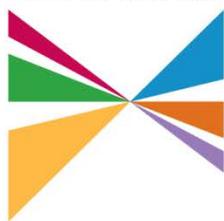


SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

**Officers**

President

Carl Morehouse, San Buenaventura

First Vice President

Cheryl Viegas-Walker, El Centro

Second Vice President

Michele Martinez, Santa Ana

Immediate Past President

Greg Pettis, Cathedral City

**Executive/Administration  
Committee Chair**

Carl Morehouse, San Buenaventura

**Policy Committee Chairs**

Community, Economic and

Human Development

Margaret Finlay, Duarte

Energy & Environment

Deborah Robertson, Rialto

Transportation

Alan Wapner, San Bernardino

Associated Governments

**No. 560  
MEETING OF THE**

**REGIONAL COUNCIL**

***Thursday, June 5, 2014  
12:15 p.m. – 2:00 p.m.***

**SCAG Main Office  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Board Room  
Los Angeles, CA 90017  
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email at [harris-neal@scag.ca.gov](mailto:harris-neal@scag.ca.gov). In addition, regular meetings of the Regional Council may be viewed live or on-demand at <http://www.scag.ca.gov/NewsAndMedia/Pages/SCAGTV.aspx>

Agendas & Minutes for the Regional Council are also available at:  
<http://www.scag.ca.gov/committees/Pages/default.aspx>

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1858. We request at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

This Page Intentionally Left Blank

## Regional Council

### *Members – June 2014*

<u>Members</u>	<u>Representing</u>
<b>President</b> 1. Hon. Carl Morehouse	<i>San Buenaventura</i> District 47
<b>1st Vice-President</b> 2. Hon. Cheryl Viegas-Walker	<i>El Centro</i> District 1
<b>2nd Vice-President</b> 3. Hon. Michele Martinez	<i>Santa Ana</i> District 16
<b>Imm. Past President</b> 4. Hon. Greg Pettis	<i>Cathedral City</i> District 2
5. Hon. Jack Terrazas	Imperial County
6. Hon. Michael Antonovich	Los Angeles County
7. Hon. Mark Ridley-Thomas	Los Angeles County
8. Hon. R. Shawn Nelson	Orange County
9. Hon. Gary Ovitt	San Bernardino County
10. Hon. Jeff Stone	Riverside County
11. Hon. Linda Parks	Ventura County
12. Hon. Matthew Harper	OCTA
13. Hon. Adam Rush	<i>Eastvale</i> RCTC
14. Hon. Alan Wapner	<i>Ontario</i> SANBAG
15. Hon. Keith Millhouse	<i>Moorpark</i> VCTC
16. Hon. Jim Hyatt	<i>Calimesa</i> District 3
17. Hon. Jeff DeGrandpre	<i>Eastvale</i> District 4
18. Hon. Ronald Roberts	<i>Temecula</i> District 5
19. Hon. Frank Navarro	<i>Colton</i> District 6
20. Hon. Larry McCallon	<i>Highland</i> District 7
21. Hon. Deborah Robertson	<i>Rialto</i> District 8
22. Hon. Paul Eaton	<i>Montclair</i> District 9
23. Hon. Ed Graham	<i>Chino Hills</i> District 10
24. Hon. Bill Jahn	<i>Big Bear Lake</i> District 11
25. Hon. Mike Munzing	<i>Aliso Viejo</i> District 12
26. Hon. Kathryn McCullough	<i>Lake Forest</i> District 13
27. Hon. Steven Choi	<i>Irvine</i> District 14
28. Hon. Leslie Daigle	<i>Newport Beach</i> District 15
29. Hon. John Nielsen	<i>Tustin</i> District 17
30. Hon. Leroy Mills	<i>Cypress</i> District 18
31. Hon. Kris Murray	<i>Anaheim</i> District 19

## Regional Council

### *Members – June 2014*

<u>Members</u>		<u>Representing</u>
32. Hon. Tri Ta	<i>Westminster</i>	District 20
33. Hon. Art Brown	<i>Buena Park</i>	District 21
34. Hon. Brett Murdock	<i>Brea</i>	District 22
35. Hon. Bruce Barrows	<i>Cerritos</i>	District 23
36. Hon. Gene Daniels	<i>Paramount</i>	District 24
37. Hon. Mario Guerra	<i>Downey</i>	District 25
38. VACANT		District 26
39. Hon. Ali Saleh	<i>Bell</i>	District 27
40. Hon. Dan Medina	<i>Gardena</i>	District 28
41. Hon. Steven Neal	<i>Long Beach</i>	District 29
42. Hon. James Johnson	<i>Long Beach</i>	District 30
43. Hon. Roy Francis	<i>La Habra Heights</i>	District 31
44. Hon. Margaret Clark	<i>Rosemead</i>	District 32
45. Hon. Gene Murabito	<i>Glendora</i>	District 33
46. Hon. Barbara Messina	<i>Alhambra</i>	District 34
47. Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
48. Hon. Jonathan Curtis	<i>La Cañada/Flintridge</i>	District 36
49. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
50. Hon. Sam Pedroza	<i>Claremont</i>	District 38
51. Hon. James Gazeley	<i>Lomita</i>	District 39
52. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
53. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
54. Hon. Jess Talamantes	<i>Burbank</i>	District 42
55. Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
56. Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
57. Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
58. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
59. Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
60. Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
61. Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
62. Hon. Tom LaBonge	<i>Los Angeles</i>	District 51

**Regional Council**  
*Members – June 2014*

**Members**

**Representing**

63. Hon. Paul Koretz	<i>Los Angeles</i>	District 52
64. Hon. Nury Martinez	<i>Los Angeles</i>	District 53
65. Hon. Felipe Fuentes	<i>Los Angeles</i>	District 54
66. Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
67. Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
68. Hon. Herb J. Wesson, Jr.	<i>Los Angeles</i>	District 57
69. Hon. Mike Bonin	<i>Los Angeles</i>	District 58
70. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
71. Hon. Mitch O'Farrell	<i>Los Angeles</i>	District 60
72. Hon. José Huizar	<i>Los Angeles</i>	District 61
73. Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
74. Hon. Karen Spiegel	<i>Corona</i>	District 63
75. Hon. Jim Katapodis	<i>Huntington Beach</i>	District 64
76. Hon. Ryan McEachron	<i>Victorville</i>	District 65
77. Hon. Michael Wilson	<i>Indio</i>	District 66
78. Hon. Dante Acosta	<i>Santa Clarita</i>	District 67
79. Hon. Rusty Bailey	<i>Riverside</i>	District 68
80. Hon. Julio Rodriguez	<i>Perris</i>	District 69
81. Hon. Andrew Masiel, Sr.	<i>Pechanga Band of Luiseño Indians</i>	Tribal Government Representative
82. Hon. Lisa Bartlett	<i>Dana Point</i>	TCA
83. Mr. Randall Lewis	<i>Lewis Group of Companies</i>	(Ex-Officio)
84. Hon. Eric Garcetti	<i>Los Angeles</i>	(At-Large)

This Page Intentionally Left Blank

# REGIONAL COUNCIL AGENDA JUNE 5, 2014

---

*The Regional Council may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.*

## **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

*(Hon. Carl Morehouse, President)*

**PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The President has the discretion to reduce the time limit based upon the number of speakers. The President may limit the total time for all public comments to twenty (20) minutes.

## **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **EXECUTIVE DIRECTOR'S REPORT**

*(Hasan Ikhata, Executive Director)*

- Electronic Voting
- General Assembly Recap
- August 20, 2014 Summit on Poverty
- Federal Transportation Improvement Program (FTIP) Release for Public Comment

### **PRESIDENT'S REPORT**

- New Members
- New Committee Appointments
- Business Update
- Air Resources Board Update
- May 13, 2014 Senate Transportation and Housing Hearing on SB 375

# REGIONAL COUNCIL AGENDA JUNE 5, 2014

---

## COMMITTEE REPORTS/ACTION ITEMS

Page No.

### Executive/Administration Committee (EAC) Report (Hon. Carl Morehouse, Chair)

- |  |            |   |
|--|------------|---|
| 1. <u>SCAG-Metro First Mile/Last Mile Strategic Plan</u><br>(Hasan Ikhata, Executive Director) | Attachment | 1 |
|--|------------|---|

**Recommended Action:** Adopt the SCAG-Metro First Mile/Last Mile Strategic Plan (Plan) and support continued collaboration with the Los Angeles County Metropolitan Transportation Authority (Metro) and other local agencies on activities to implement the Plan.

### Scholarship Committee Report (Hon. Carl Morehouse, Chair)

- |                                    |            |    |
|------------------------------------|------------|----|
| 2. <u>SCAG Scholarship Program</u> | Attachment | 97 |
|------------------------------------|------------|----|

**Recommended Action:** Approve Scholarship Committee recommendations for the 2014 SCAG Scholarship Program Award.

### Transportation Committee (TC) Report (Hon. Alan Wapner, Chair)

### Community, Economic and Human Development (CEHD) Committee Report (Hon. Margaret E. Finlay, Chair)

### Energy and Environment Committee (EEC) Report (Hon. Deborah Robertson, Chair)

### Legislative/Communications and Membership Committee (LCMC) Report (Hon. Pam O'Connor, Chair)

## CONSENT CALENDAR

### Approval Items

- |  |            |     |
|--|------------|-----|
| 3. <u>Minutes of the May 1, 2014 Meeting</u>   | Attachment | 100 |
| 4. <u>Contracts \$200,000 or Greater: Contract No. 14-001-B04A, Western Riverside Council of Governments (WRCOG) Climate Action Plan</u> | Attachment | 105 |
| 5. <u>Legal Services Contract</u>  | Attachment | 109 |

# REGIONAL COUNCIL AGENDA JUNE 5, 2014

<u>Approval Items - continued</u>	<u>Page No.</u>
6. <u>SCAG Participation at the American Public Transportation Association (APTA) 2014 Rail Conference</u>	Attachment 110
7. <u>SCAG Participation at the International Planning and Policy Conference in Beijing, China hosted by the Institute of Policy and Management, Chinese Academy of Sciences</u>	Attachment 111
8. <u>AB 2707 (Chau) – Triple Bike Racks</u>	Attachment 113
9. <u>SB 1228 (Hueso) – Trade Corridors Improvement Fund</u>	Attachment 123
10. <u>SB 1418 (DeSaulnier) – Vehicle Weight Fees: Transportation Bond Debt Service</u>	Attachment 133
11. <u>SCAG Sponsorship</u>	Attachment 147
12. <u>SCAG Participation at Sustainability and Smart Growth Conference hosted by the Hebei Province, China</u>	Attachment 149

## Receive & File

13. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u>	Attachment 151
14. <u>Progress of One-on-One Meetings with Local Jurisdictions to Provide Assistance for a Bottom –up Local Input Process</u>	Attachment 158
15. <u>2014 Regional Council and Policy Committees Meeting Schedule</u>	Attachment 160
16. <u>Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000</u>	Attachment 161
17. <u>June 2014 State and Federal Legislative Update</u>	To be distributed under separate cover
18. <u>CFO Monthly Report</u>	Attachment 180

## FUTURE AGENDA ITEM/S

### ADJOURNMENT

*There is no Regional Council (RC) meeting in July (dark).*

*The next RC meeting will be held on Thursday, August 7, 2014 at the SCAG Los Angeles Office.*

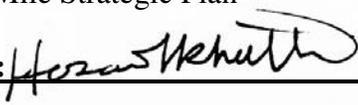
This Page Intentionally Left Blank

**DATE:** June 5, 2014

**TO:** Executive/Administration Committee (EAC)  
Regional Council (RC)

**FROM:** Huasha Liu, Director, Land Use and Environmental Planning, 213.236.1838,  
[liu@scag.ca.gov](mailto:liu@scag.ca.gov)

**SUBJECT:** SCAG-Metro First Mile/Last Mile Strategic Plan

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

**RECOMMENDED ACTION:**

Adopt the SCAG-Metro First Mile/Last Mile Strategic Plan (Plan) and support continued collaboration with the Los Angeles County Metropolitan Transportation Authority (Metro) and other local agencies on activities to implement the Plan.

**EXECUTIVE SUMMARY:**

*On April 16, 2014, Metro adopted the SCAG-Metro First Mile/Last Mile Strategic Plan and directed Metro staff to pursue grant funding for six (6) pilot projects along the Gold Line, Red Line, and Expo Line. The Metro Board also approved staff's recommendation to prepare a multi-year plan for consideration in future years' budgets. In addition, a motion was approved directing staff to pursue a series of actions related to implementing the wayfinding and signage elements of the Plan across Los Angeles County. At the General Assembly, this plan received the Presidents Award of Excellence. Implementation of First-Last Mile strategies is critical to meeting the goals of SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1, Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective c) Provide practical solutions for moving new ideas forward.

**BACKGROUND:**

SCAG and Metro have engaged in the development of a First Mile/Last Mile Strategic Plan as part of the Sustainability Joint-Work Program between the two (2) agencies. The Joint-Work program lists a number of sustainability goals, tasks and products, including a County-Wide Safe Routes to School Plan; a First Mile/Last Mile Strategic Plan; and a Regional Plug-in Electric Vehicle Readiness Plan.

The purpose of the SCAG-Metro First Mile/Last Mile Strategic Plan is to establish planning policies and guidelines to more strategically invest agency resources; provide the basis for seeking additional capital funds; and to optimize access to high-quality transit corridors. The planning policies and guidelines are a resource for local governments seeking to collaborate with Metro on transportation improvements in transit catchment areas. In addition, the guidelines may serve as a resource for other transit agencies and local governments within the SCAG region. The draft First Mile/Last Mile Strategic Plan was presented to the Transportation Committee by Shahrzad Amiri, Deputy Executive Officer for Metro on February 6, 2014.

# REPORT

---

The Plan was received across Los Angeles County and has generated significant momentum toward implementation. In particular, the Metro Board has directed staff to pursue a series of next steps. These include:

- Seeking grant funding for Pilot Projects
  - Exposition Light Rail Line Phase II
    - 17<sup>th</sup> St. Station
    - Expo/Bundy Station
  - Gold Line Foothill Extension 2A
    - Arcadia Station
    - Duarte Station
  - Red Line
    - Universal Station
    - North Hollywood Station
- Development of multi-year funding plan
- Development of wayfinding and signage standards

In addition, the adopted Plan includes a section on Strategies for Plan Application, which outlines opportunities for collaboration with local agencies, SCAG and other partners. SCAG is specifically identified as a lead partner in three (3) activities that involve refinement of Plan concepts and strategies, technical assistance to local agencies, outreach, legislative actions, and measurement and monitoring of implementation efforts. Local agencies are also recognized as essential partners and are encouraged to use the Plan as a framework when updating relevant land-use and transportation plans. For example, the City of Hawthorne is currently using the Plan for a station area plan that SCAG is funding through the Sustainability Program.

