation and Special Programs

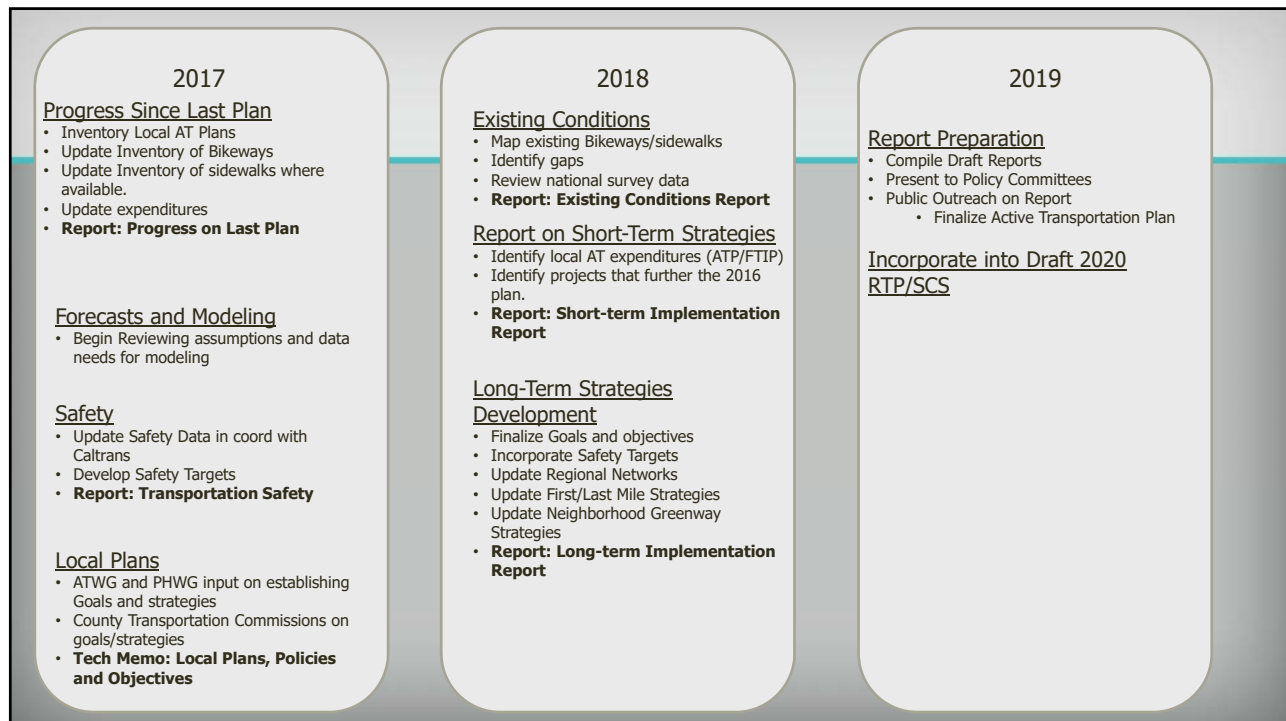


### Today's Purpose

- Catch up with the previous Plan
- Inform you that the process is beginning for 2020 Plan development
- Begin the process on gathering your thoughts on what SCAG should be focusing on in Plan development

# 2016 Plan Strategies

- Regional
  - Regional Bikeways
  - Regional Greenways
- Access to Transit
  - First Mile/Last Mile
  - Bike Share
  - Livable Corridors
- Short Trips
  - Sidewalks
  - Local Bikeways
  - Neighborhood Mobility Areas
- Education/Encouragement
  - Safe Routes to School
  - Safety/Encouragement Campaigns



## **Thinking about the Process...**

- How can the process be improved?
- Who should be involved?
- How should we engage stakeholders?

## **Thinking about the Product...**

- How can we make this plan more relevant to your work?
- What planning issues are on the horizon that we should consider?
- Any research topics, case studies?
- What data is needed or should be included?
- What new strategies should be incorporated?