Implementation of First-Last Mile strategies is critical to meeting the goals of SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. Staff will continue to support and encourage Metro's actions to implement the Plan, as well as similar efforts that have been completed or are underway across the region.

## **FISCAL IMPACT:**

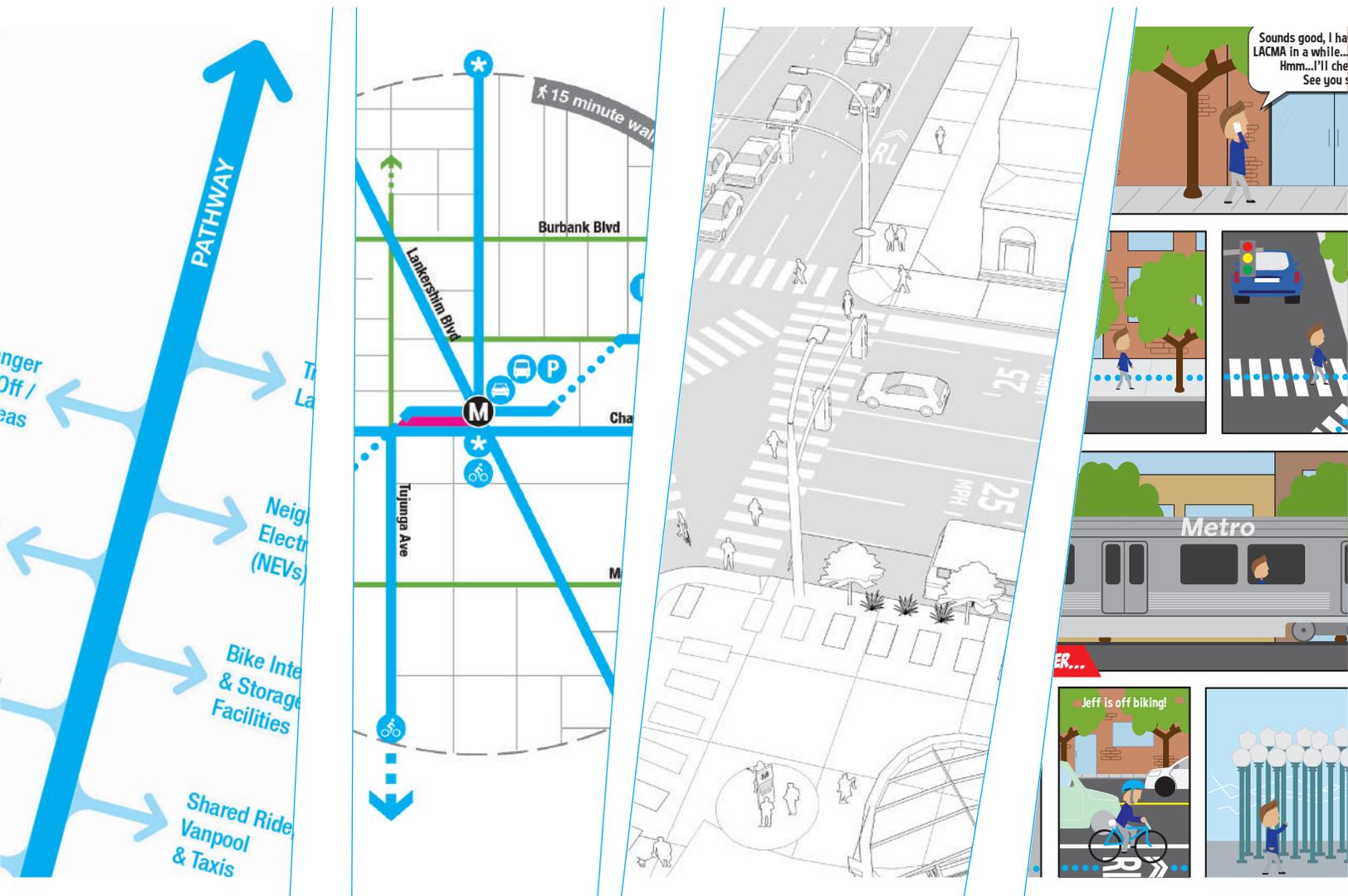
Work associated with this item was included in the FY 12-13 Overall Work Program (13-010.SCG01631.03).

## **ATTACHMENT:**

Report: SCAG-Metro First Mile/Last Mile Strategic Plan

# First Last Mile Strategic Plan

## & PLANNING GUIDELINES







## ACKNOWLEDGMENTS

### The Los Angeles County Metropolitan Transportation Authority (Metro)

Diego Cardoso, Metro  
Shahrzad Amiri, Metro  
Neha Chawla, Metro  
Steven Mateer, Metro  
Alexandra Oster, Metro

### Southern California Association of Governments (SCAG)

Sarah Jepson, SCAG  
Alan Thompson, SCAG  
Matt Gleason, SCAG

### Consultants (IBI Group Team)

Dylan Jones, IBI Group  
Bill Delo, IBI Group  
Christina de Frietes, IBI Group  
Matt Redmond, IBI Group  
Avery Carrig, IBI Group  
Lissette Valenzuela, IBI Group  
Nadim Kurani, IBI Group  
Melani Smith, Meléndrez  
Amber Hawkes, Meléndrez  
Shannon Davis, Meléndrez  
David Koo, Meléndrez  
Brian Gaze, Alta Planning  
Ryan Johnson, Alta Planning

### First Last Mile Technical Advisory Committee (Project TAC)

Rye Baerg, Safe Routes to School  
Ellen Blackman, Accessibility Advisory Committee  
Robert Boardman, City of Redondo Beach  
Maddie Brozen, UCLA Luskin School of Public Affairs  
Eric Bruins, Los Angeles County Bicycle Coalition  
Connie Chung, County of Los Angeles  
Allan Crawford, City of Long Beach  
Troy Evangelho, County of Los Angeles  
Michelle Glickert, City of Santa Monica  
Jay Kim, City of Los Angeles  
Alexis Lantz, LA County Department of Public Health  
Brian Ludicke, City of Lancaster  
Ryan Lehman, Living Streets LA  
Jessica Meaney, Safe Routes to School  
Deborah Murphy, LA Walks  
Mark Nitti, Metrolink  
Hilary Norton, Fixing Angelenos Stuck in Traffic (FAST)  
Ghloria Ohland, Move LA  
Simon Pastucha, Los Angeles Department of City Planning  
Katherine Sims, SCRRA  
Walker Wells, Global Green  
Cory Wilkerson, City of Burbank  
Mark Yamerone, City of Pasadena  
Lori Abrishami, Metro  
Stewart Chesler, Metro  
Maggie Derk, Metro  
Adela Felix, Metro  
Lynne Goldsmith, Metro  
Diana Gonzalez, Metro  
Rufina Juarez, Metro  
Todd Mitsuhata, Metro  
Tham Nguyen, Metro  
Desiree Portillo-Rabinov, Metro  
Yvonne Price, Metro  
Janna Smith, Metro  
Cory Zelmer, Metro

**Notes:**

***This page intentionally left blank.***



# First Last Mile Strategic Plan

## & PLANNING GUIDELINES

### TABLE OF CONTENTS

<b>1</b>	INTRODUCTION	3
<b>2</b>	FIRST LAST MILE PLANNING	5
<b>3</b>	THE PATHWAY	12
<b>4</b>	NETWORK IDENTIFICATION, DESIGN, AND IMPLEMENTATION	17
<b>5</b>	PATHWAY TOOLBOX	27
<b>6</b>	ILLUSTRATIONS	59
<b>7</b>	STRATEGIES FOR PLAN APPLICATION	76
<b>A</b>	APPENDIX	APPENDIX



**Notes:**

***This page intentionally left blank.***

# 1 INTRODUCTION

- ✳ Los Angeles County Metropolitan Transportation Authority (Metro) is developing a world-class rail system with stations that will be a short distance (three miles or less) from the homes of 7.8 million Los Angeles County residents. Over time, this number will continue to grow as cities modify their land-use plans to provide more housing and jobs near stations, consistent with market demand and regional goals for more sustainable communities. These planning guidelines outline a specific infrastructure improvement strategy designed to facilitate easy, safe, and efficient access to the Metro system. They introduce a concept herein referred to as ‘the Pathway’, and provide direction on the layout of transit access networks and components within Metro Rail and fixed route Bus Rapid Transit (BRT) station areas. They serve as a resource for Metro and the many public and private organizations throughout the region working to update programs, land-use plans, planning guidelines, business models, entitlement processes, and other tools that take advantage of LA County’s significant investment in the public transportation network.

## Metro First Last Mile Strategic Plan Goals

- 1 *Expand the reach of transit through infrastructure improvements.*
- 2 *Maximize multi-modal benefits and efficiencies.*
- 3 *Build on the RTP/SCS and Countywide Sustainable Planning Policy (multi-modal, green, equitable and smart).*

## First Last Mile Strategic Plan Goals

In 2012, the Metro Board adopted the Countywide Sustainability Planning Policy and Implementation Plan and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Joint Work Program, both of which direct the development of a First Last Mile Strategic Plan. The goal of this plan is to better coordinate infrastructure investments in station areas to extend the reach of transit, with the ultimate goal of increasing ridership.

These guidelines help facilitate the integration of mobility solutions in a complex, multi-modal environment. Strategies will need to be flexibly deployed to contend with widely varying environments throughout the county; yet will aim to improve the user experience by supporting intuitive, safe and recognizable routes to and from transit stations. This effort will require coordination among the many cities and authorities who have jurisdiction over the public realm throughout the county.

## The Purpose of the Planning Guidelines

The purpose of these Planning Guidelines is to:

1. *Provide a coordination tool and resource for Metro, LA County, municipal organizations, community groups, and private institutions.*
2. *Serve as a key source of direction for LA Metro when undertaking planning and design efforts aimed at improving first and last mile connections to transit.*
3. *Clearly articulate the Pathway concept including objectives, characteristics, and the role the Pathway plays in supporting transit access and regional planning goals.*

## How to use these Guidelines

The guidelines are structured around the following sections:



**Introduction** The introduction provides an overview of these guidelines, strategic goals and project purpose.



**First Last Mile Planning** Chapter 2 defines the first and last mile access challenge in transportation planning, provides guiding policy context, and reviews challenges specific to transit access in Los Angeles County.



**The Pathway** The Pathway is introduced in Chapter 3 as a strategic response to the first and last mile challenge. Pathway goals, policy context and guiding principles are reviewed. Pathway users, both today and in the future, are discussed.



**Network Identification** This chapter provides a methodology and approach for the layout of Pathway networks within station areas. Site area definition, existing conditions analysis, network component and layout are all covered.



**Pathway Toolbox** This chapter outlines possible improvements that may occur along identified Pathway network routes. Each individual improvement includes a visual example, discussion of goals, and guidance on how to integrate the specific improvement with the overall Pathway system.



**Illustrations** Pathway networks and component design scenarios are developed utilizing the strategies and tools set forth in these guidelines at three selected stations areas around Metro Rail and BRT stops. This has been done for illustrative purposes only, and is intended to demonstrate key ideas of the Pathway concept.

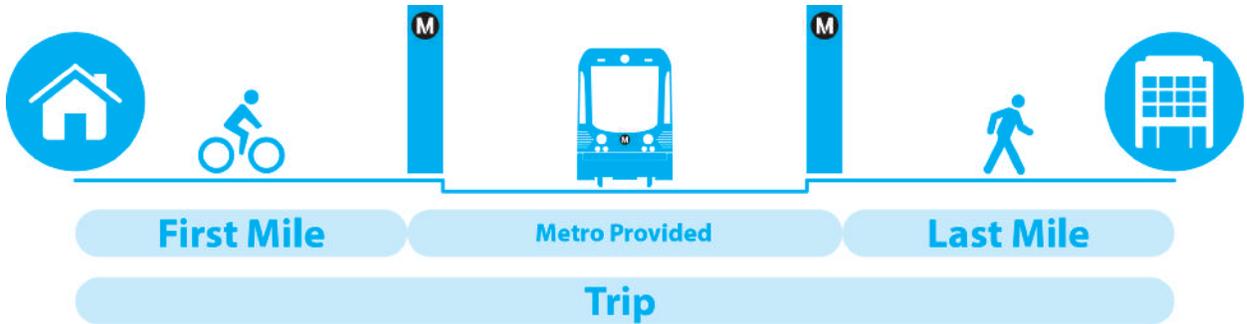


**Strategies for Plan Application** An Implementation Table and ridership targets are presented to guide next step efforts.



**Appendix**

# 2 FIRST LAST MILE PLANNING



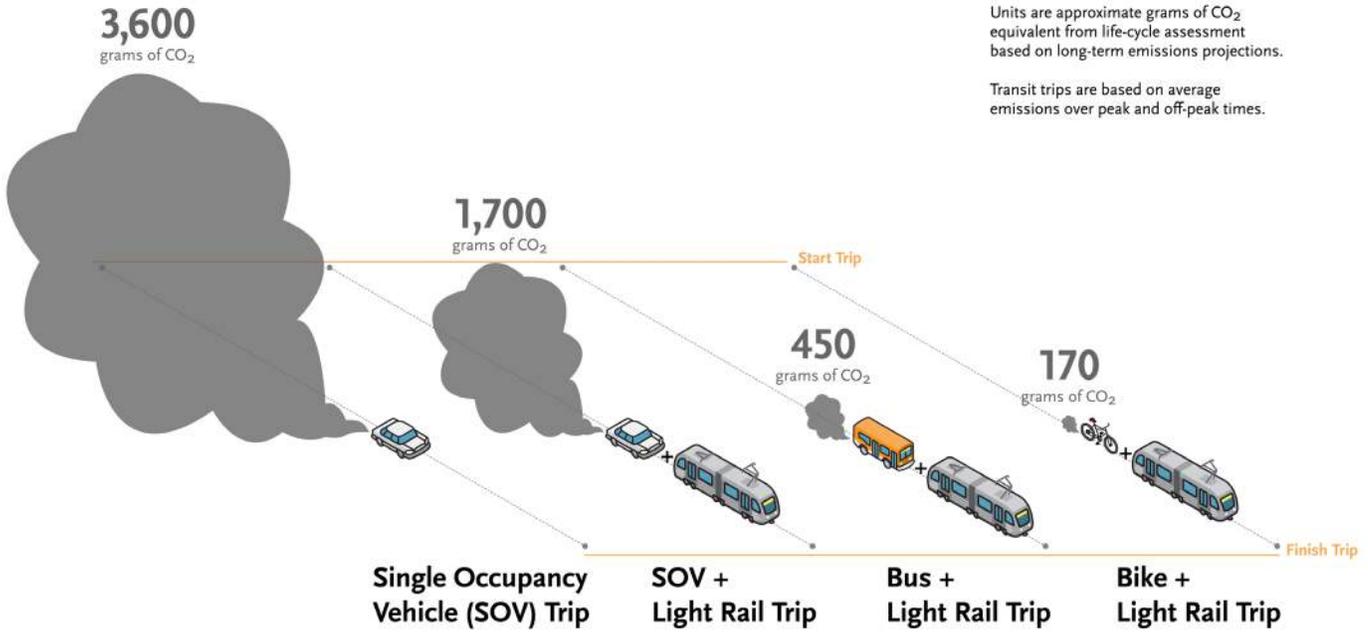
## First Last Mile Definition

An individual's trip is understood as the entire journey from origin to destination. Individuals may use a number of modes of transport to complete the journey; they may walk, drive, ride a bicycle, take a train, or in many cases combine a number of modes. Public transportation agencies typically provide bus and rail services that may frame the core of such trips, but users must complete the first and last portion on their own; they must first walk, drive or roll themselves to the nearest station. This is referred to the first and last mile of the user's trip, or first last mile for short, even though actual distances vary by users.

Though the streets and infrastructure that comprise the first last mile fall outside the boundaries of Metro's jurisdiction and control, they remain critical components of an effective public transportation system. Simply put, all Metro riders must contend with the first last mile challenge, and the easier it is to access the system, the more likely people are to use it.



# Greenhouse Gas Emissions Per Person Per Trip



Units are approximate grams of CO<sub>2</sub> equivalent from life-cycle assessment based on long-term emissions projections.

Transit trips are based on average emissions over peak and off-peak times.



Mikhail Chester et al, "Infrastructure and Automobile Shifts: Positioning Transit to Reduce Life-Cycle Environmental Impacts for Urban Sustainability Goals", *Environmental Research Letters* 8, no.1 (2013). doi:10.1088/1748-9326/8/1/015041

## Policy Context

Federal, state, regional and local policies support increased use of public transportation as a means to ease roadway congestion, reduce greenhouse gas emissions, and support economic and physical health in communities. The 2012-2035 Southern California Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) reflects significant progress within Los Angeles County to achieve this policy vision both through transit investment and local land-use planning. By 2035, Metro’s fixed guideway system will have nearly doubled in size. More than half the new housing provided in the region over the next twenty years will be in areas served by high-quality transit (with service every 15 minutes or less).

In 2012, Metro adopted a Countywide Sustainability Planning Policy (CSPP) as a complement to regional planning efforts and to provide the foundation for achieving further greenhouse gas reductions in the 2016 RTP/SCS. The CSPP is particularly notable in the context of first last mile planning, because it highlights the need to focus on integrated planning and partnerships to optimize the benefits of Metro’s investments. Key concepts include “bundling strategies for greatest impact” which encourages Metro to think beyond a single mode or project in its planning efforts, and “act regionally and locally” which recognizes that local connectivity is paramount to securing the social, economic and environmental benefits associated with the expansion of transit. These guidelines were created in accordance with the principles and priorities outlined in the CSPP.

These guidelines were also developed in consideration of California’s Complete Street law, which requires cities and counties to consider the needs of all users in the circulation element of municipal general plans. In addition to accommodating the efficient flow of vehicles, streets must accommodate safe and efficient multi-modal transfer activity and support a wide range of mobility options. Federal transit law explicitly recognizes the need to ensure that active transportation networks connect with public transit. Under Federal Transit Law, pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop have a de facto physical relationship to public transportation.

### Mobility & Employment

**51%** of New Housing Developed Between 2008 and 2035 Will Be Within HQTAs, Along With...

**53%** of New Employment Growth.

**855,000 Jobs** Currently Connected to Metro’s Fixed-Guideway System

**485,000 New Jobs** Will Be Linked With Measure R Lines

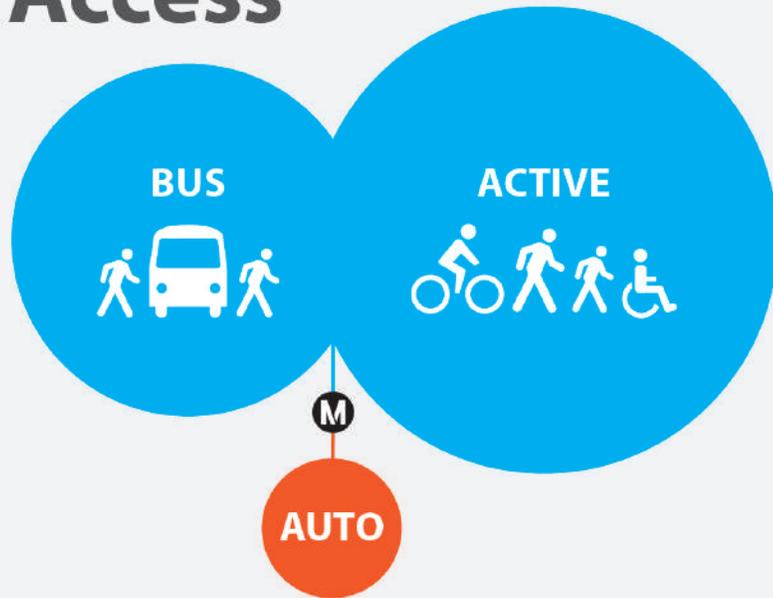
*“Aligning a high-quality transit network with new housing and jobs offers Southern Californians more communities with a variety of transportation and housing choices, while reducing the negative impacts of automobile use on public health and the environment.”*

2012 RTP/SCS

REGIONAL TRANSPORTATION PLAN  
2012-2035  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
ADOPTED APRIL 2012

*The 2012 RTP/SCS outlines a broad and ambitious strategy for sustainably managing regional growth. Mobility, land-use and health inform an integrated approach to achieving regional policy goals related to clean air and economic vitality.*

# Metro Rail/BRT Access



**91%**  
**Walk, Bike, Roll,**  
**and Take Buses to Stations**  
 Active Transportation Networks  
 2011 Metro On-Board Survey



**9%**  
**Drive & Park**  
**or Dropped-Off at Stations**  
 Roads & Parking Facilities

	Access Distance	VMT	GHG	Calories Burned	Cost
	High	High	High	Low	High
	Low	Low	Low	High	Low

*The fact that the vast majority of transit users are already walking or rolling themselves to stations or to complete multi-modal connections demands a careful consideration of the inherent relationship between active transportation and the regional transportation system. A number of questions must be asked: What are the conditions of the active transportation networks in Los Angeles County? Is the network designed to support modern modes of active mobility? Do existing networks seamlessly integrate transit users with transit stations? What part of active transportation networks are integral components of the county-wide transportation system? The First Last Mile Strategic Plan responds to these questions, and proposes a transit access strategy built on rationally developed active transportation networks located around Metro Rail and BRT stations.*

## Challenges

There are a number of challenges associated with improving first last mile connections throughout the County. In many situations, especially along higher traveled corridors, right-of-way (ROW) is limited and already overburdened. Providing more robust access facilities could potentially put strain on other complementary travel modes. For example, providing protected bike lanes on a heavily used transit access route may affect vehicular throughput and bus operations in some situations.

Coordination is a challenge; there are many custodians of the public realm throughout the County. Metro is committed to the “continuous improvement of an efficient and effective transportation system for Los Angeles County” but Metro does not own or have jurisdictional control over transit access routes beyond the immediate confines of station facilities.

Funding is limited; there are numerous competing demands on public funds throughout the county. From a user perspective cost is a challenge; pay-for-service access solutions can be promising, but do not help those already struggling to pay for basic transit services.

There are a range of site specific physical challenges faced by individual transit users. For some, stations remain too far to access in a reasonable amount of time. Others don't move fast or nimbly enough to comfortably contend with broken sidewalks and hazardous street crossings, most notably the elderly and access impaired. Some are afraid to make the short walk from stations in the dark. All of these challenges can be addressed through thoughtful consideration, strategic planning, engineering, design and, most importantly, active coordination.

## Metro Users

Metro goes to great lengths to better understand county transit riders in order to improve operations and service. Metro conducts on-board passenger surveys as part of this effort. A review of the Metro 2011 System Wide On-Board Origin-Destination Study provides insights into transit users at a demographic level, some key findings include:

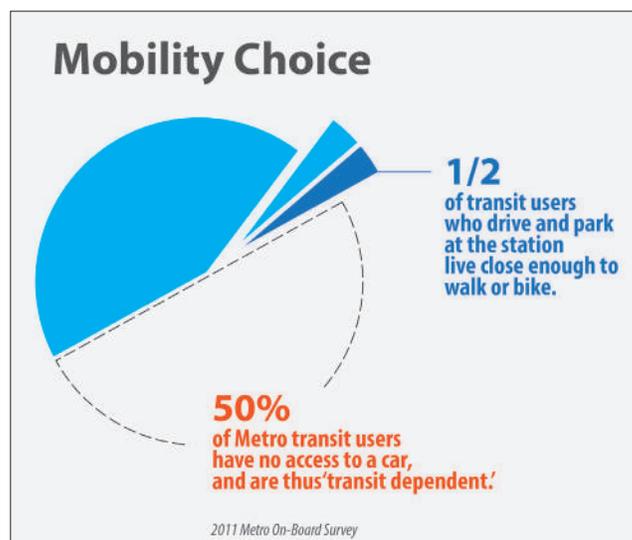
- **75% of transit riders belong to households earning less than \$25,000.**
- **Half of all transit riders are transit-dependent, i.e., they belong to households that do not own any vehicles.**

- **Transit dependency increases as age increases, and/or as income decreases.**
- **Active transportation modes (walking/biking/wheelchair/etc.) are the dominant access and egress modes for all riders; representing 85% of system access/egress at Rail/BRT stations and over 95% total system access.**
- **Nearly 64% of riders make at least one transfer to complete their one-way trip.**

One of the more surprising findings from the Metro survey data is the small number of transit riders parking at stations. Though highly visible in communities, parking facilities support only 6.2% of Metro Rail users, and only 3.8% of Metro BRT users. Of this relatively small user group half live close enough to walk or bike to stations.

## Transfer Activity

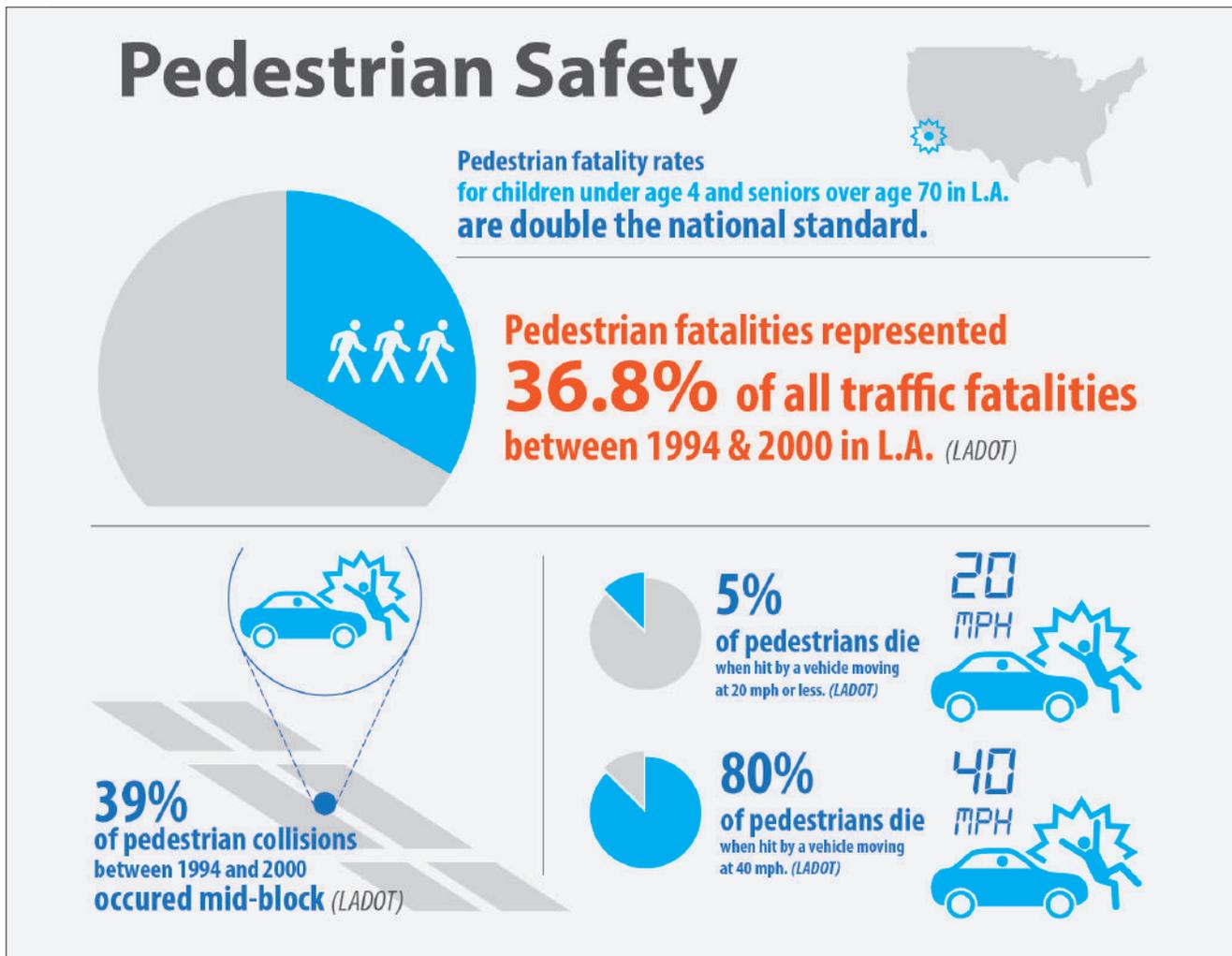
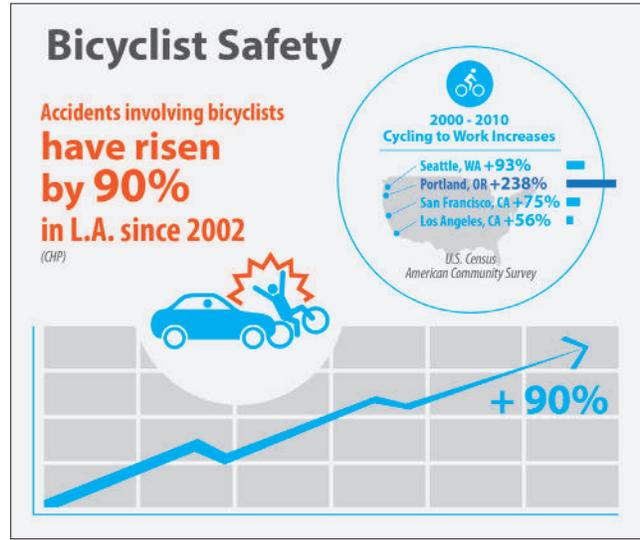
The Metro system is witness to a significant amount of transfer activity; nearly 64% of riders make at least one transfer to complete their one-way trip. Transfer activity, when not happening within a station is reliant on active transportation networks in the immediate vicinity of the subject stations. Active transportation networks are comprised of sidewalks, bike lanes (where existing), street crossings, signals, signs, curb returns, lighting, furnishings and landscaped elements. These networks support multi-modal access and transfer activity.