**RTP/SCS Questions & Info:**  
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**Active Transportation**  
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# State of the Region: Safety

Active Transportation Working Group

July 20, 2017

Courtney Aguirre, Senior Regional Planner  
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## Overview

- Safety Performance Management Measures Final Rule
- Existing Conditions
- State Targets
- Next Steps



## Safety Performance Management Measures Final Rule



## Performance Based Planning

- MAP-21 established a performance- and outcome-based transportation program
- Investments will make progress toward achievement of national goals:
  - **Safety**
  - Infrastructure condition
  - Congestion reduction
  - System reliability
  - Freight movement and economic vitality
  - Environmental sustainability
  - Reduced project delivery delays



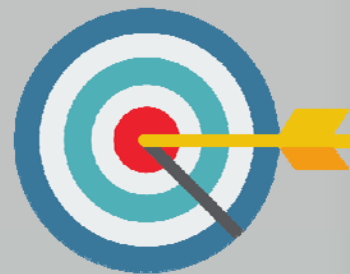
## Federal Highway Administration Final Rule

- Effective April 14, 2016
- Statutory authority under MAP-21 (49 USC 490)
- Establishes 5 safety performance measures:
  - Number of Fatalities
  - Rate of Fatalities per 100 million VMT
  - Number of Serious Injuries
  - Rate of Serious Injuries per 100 million VMT
  - **Number of Non-motorized Fatalities and Non-motorized Serious Injuries**
- 5-Year Rolling Averages



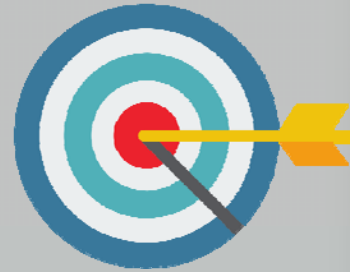
## State Targets

- State DOTs establish statewide targets for each performance measure
- Annual targets– set by August 2017 for Calendar Year 2018
- Targets based on calendar year
- Applicable to all public roads
- No specified methodology for setting targets
- State DOTs charged with coordinating with MPOs
- Annual reporting and assessment



## MPO Targets

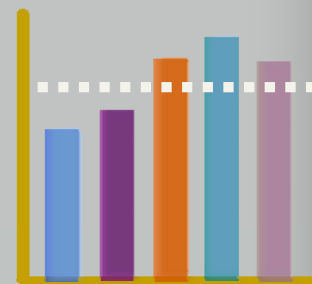
- Must establish safety targets within 180 days after the State establishes targets (Feb. 27, 2018)
- Can support State targets, establish numerical targets specific to the region, or use a combination of both
- MPO reporting progress to the State still TBD, but will include reporting in RTP/SCS and FTIP



## FHWA Target Achievement Evaluation

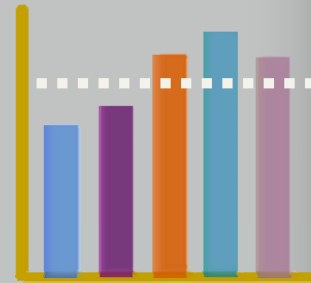
A State DOT is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets

- a) are met  
-- or --
- b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State's target



## FHWA Target Achievement Evaluation

- Requirements if State did not meet or make significant progress toward meeting targets:
  - Use obligation authority equal to the HSIP apportionment for the prior year only for highway safety improvement projects, and
  - Submit an HSIP Implementation Plan
- States notified of target achievement by the end of March following the year data becomes available (March 2020 for CY 2018)



## Existing Conditions

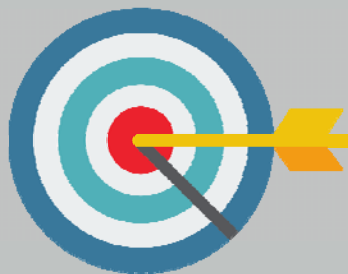


## What are the overall trends?

- Each year in Southern California:
  - 1,500+ people killed
  - 5,000+ people seriously injured
  - About 30% of all killed/seriously injured are peds/bicyclists
  - Ped/bicyclist killed/seriously injured remains stable, if not upward trend
  - Overall fatalities/serious injuries – recent upward trend after years of declines



## Target Setting



## State Targets – Calendar Year 2018

- Number of Fatalities = 3,590.8 (-7.69%/yr)
- Rate of Fatalities per 100 Million VMT = 1.029 (-7.69%/yr)
- Number of Serious Injuries = 12,823.4 (-1.5%/yr)
- Rate of Serious Injuries per 100 Million VMT = 3.831 (-1.5%/yr)
- **Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) = 4,271.1 (-10%/yr)**
- Note: Referred to as aspirational/vision-based/Towards Zero Death targets. Serious injuries targets consistent with SHSP

## Next Steps

- Assess State targets
- Develop initial regional targets by Fall/Winter 2017
- Finalize regional targets by February 2018