## User Safety along Access Routes

Transit users need safe and efficient routes when accessing stations and while making multi-modal transfers. They rely on existing active transportation networks. A review of recent collision statistics for both pedestrians and bicyclists in LA County suggests there are significant challenges in terms of safety.

The provision of a safe transportation system is a cornerstone of Metro's Vision, and given the fact that most transit users are pedestrians during the first, last and transfer components of their trips, pedestrian safety is a major concern. Pedestrians are at risk within environments surrounding transit stations, primarily from automobile traffic. LA County has an alarming incidence of fatality rates, especially among some of the more transit dependent populations (the very young and very old). Risks can be significantly mitigated through design and vehicular speed control measures, and should be done so along prioritized access routes within station catchment areas.



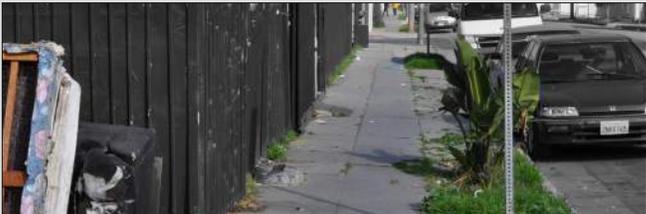
## Existing Conditions

Knowing that active transportation networks play such a significant role in enabling transit access and transfer activity, a deeper understanding of existing active transportation networks is required to better address challenges currently faced by users. As part of the First Last Mile Strategic Plan study, project team members selected 12 station sites throughout the County and reviewed the existing transit access conditions within these sites. It was observed that current active transportation networks serving access routes to Metro stations present a number of access challenges to transit riders.

In some cases sidewalks were physically constrained or literally broken and heaved, or even more surprisingly, discontinuous. Long blocks and large parking lots create circuitous access routes for pedestrians. Lack of adequate lighting, dark freeway underpasses and general neglect all challenge users' sense of personal security. In some areas of the county, the existing right-of-way is severely constrained. Transit rider wayfinding is often impeded just a few blocks from transit stations due to the lack of, or in other areas the confusing overabundance of, street signage.

All of these noted existing conditions represent challenges to transit system access, system efficiency, user experience and safety. A strategy that addresses these issues directly will increase transit ridership, improve user experience, and contribute to meeting Metro, regional and state policy goals relating to sustainability, clean air, and health.

### Top 6 L.A. County Transit Access Barriers

	
<p><b>1 Long Blocks</b> – Transit riders prefer direct routes to their destination. Long blocks often equate to unnecessarily long routes, or unsafe crossing activity.</p>	<p><b>2 Freeways</b> – Freeways carve our region into a number of ‘pedestrian islands’. Links between these islands are effectively broken by dark and unpleasant underpasses or equally challenging overpasses.</p>
	
<p><b>3 Maintenance</b> – Many of our basic walking and rolling surfaces are buckled, broken and generally impassable to all but the nimble footed.</p>	<p><b>4 Safety and Security</b> – Pedestrians in LA County are victim to some of the highest pedestrian fatality rates in the country. The neglect of infrastructure also adds to concerns over personal security.</p>
	
<p><b>5 Legibility</b> – It is too easy to get lost in LA County. Effective transit systems utilize sophisticated yet simple signage and wayfinding strategies. These strategies do not currently extend much beyond station boundaries</p>	<p><b>6 ROW Allocation and Design</b> – Traffic congestion along some streets crowd out all but the most fearless bike riders – on other streets wide roads are underutilized, and all active modes are relegated to a 4 foot wide broken strip of concrete. A more holistic and integrated approach is needed to provide equitable mobility along access routes.</p>

# 3 The Pathway

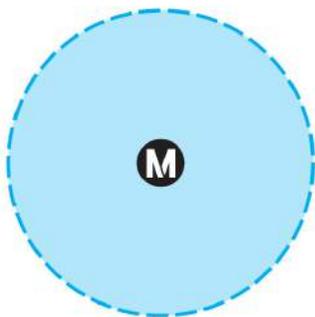


## Metro First Last Mile Strategy

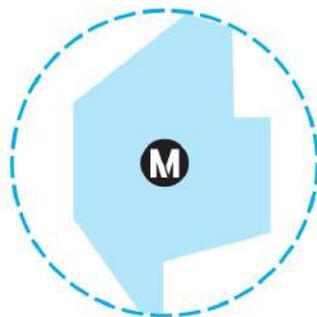
Metro survey data tells us that the vast majority of transit users in the county are utilizing active transportation networks to access the overall system, and field observation confirms that there are a number of obvious challenges being faced by current users of existing networks. These challenges reduce overall system ridership in two important ways; they artificially decrease the size of transit access sheds around stations, and they reduce discretionary use within current access sheds.

Access sheds are defined by the distance people travel in a set duration of time. For example, if pedestrians are willing to walk up to fifteen minutes to a given station, and they walk at four miles per hour, the access shed can be defined by a half mile radial circle centered on the station. In reality this access shed is compromised by the street grid, breaks in the access network, location and number of street crossings, and fluctuations in average speed of pedestrians due to crossing characteristics and sidewalk conditions. An effective strategy will work to increase the size of access sheds around transit stations while improving access conditions within those sheds.

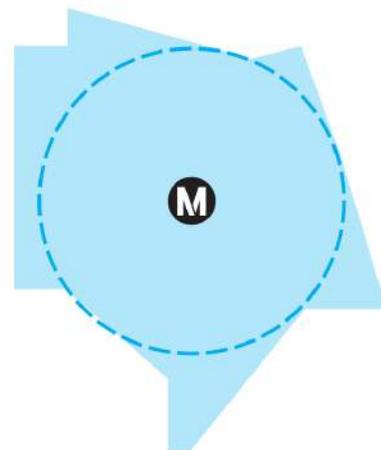
### Policy:



### Reality:



### Goal:



There are a wide range of approaches to addressing the first last mile challenge, ranging from high level policies (for example supporting mixed-use density in station areas) to specific infrastructure investments (for example providing additional bike racks at stations). Metro’s plan can allow for the ‘coordinated bundling’ of first last mile strategies by identifying access networks that partner agencies and alternative transportation providers can build from and/or plug into.

### The Pathway

The Pathway is a proposed county-wide, transit access network designed to reduce the distance and time it takes people to travel from their origins to stations and from stations to destinations, while simultaneously improving the user experience. At its core, the Pathway is a series of active transportation improvements that extend to and from Metro Rail and BRT stations. The Pathway is proposed along specific access routes selected to shorten trip length and seamlessly connect transit riders with intermodal facilities. Intermodal facilities may include bus stops, bike hubs, bike share, car share, parking lots, or regional bikeways, depending upon the location and context of the station.

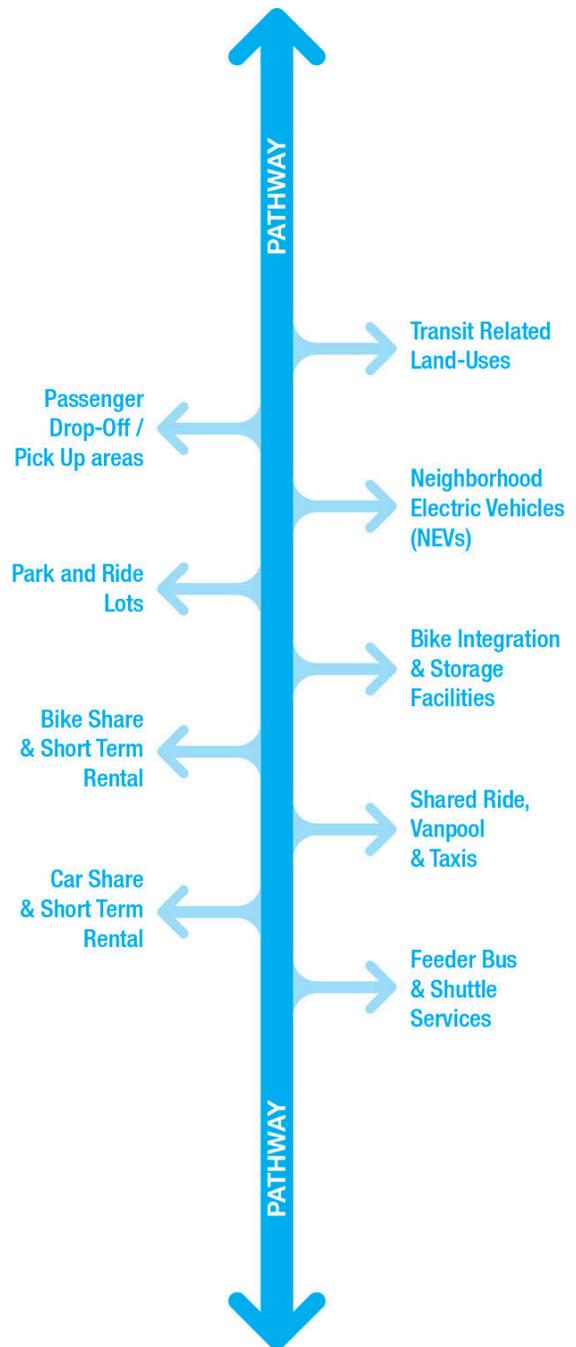
The Pathway is envisioned to include standard elements that support an association with the overall transit experience, and more flexible elements that respond to the context and character of varying communities and site specific challenges.

The Pathway aims to broaden the reach of transit and improve the transit experience by increasing the size of transit access sheds and by improving access conditions within station areas. The Pathway extends the positive experience of the transit user. It is intuitive, safe, efficient, universally accessible and fun.

### The Pathway and Regional Policy

The Pathway helps integrate the various modes provided by Metro (i.e. Bus and Rail) and also allows the integration of non-Metro provided solutions into a more seamless user experience. In so doing, the Pathway aims to support broader policy directives related to clean air, health, and economic sustainability. By improving transit access and effectiveness, more people will likely opt into public transportation which in turn will reduce vehicle miles traveled (VMTs) and green house gas emissions (GHGs), integrate physical activity into daily commute patterns, and improve economic vitality by connecting people to regional markets.

The Pathway is a bold concept that takes into consideration the pressing need for mobility solutions against a backdrop of population growth, demographic shifts, increased concern and awareness of human health and safety, environmental concerns and a rapidly expanding public transportation system.



## The Pathway – Expanding User Access Sheds

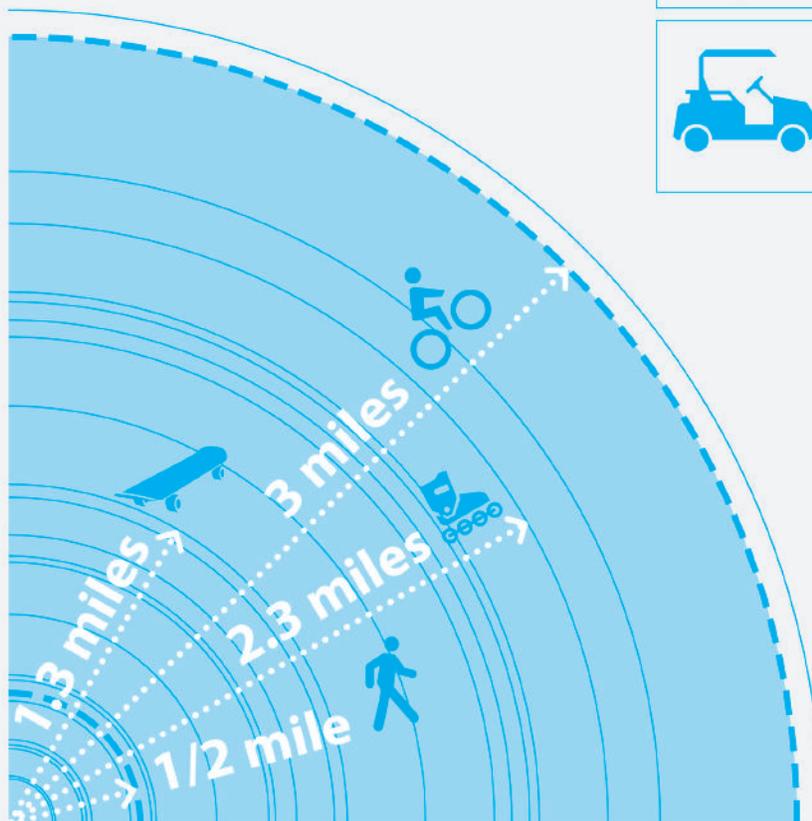
The Pathway expands transit user access sheds by:

**1. Increasing the average speed of active transportation users** – This is achieved by decreasing wait times at intersections and by increasing speed and capacity along walking/rolling routes. Pedestrian prioritized Signal timing improvements decrease waiting times for pedestrians; reduced crossing distances reduce average street crossing time; and the provision of improved walking and rolling facilities that cater to a growing range of mobility devices increases the average speed of users.

**2. Decreasing point to point distances** – This is achieved through the utilization of strategic short-cuts and increased crossing opportunities. Diagonal routes through large parking lots or parks and mid block crossings can be used to significantly reduce point to point distances.

**3. Supporting multi-modal transfer activity** – The Pathway strengthens links between modal access points (i.e. bus stops and stations, or bike share kiosks and stations) by providing easily identifiable safe and efficient access routes between modes. Furthermore, the Pathway allows for strategic integration of mobility solutions (i.e. car share) into an existing network.

### Access Sheds



*The proliferation of personal mobility devices by all age groups, from skateboards to bicycles to electric mobility scooters, presents a tremendous opportunity to extend the reach of public transit investments. It is well known that the time it takes to walk to a station is the metric by which access sheds are realized. Supporting personal mobility devices that allow an aggregate increase in average personal mobility speeds can dramatically increase regional access sheds. Better policies, new infrastructure and a careful look at mode integration is needed when assessing how best to realize the potential offered by the growing range of mobility devices. A Taxonomy of Mobility Devices is provided in the Appendix.*

## The Pathway – Improving the User Experience

In addition to expanding access sheds for transit users, the Pathway supports overall ridership by improving the quality of access conditions *within* access sheds. Personal sense of safety, security, and comfort along access routes all play a role in an individual's choice to utilize public transportation. A dark, unlit sidewalk is a deterrent to many when considering a short walk to or from a station after dark, and can be improved utilizing a number of design strategies. The lack of pedestrian facilities at street crossings poses undue risks to transit users, and can be mitigated by improved signaling strategies and painted crossings. For transit riders wanting to use, or requiring the use of, any form of wheeled access device something as simple as a broken sidewalk or missing curb ramp is a significant barrier; maintenance and provision of well designed sidewalks and curb ramps improves the experience for these users.

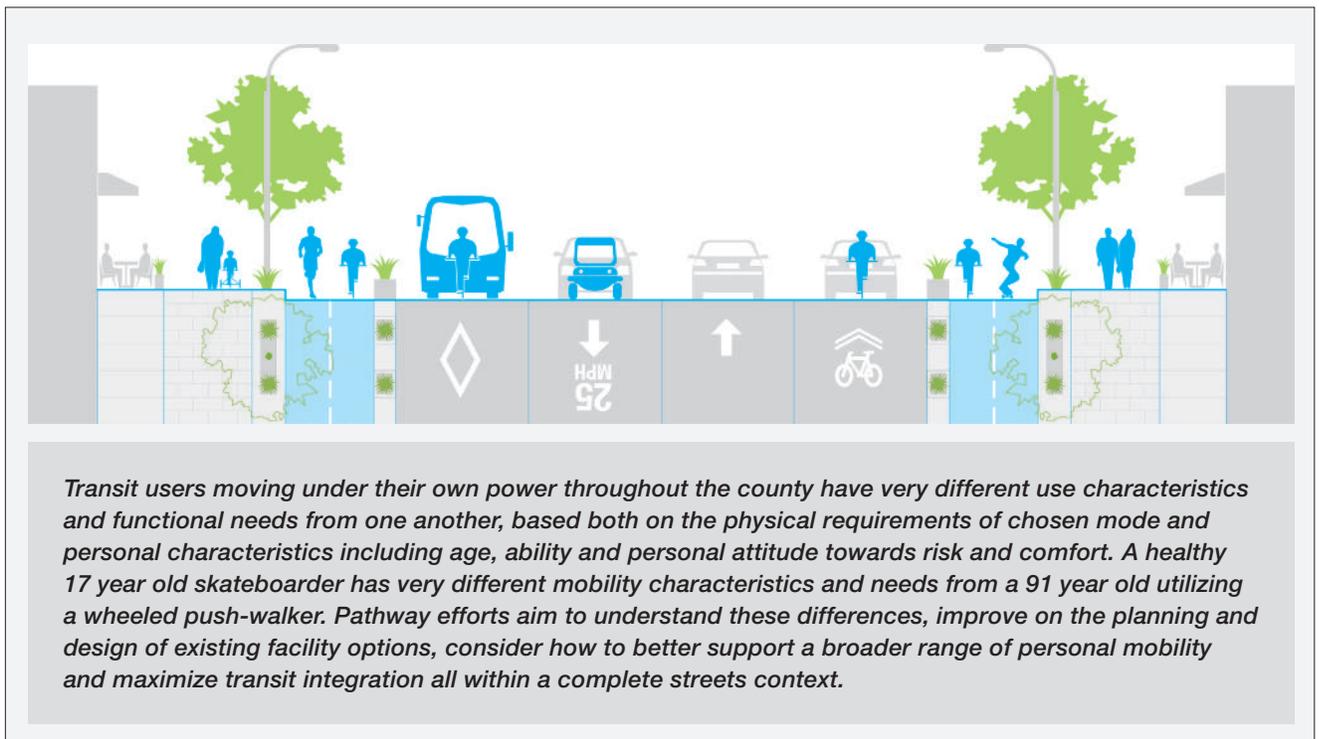
## Pathway Users – Today and Tomorrow

Pathway users are understood as being broadly representative of county transit users, who in turn are broadly representative of county residents. Various demographic and social trends give good insight into *future* pathway users. Demographic trends suggest the population is aging, and as average age increases, transit dependency increases. Many people are choosing to age-in-place and

have an opportunity to do so within dense mixed-use station areas where amenities and services are easily accessible. This is a good sustainable model and relies on the existence of universally accessible mobility options. In the future there will be many more senior aged Pathway users, thus planning for senior aged mobility and access is critical.

Another trend witnessed over the last ten years is the reduction in automobile use and ownership by the Millennial Generation (those born between 1982 and 2004). There are many hypotheses presented to explain this trend, including the recent recession which has reduced the number of commuter trips.

Others argue that there is a structural shift occurring with regards to lifestyle, and the allure of suburban living is not as strong for a young demographic that shows preference for more compact, amenity-rich urban environments offered by city and town centers. The costs of vehicle ownership may also be affecting consumer behavior, especially in regions with viable mobility options. Whatever the cause of these trends, mobility solutions are required for those who cannot afford, cannot operate, or choose to forego vehicular ownership. The Pathway, by expanding the reach of transit and by improving the user experience, helps discretionary transit users opt into multi-modal transit solutions.



## Pathway – Guiding Principles

These guidelines outline an approach for planning Pathway networks at Metro Rail and BRT stations and present a toolbox of strategies that can be considered when implementing Pathway networks.



The following values define the Pathway and provide a basis for design:

- 1 The Pathway is **Safe** – Safety is a key concern, and is supported by protected facilities, improved street crossings, strategic lighting and vehicular speed mitigation.
- 2 The Pathway is **Intuitive** – Traveling along the Pathway is an extension of the transit user's experience, and their ability to navigate to and from destinations is assisted by wayfinding strategies that support seamless multi-modal journeys.
- 3 The Pathway is **Universally Accessible** – The Pathway supports all modes of active transportation and remains accessible to individuals dependent on mobility support devices – from white-canes to wheeled push walkers and electric mobility scooters.
- 4 The Pathway is **Efficient** – Greater distances are traveled in a given amount of time along the Pathway. Rolling and walking surfaces are smooth and free of obstacles, routes are direct, and signals reduce wait times at street crossings.
- 5 The Pathway is **Fun** – People opt out of cars, and hop on scooters, skateboards and bikes to get to where they want to go, save money, burn calories and along the way, have fun.

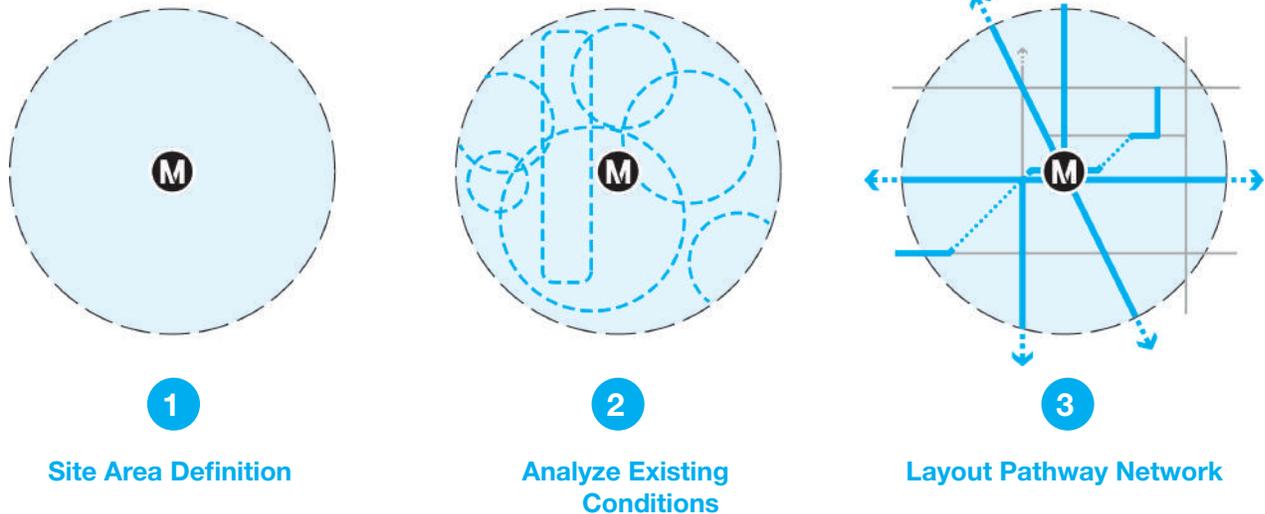


To see how Jeff and three others use the Pathway to complete their trips, refer to the appendix...

## 4

## NETWORK IDENTIFICATION, DESIGN &amp; IMPLEMENTATION

This chapter outlines a methodology for planning Pathway networks at transit stations. The three steps include:



- \* As stated in the introduction, the Pathway aims to extend the reach of transit in a number of ways. The Pathway consists of physical active transportation network improvements that allow the bundling of a broad range of first last mile strategic efforts. At its core, the Pathway aims to address the challenge of the vast majority of transit users accessing the station, namely their ability to physically do so in an efficient and safe manner. The vast majority of transit users are either rolling or walking themselves to stations, and they are limited by the distance they can realistically walk or roll. Furthermore, many make discretionary choices based on qualitative decisions, such as comfort and safety. The Pathway aims to expand the transit access shed, and to improve the quality of access within the shed.

### Site Area Definition (Step 1)

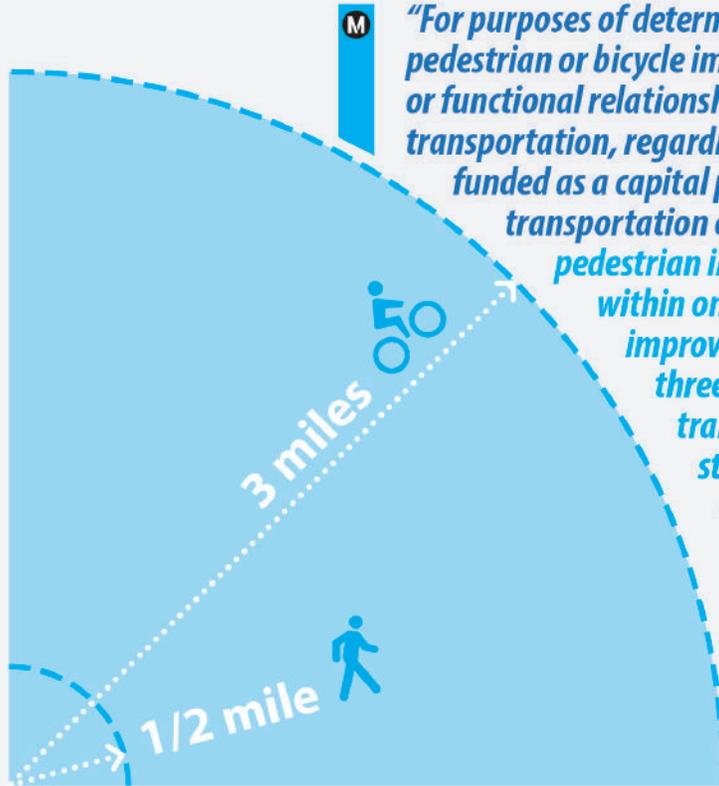
The first step in planning for the Pathway in any given station area is to determine the location and limits of the network. There are current active transportation networks throughout the county, comprised of sidewalks, roadways, street lights, signage, striping, signals and a number of other elements. The Pathway can build upon these existing conditions within pre-determined zones and along specific routes, which emanate from Metro Rail and BRT stations.

The focus of the site area where the Pathway network will be located is the transit station itself, Metro Rail or BRT. Maintaining consistency with FTA policy, one-half-mile and three-mile (pedestrian and bicycle) circles can be drawn around the station which will correspond to important

potential thresholds of the Pathway. The first threshold occurs at the half mile mark, measured as the crow flies, and corresponds to how far a person will walk to access transit. The second three mile threshold corresponds to how far an individual will bike to access transit. The three mile shed, gives a good limit for all other active transportation users (i.e. skateboarders, mobility scooter riders) as bicycles operate at the upper range of observed speeds among active transportation devices. These thresholds correspond to a number of funding mechanisms given FTA's stated policy.

# FTA Policy

*\*Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law*



**“For purposes of determining whether a pedestrian or bicycle improvement has a physical or functional relationship to public transportation, regardless of whether it is funded as a capital project or public transportation enhancement, all pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop or station shall have a de facto physical and functional relationship to public transportation.”**

*FTA - August 15, 2011*

**New FTA Bicycle and Pedestrian Catchment Areas for Los Angeles County MTA Existing and Proposed BRT and Rail Facilities**

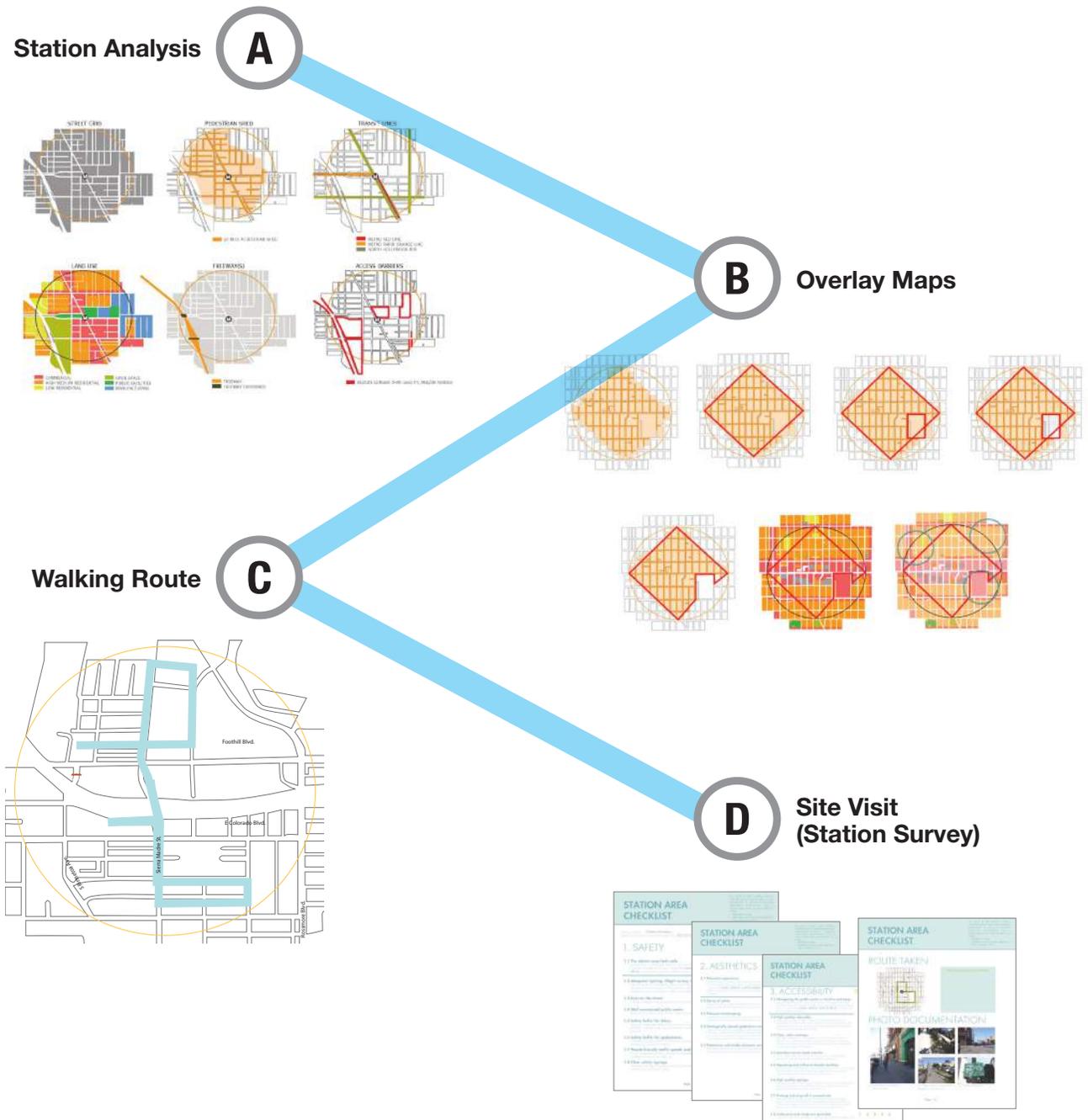


November 2011 - Source: Metro Bicycle Program

## Analyze Existing Conditions (Step 2)

To better understand the unique challenges of an individual station area chosen for Pathway network development, the subject site should be reviewed at both a macro and micro level. The intent of the analysis is to evaluate the existing condition and characteristics of the station area, and inform the layout of Pathway network routes. The analysis includes mapping, compiling, and overlaying various layers of station-

specific data that together highlight conditions within half mile of the station portal, along with regional planning context and adjacent station area improvements to three miles of the station portal. The analysis steps include:



### A. Preliminary Station Analysis



The following access-related station area characteristics can be analyzed utilizing data available to Metro:

#### Points of Interest

The Points of Interest map highlights key sites located within the one-half mile radius of the station and infers logical routes between the station area and these interest points. Analyzing these routes better defines potential transit users. Key points of interest included schools, event centers, public institutions, parks, and any other local attractions to the transit catchment area. These maps should also include a review of the three mile access shed.



#### Street Grid

The Street Grid map presents the street and block network surrounding station areas. This grid shows areas that lack connectivity, logical pathways, and/or create obstacles for site navigation. The map also doubles as a base map for the station analysis that follows.



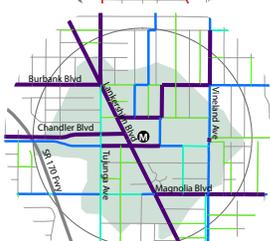
#### Pedestrian Shed

The Pedestrian Shed map graphically displays the level of pedestrian accessibility for each station area. With the transit station as a starting point, all one-half mile routes based on the street grid were mapped and then consolidated into a larger catchment shape. The pedestrian shed begins to reveal limitations to access as a result of each station's unique street grid.



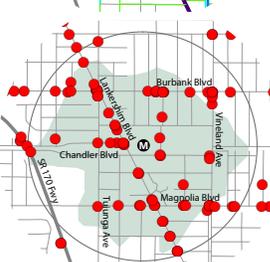
#### High Vehicular Speeds

The High Vehicular Speeds map shows potential areas that would cause safety concerns for pedestrians and bicyclists. Posted speeds greater than 35 mph are shown.



#### Key Transit Access Corridors

Key Transit Access Corridors are graphic depictions of Metro's Origin/Destination study. These maps graphically represent the most frequently used transit access routes.



#### Bike or Pedestrian Collisions with Automobiles

This map begins to show key intersections and locations where high rates of pedestrian and bicycle collisions with automobiles exist.



**Land Use Map**

The Land Use Map depicts concentrations of land use within each one-half mile radius. The land use map highlights the types and characteristics of users that are able to comfortably access the locations surrounding the station. Existing maps should be reviewed in conjunction with planned changes captured in associated specific/general plans or other policies guiding future land use changes.



**Bicycle Connections**

All infrastructure dedicated to bicycles in the roadway are shown in the Bicycle Connections map. This generally includes: existing bike lanes, sharrows, separated bike facilities, bike ‘friendly streets’ (in some areas where cities have defined this as a category), future bike routes, etc. These maps should also include a review of the three mile access shed map.



**Transit Connections**

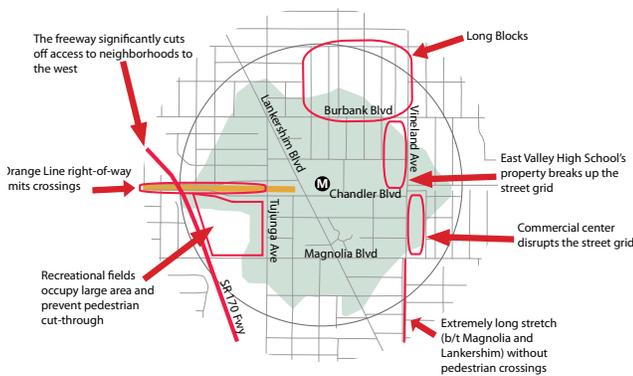
Using Metro and other transit agency data, routes of all transit modes are mapped within the one-half mile radius. This includes: all bus lines, light and heavy rail, and any other transit lines serving the station area. These maps should also include a review of the three mile access shed.

**Statistics**

The following statistics can be extracted from each station area to provide an overview of the site: average block length, intersection density, walk score, overlay zones, density, employment, and journey to work.

**B. Access Barriers Overlay Map**

After compiling the information collected during the macro-level station area analysis, the maps described above can be overlaid to show potential areas of intervention. The overlays described below provide substantial information that inform on-the-ground analysis.



**Overlay of land use map with pedestrian shed map**

To begin, the station land use map can be overlaid with the pedestrian shed map. Here, any holes that exist within the one-half mile radius that would provide a logical origin/destination route for potential users can be highlighted. For example, where heavy residential land uses on an area of the map do not connect to the ½ mile pedestrian shed, a note can be made, and the area highlighted.

**Overlay land use map with bike connections map**

The second step is to overlay the station land use map with the bicycle connections map. The holes shown in these maps are for areas that are missing connections for bike riders.

**Additional Overlays**

A number of other overlays should be reviewed using the approach described above to gain a better perspective of access volumes relative to safety and traffic speed, access routes relative to feeder bus services and stop locations, and access shed relative to street grids, to name a few examples.

All highlighted areas can then be synthesized. These maps inform the basis for routing site visits for on-the-ground evaluation and Pathway network layout.

**C. Determine walking route**

Pulling from all highlighted areas from the overlay maps described above, walking routes can be drawn that address potential improvement areas. As such, the walking route directly responds to potential problems or opportunity areas seen in the macro-level analysis and allows for a more detailed on-the-ground analysis.

**D. Site Visit – Station Survey**

The site visit offers the opportunity to begin micro-level analysis, and to begin to assess areas of intervention.

For station specific analysis, a set of evaluation criteria and questions can be written to consider current and future access needs and opportunities at each representative

station/stop area. These questions can be written as a survey checklist form. Mainly qualitative, these checklists measure performance of each station/stop area. With the end goal of increasing transit ridership and user comfort, urban design elements that are most important for rider comfort and system function were added to the survey tool.

The sample checklist (see Station Area Checklist in the Appendix) was prepared as a guide for on-the-ground analysis at each station area. While initially prepared for the case sites selected for the First Last Mile Strategic Plan as an evaluation tool, the format of the checklist is broad, and touches upon a range of issues faced by most station areas in the study region. As such, this checklist can be used to evaluate a wide range of stations in the county.

The checklist is designed to broadly assess: 1) safety elements, 2) aesthetics, and 3) accessibility within a station area. Each of these categories account for multi-modal experiences for all types of transit users. The results are keyed to a scoring tool that allows for comparison between stations. The scoring matrix below outlines the ranking system for each station area.

In addition to assessing the physical conditions of the environment, overall observations can also be made that record how people move to and from the stations themselves. This analysis is supplemented by photo documentation, and an open-answer area for additional information gathered during the site visit.

**Scoring Matrix**

1-1.99	Poor
2-2.99	Fair
3-3.99	Good
4-5	Excellent

**Checklist (see Appendix)**



## Layout Pathway Network (Step 3)

### Network Components

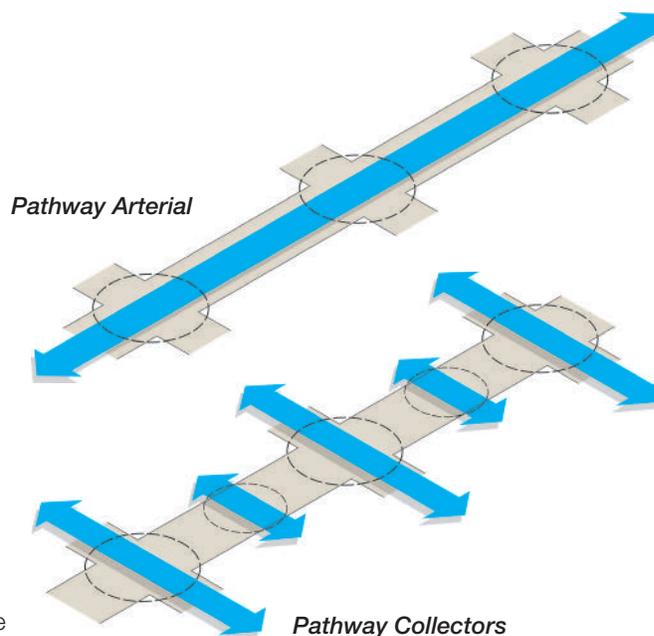
The Pathway includes a hierarchy of routes that extend out from the transit station. These routes take into consideration the existing street network, key destinations, feeder transit services, the existing and planned bike network, pedestrian/ bike access volumes and surrounding land uses. These items are augmented by additional findings in the field such as opportunities to provide active transportation shortcuts, or to fill breaks in the network (physical or qualitative) not made apparent in maps. The network is defined by main branches (Pathway Arterials) and feeder routes (Pathway Collectors), each having the following characteristics;

**Pathway Arterials** – Pathway arterials are the main branch lines that extend from stations and support maximized throughput and efficiency for active transportation users. Pathway arterials accommodate the highest use active transportation corridors that lead to station portals, and are designed to accommodate a broad range of users. It is useful to organize Pathway users by their functional speed;

- Slow (0-5 mph) – Slow moving, predominantly pedestrian based modes, including slower moving wheelchair and cart/stroller push/pull users. Universal access is a critical concern, and accommodation of small wheeled access assist devices (i.e. wheeled push walkers) must be considered.
- Medium (5-15 mph) – Broad range of users that move faster than pedestrians but still require physical separation from vehicles. Children on push-scooters, senior citizens using mobility scooters, skateboarders, casual bike riders and joggers all fall into this group.
- Fast (15-35 mph) – Fast moving, aggressive bicyclists and drivers of neighbourhood electric vehicles (NEVs) form this user group. Bikes and NEVs can mix with vehicular traffic when supported by specific design elements and vehicular speed controls.

Pathway Arterials aim to provide improved facilities for all three of these primary groups. Phased approach may be required to realize this goal due to constrained right-of-way (ROW). Separated active transportation lanes, signal and crossing improvements, wayfinding and plug-in component (i.e. bike share) integration are important considerations in the design of Pathway Arterials.

**Pathway Collectors** – Pathway collectors include streets and routes within the station zone that both feed into arterials, and support crossing movements and general station area permeability. Collectors also consider the three primary active transportation groups noted above, but are more focused on supporting station area permeability on feeder routes, that will allow people access to the main arterials. Pathway Collectors work to reduce travel distances for non-motorized users by focusing on crossing movements and support Pathway Arterial function by providing efficient access to Arterial routes. Collectors frame the lesser traveled routes along the network, and help bridge gaps caused by high traveled and/or high speed vehicular roadways within station areas. Improved street crossing opportunities are essential to Collectors, including improved intersection function and the provision of mid-block crossings.



## Network Layout

To plan a Pathway Network around a Metro Rail or BRT Station, the following steps should be taken;

- 1. Locate Pathway Arterials** – Arterials should radiate out from the station portal in at least four directions, and should correspond to the highest volume of pedestrian and rolling access to the station. Arterials must extend out at a minimum one-half mile from the station, to an upper limit of three miles from the station. Pathway arterials should integrate into the regional bike network at opportune points beyond the one-half mile access shed. Coordination with other station Pathway networks within three-mile shed is required.

### Key Mapping Inputs

*Access Volumes, Key Destinations, Land Use, Bike Routes*

- 2. Locate Pathway Collectors** – Pathway collectors include streets within the one-half mile access shed that run perpendicular to station access desire lines, or feed into the main branch lines of Arterials.

### Key Mapping Inputs

*Feeder transit lines, access sheds*

- 3. Identify Site Specific Opportunities and Constraints** – Identify opportunities to provide ‘cut-throughs’ (i.e. across parking lots or through parks, where such cut-throughs shorten access routes). Also identify specific constraints that will require special attention (i.e. freeway underpasses). Focus on area within 1 mile of transit station.

### Key Mapping Inputs

*Aerial imagery + Site Evaluation (Aesthetics, Safety, Accessibility)*

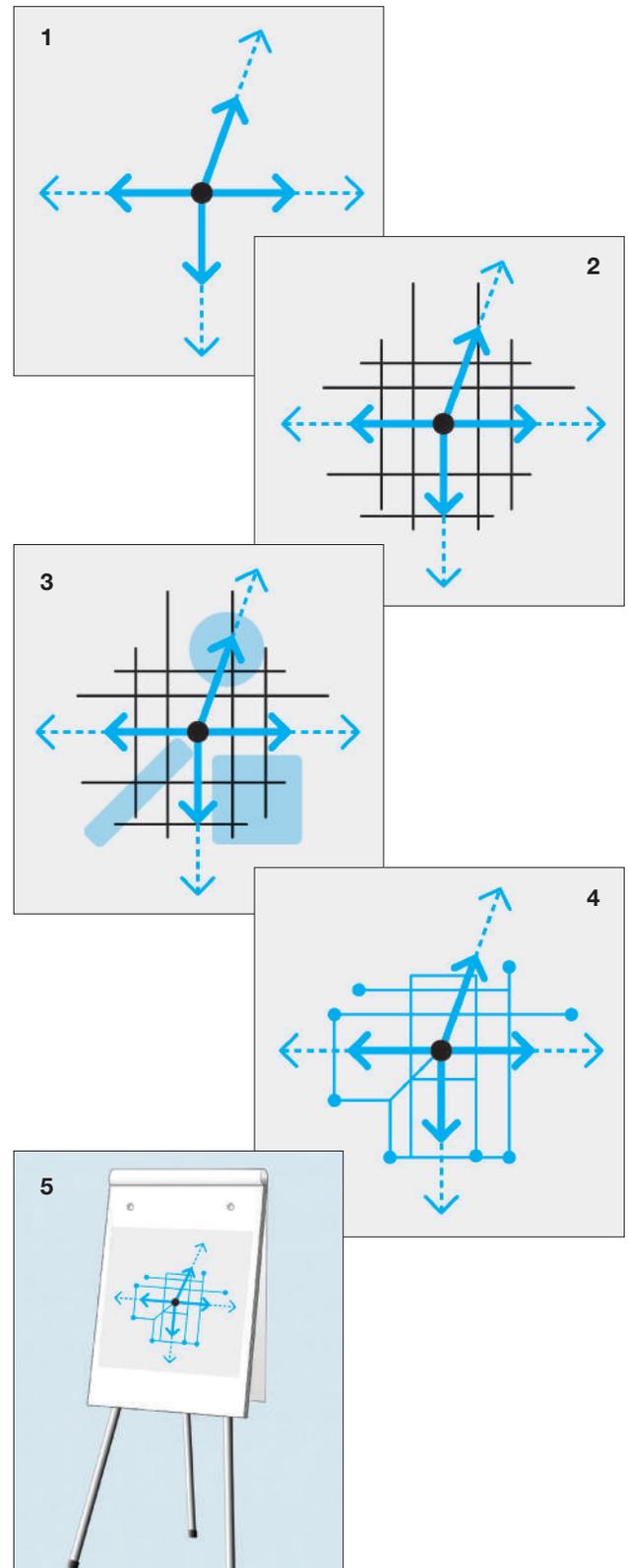
- 4. Evaluate Network** – Review Pathway network relative to qualitative and quantitative inputs.

### Key Mapping Inputs

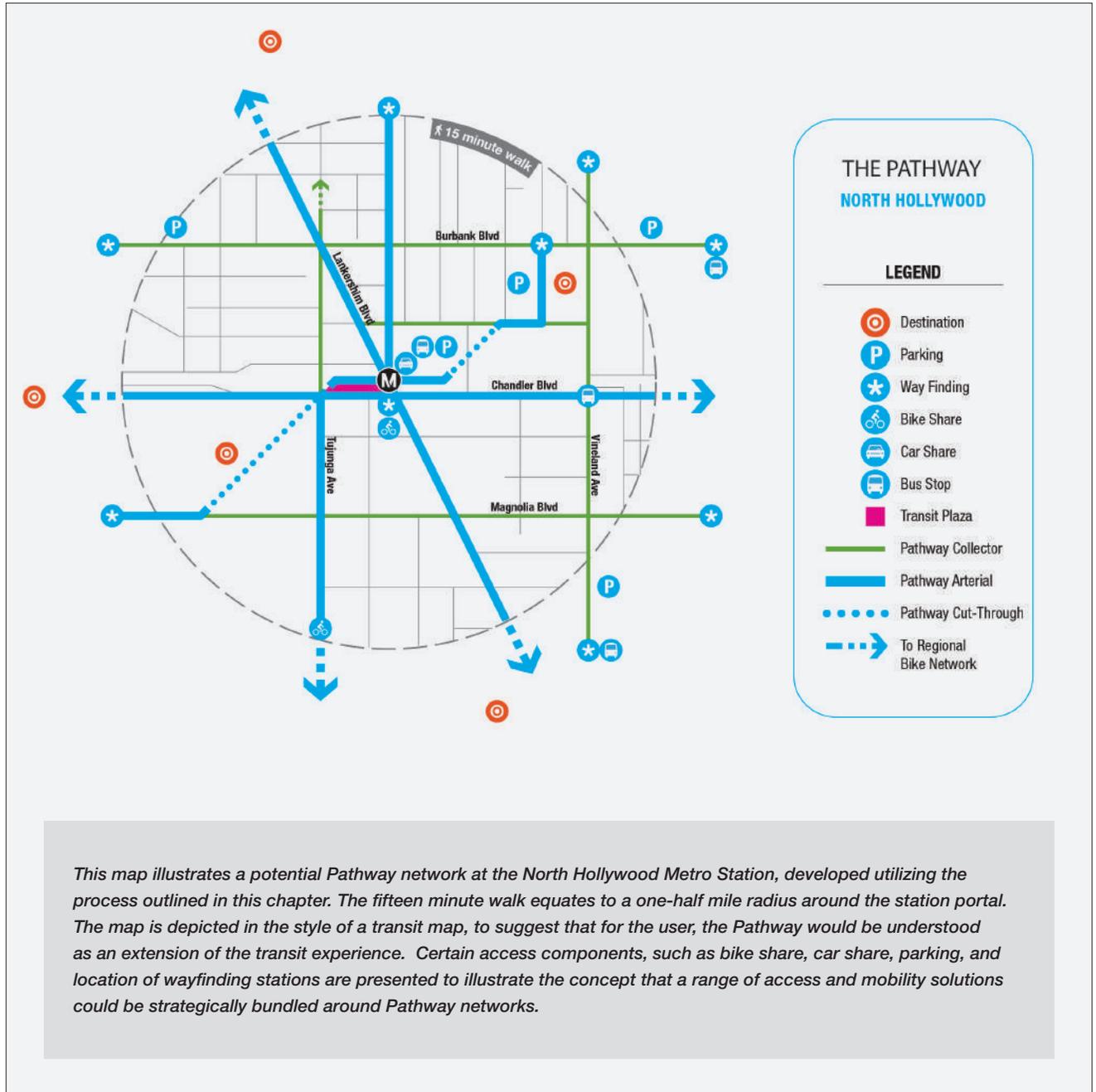
*Collision data, Access Sheds, High Speed Roads + Site Evaluation (Aesthetics, Safety, Accessibility)*

- 5. Review and Refine Pathway Network** – Review network with key agency stakeholders and local representatives. This process will help inform design team of ongoing local efforts, strengthen knowledge of key local destinations and concerns, and inform the public of access improvement efforts.

*Stakeholder and public outreach*



**A Prototype Pathway Network Map...**



**Notes:**

***This page intentionally left blank.***

## 5 PATHWAY TOOLBOX

- ★ This Chapter presents a set of components that directly relate to the development of the Pathway concept. This is not an exhaustive list of what makes for a great public realm, and more components may be added on to this list as this concept is developed. The components chosen respond to our specific challenges here and now, and how we can make a more dignified transit-to-destination link, one that is safer and better maintained, more intuitive, efficient, and inviting, effectively expanding the transit station outward.

### Introduction

The planning components presented in this chapter focus on improving access to and from Metro stations, in particular Metro Rail and fixed route BRT stations throughout Los Angeles County along identified Pathway networks and within the confines of defined station areas. The Pathway aims to overcome critical access barriers through flexible deployment of a number of design components, while following the Metro Pathway Guiding Principles noted in the first chapter.

The components focus on five categories of improvements as part of the Pathway:

1. *Crossing Enhancements and Connections*
2. *Signage and Wayfinding*
3. *Safety and Comfort*
4. *Allocation of Streetspace*
5. *Plug-in Components*

Components do not all directly relate to one another, but they work in concert to support the overall goals and guidelines of the Pathway. For example, traffic calming and curb-extensions are very different tools with respect to planning, design and implementation, but utilized together they enhance transit user safety, comfort and access ability.

### Applying the Toolbox to Real Places

Components presented in this chapter aim to:

- *Expand the station's sphere of influence and improve the transit rider experience*
- *Contribute to a hierarchy of improvements that are more concentrated, visible, and frequent as transit users approach transit stations*
- *Be flexible in order to fit into diverse settings around stations*

Components presented in this chapter were developed with the recognition that Pathway Networks need to be responsive to local context and variations that exist both across and within station areas. The following **key considerations** are intended to support local jurisdictions in selecting treatments along Pathway networks:

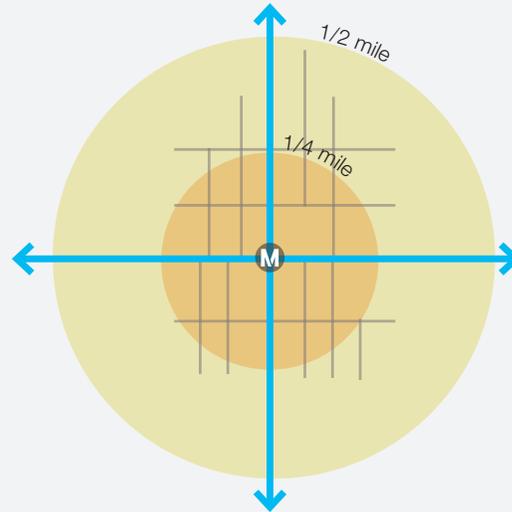
**Sphere of Influence:** The types and intensity of components deployed along Pathway Networks will differ depending on proximity to station. The “Extended Station Zone” is defined as roughly one-quarter mile radius from the station portal. The larger “Transit-Friendly Zone” extends out to an approximate one-half mile radius; this area would include active transportation infrastructure, but to a lesser extent than in the Extended Station Zone. Pathway Arterials may extend out farther still and link up with regional bike and pedestrian networks. The goals for these different spheres are noted in the graphic and provide guidance for prioritizing improvements.

**A Hierarchy of Improvements:** Paramount to a clear and navigable transit environment is a system of cues that help the transit rider intuit which direction the station is, how best to get there, and how long it will take. The frequency of access improvements should increase and be made more prominent as the transit rider approaches a station. For example, farther from the station within the Transit-Friendly Zone, crosswalks may be designed with a simpler and more traditional double stripe. In the Extended Station Zone, closer to the transit station, crosswalks should become more visible, prominent, and frequent, with continental or zebra stripes, colored paint, and increased width.

**Flexibility in Design:** The contextual diversity of Los Angeles warrants a place-specific approach that does not stifle the individual identity of each location, allows for a flexible approach in design of the Pathway, and simultaneously provides a legible and intuitive system-wide strategy. Each component can be applied where appropriate depending on the urban condition. Illustrative examples of how Pathway components may be realized in different locations are presented in the Illustrations chapter.

**Branding and Identity Building:** The Pathway, whether named or not, will be most effective if it is recognizable and visually consistent, both within station areas and across communities served by Metro. For example, some Pathway elements could use standard/consistent messages, font, style, placement, material and colors while others may be informed by the identity of community in which they are located. The intent is to support seamless system navigation for the user, while allowing for the expression of local identity. These considerations should be made as part of further design development. Development of standard components would rely both on inter-jurisdictional coordination throughout the Metro region and coordination with state and federal standards.

## Expanding the Sphere of Influence



- M Metro Station
- Pathway Collector
- ↔ Pathway Arterial

### EXTENDED STATION ZONE (AREA 1)

5-Minute Walk/2-Minute Bike

- Pathways are more visible
- Enhanced safety features
- Larger, more prominent Pathway signage
- Directional markers with time-to-station signage
- Frequent crossings
- Train time arrival/departure digital displays

### TRANSIT-FRIENDLY ZONE (AREA 2)

10-Minute Walk/5-Minute Bike

- Less overt, more passive wayfinding and Pathway markers
- Address the most pressing safety and access improvements, such as:
  - New crossings
  - Curb ramps
  - Maintenance
  - Lighting and landscaping

## How to Use this Guide

**Category** Labels each Component with one of the six categories: Crossing Enhancements and Connections; Signage and Wayfinding, Safety and Comfort, Allocation of the Streetspace, and Integrated Transit Access Solutions.

**Component** Name of Component.

**Goal** Describes what the Component should aim to do and who it should serve.

**Guidelines and Resources** Defines the Component. Guidelines presented focus on those aspects of design and planning that are particularly transit-supportive, rather than describing the full universe of good design standards or common best practices. References are included for other design and planning guidance. See the end of this chapter for a full list of references.

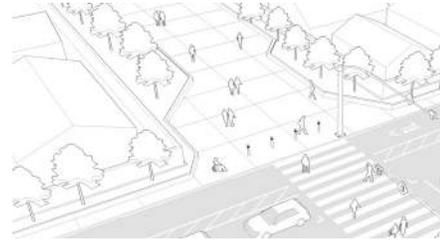
**Transit Integration** Identifies elements that can be used to identify or brand the Component as part of the Metro System, recognizable to the transit rider.

**Pathway Network Compatibility** Identifies relevance of Tool by pathway type (Collector, Arterial, or Cut-Through), and by sphere of influence (Area 1, the Extended Station Zone or Area 2, the Transit Friendly Zone.).

**Issues Addressed** Shows how the Component responds to the six critical Station Access Barriers, that identify which problem(s) it helps solve.

### CROSSINGS AND CONNECTIONS

#### Cut-Throughs and Shortcuts



#### Goals

- » Provide more direct routes to and from the station

#### Guidelines and Resources

- » Design shortcuts with special paving, lighting, furnishings, and shade so that they are inviting to pedestrians of varying ages and abilities
- » Design shortcuts to accommodate bicyclists and other active transportation users with a sufficiently wide pathway and smooth surface
- » Use directional signage to the stations at entrances to shortcuts
- » If located in the middle of the block, design shortcut paths that lead to a mid-block crossing for easier access across streets
- » Make sure that pathways are well-maintained, well-lit, and located in "people-friendly" places, i.e. places that are well-traveled, highly-visible, and pedestrian-oriented
- » Maintain existing cut-throughs and add safety enhancements

#### Transit Integration

- » Use Metro signage at entrances and decision points
- » Regularly place branded Metro medallion signage for the length of the pathway, every 60-100 ft approx

#### Station Access Barriers Addressed:

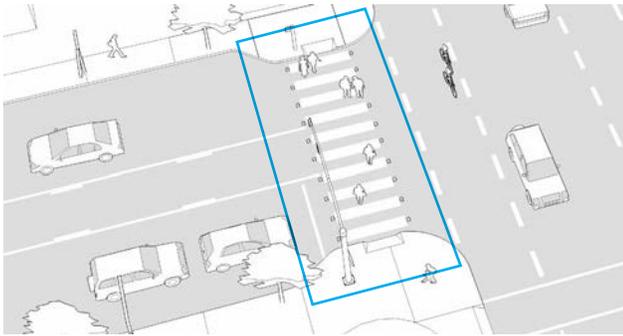
- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

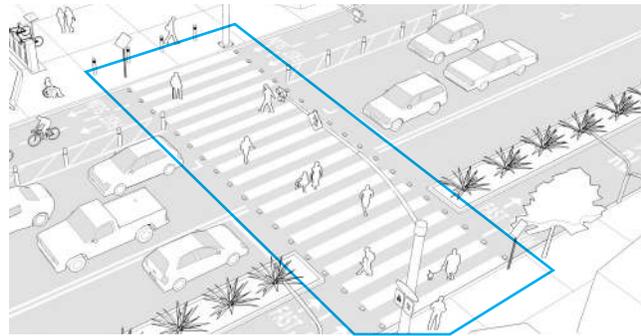
- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# CROSSINGS AND CONNECTIONS

## Enhance Existing Crosswalks



## Mid-Block and Additional Intersection Crossings



### Goals

- » Protect pedestrians and active transportation users when crossing vehicular traffic
- » Enhance the visual presence of crosswalks to slow approaching vehicles

### Goals

- » Break up long blocks by allowing pedestrians to safely cross, thereby traveling shorter distances
- » Provide visual cues to allow approaching motorists to anticipate pedestrian activity and stopped vehicles

### Guidelines and Resources

- » Paint stripes on existing crosswalk (or use special paving or paint). Stripes may be perpendicularly- or diagonally-placed
- » Incorporate advance stop bar or yield lines for on-coming vehicular traffic to give pedestrians more room to cross
- » Where feasible, incorporate special paving at intersections to call further attention to the crosswalk
- » Where feasible, install in-road warning lights or rectangular rapid-flashing beacons
- » Use leading pedestrian intervals on transit-adjacent crossings, which give pedestrians a head start across the intersection
- » Improve crosswalk lighting
- » Resource: Manual on Uniform Traffic Control Devices Best Practices

### Guidelines and Resources

- » At mid-block crossings, or currently unsignalized intersections, introduce new crosswalks and vehicular control, such as pedestrian-oriented flashing beacons, in-road flashers, or HAWK (High-intensity activated crosswalk) signals, which are activated by a pedestrian push button
- » Provide a crossing at least every 300 ft on average, as a good rule of thumb
- » Add crossings around and adjacent to freeway overpasses/underpasses, so that pedestrians can navigate these areas more easily
- » Resource: Safety Effectiveness of the HAWK Pedestrian Crossing Treatment

### Transit Integration

- » Where feasible and applicable, paint stripe or edges of crosswalks to identify with Pathway network access route
- » Couple crosswalks with directional signage

### Transit Integration

- » Where feasible and applicable, paint stripe or edges of crosswalks to identify with Pathway network access route.
- » Couple crosswalks with directional signage
- » Incorporate medallion signage or related branding on new crossing signal posts

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

#### Station Access Barriers Addressed

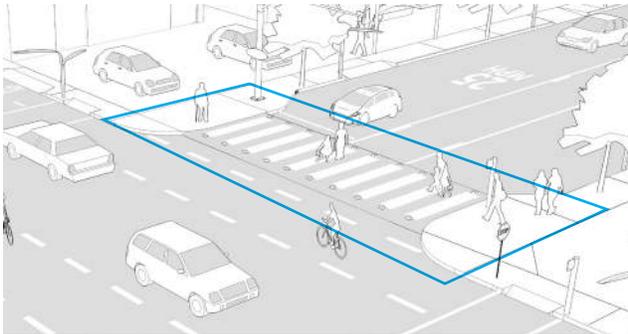
- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# CROSSINGS AND CONNECTIONS

## Raised Crossings



### Goals

- » Calm traffic at intersections along high-speed streets
- » Visibly prioritize the pedestrian at key crossing locations

### Guidelines and Resources

- » Raise crossings to be flush with the sidewalk and use special paving material to differentiate them from the roadway
- » Place raised crosswalks in areas with significant amounts of pedestrian traffic
- » Entire intersections may also be raised
- » Raised crosswalks may not be appropriate on streets with bus routes as they can slow and impede bus flow

### Transit Integration

- » Where feasible and applicable, paint stripe or edges of crosswalks to identify with Pathway network access route
- » Key signage to intersection

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## [Case Study] Raised Crosswalks in Boulder and Cambridge

### Raised Crossings Aid in Pedestrian Safety

#### Boulder, Colorado<sup>1</sup>

In response to “poor driver compliance with crosswalk yield laws”, designers in Boulder embarked on a mission to increase comprehensive crosswalk compliance. Raised crosswalks were implemented throughout the city to test driver compliance. The raised pedestrian crossings were installed at right-turn islands, and were found to “increase compliance from 69% to 91%.” Accompanied by a number of other additional crossing enhancements, Boulder saw an overall increase of motorist crosswalk compliance by 43%.

#### Cambridge, Massachusetts<sup>2</sup>

Similar results were seen in Cambridge, where “raised crossings tripled the number of drivers yielding to pedestrians.” Community surveys revealed that 69% of nearby residents felt that raised crossing enhancements were a better solution than the introduction of a traffic signal.

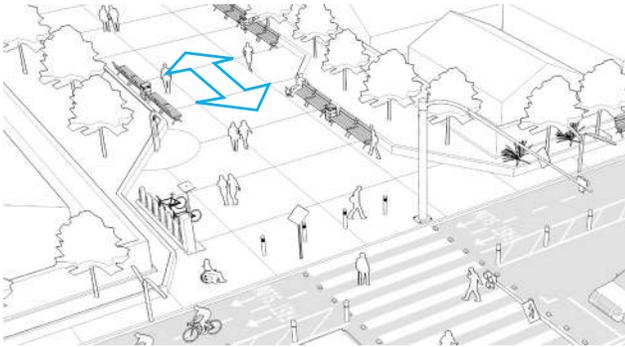


Cambridge, MA

**On one street in Cambridge, MA, motorists yielding to pedestrians crossing at the raised devices went from approximately 10% before installation to 55% after.**

# CROSSINGS AND CONNECTIONS

## Cut-Throughs and Shortcuts



### Goals

- » Provide more direct routes to and from the station

### Guidelines and Resources

- » Design shortcuts with special paving, lighting, furnishings, and shade so that they are inviting to pedestrians of varying ages and abilities
- » Design shortcuts to accommodate bicyclists and other active transportation users with a sufficiently wide pathway and smooth surface
- » Use directional signage to the stations at entrances to shortcuts
- » If located in the middle of the block, design shortcuts that lead to a mid-block crossing for easier access across streets
- » Make sure that pathways are well-maintained, well-lit, and located in people-friendly places, i.e. places that are well-traveled, highly-visible, and pedestrian-oriented
- » Maintain existing cut-throughs and add safety enhancements

### Transit Integration

- » Use signage at entrances and decision points
- » Regularly place medallion signage for the length of the pathway, every 60-100 ft approx

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## Curb Extensions at Intersections



### Goals

- » Improve safety by shortening crossing distances, increasing pedestrian visibility, slowing turning vehicles, and visibly narrowing roadway for high-speed traffic
- » Provide more room for walking/active transportation, along with seating areas, expanded access for transit waiting areas, and opportunities for bioswales, stormwater management, and other planted areas

### Guidelines and Resources

- » Place curb extensions on streets with high pedestrian volumes or pedestrian emphasis, or wide streets that are difficult to cross
- » Incorporate bioswales, bollards, planters, or other objects along street edge to protect pedestrians
- » Resource: Designing Sidewalks and Trails for Access, Best Practices Design Guide
- » Design curb extensions at bus stops so that bus waiting areas are made larger and the bus does not have to pull out of the travel lane to pick up passengers

### Transit Integration

- » Couple curb extensions with established signage

#### Station Access Barriers Addressed

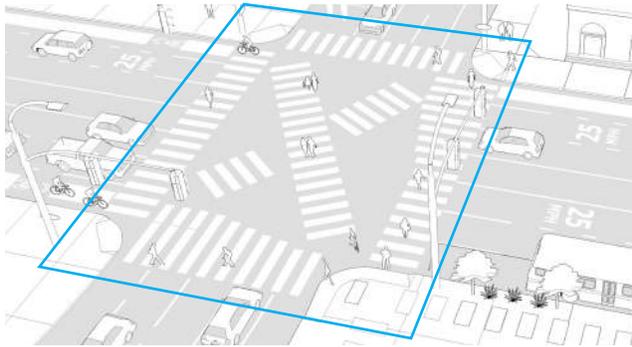
- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# CROSSINGS AND CONNECTIONS

## Scramble Crossings



### Goals

- » Prioritize the pedestrian at the intersection
- » Increase safety and visibility for pedestrians
- » Shorten crossing times for pedestrians

### Guidelines and Resources

- » Place scramble crossings in dense areas with a lot of commercial and pedestrian activity
- » Paint continental striping or highly-visible pattern/color fully across all four legs and both diagonal paths of the crosswalks
- » Install informational signage that instructs pedestrians of appropriate crossing movements at scramble crossings
- » Resource: Oakland Chinatown Pedestrian Scramble: An Evaluation
- » Resource: Exclusive Pedestrian Phasing for the Business District Signals in Beverly Hills

### Transit Integration

- » Where feasible and applicable, paint stripe or edges of crosswalks to identify with Pathway network access routes
- » Key signage to intersection

### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## [Case Study] Scramble Crossings in Beverly Hills<sup>3</sup>

In Beverly Hills' Business Triangle where daytime pedestrian activity is very high, there had been a high number of pedestrian/vehicle collisions. In the late 1980s the City modified traffic signals at eight locations to include scramble crossings. As Bijan Vaziri of the City of Beverly Hills Engineering Department notes, "after implementation, it seemed that people quickly became accustomed to the new operation. Public opinion has been very favorable..."

Safety was improved after installation of the scramble crossings as a study of collision data showed. Collision data from 10 years prior and 10 years after was compared and pedestrian/vehicle collisions decreased significantly, by up to 63%. Furthermore, overall collisions in the Business Triangle were also reduced by 20%.

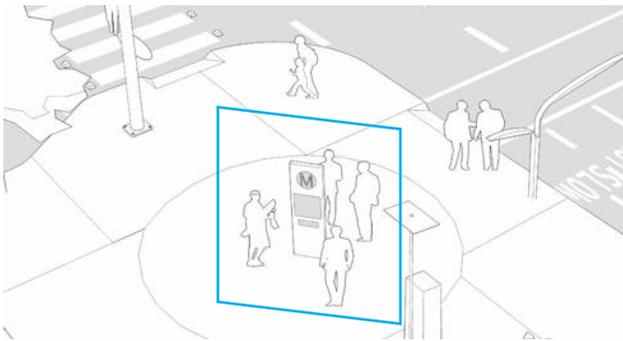


Scramble Crossings in Shabuya Crossings Tokyo, Japan

**Beverly Hills saw an overall decrease in pedestrian/vehicle collisions by as much as 63% after a series of scramble crossings were installed.**

# SIGNAGE AND WAYFINDING

## Metro Signage and Maps



### Goals

- » Increase legibility of the urban landscape
- » Increase visibility and awareness of proximity to transit station
- » Display paths of travel to station and to local destinations

### Guidelines and Resources

- » Place signs on/near corners and decision points, regularly-spaced along a route approximately 200-300 ft. apart
- » Use signs that relate to Metro's established family of signage
- » Ensure that signs are pedestrian-scaled and oriented
- » Use arrows and maps on these signs to highlight station location, common destination areas, and routes
- » Consider the potential to stamp or stencil the Metro 'M' at corners on the sidewalk
- » Resource: Legible London; A Wayfinding Study

### Transit Integration

- » Coordinate with Metro signage and branding efforts

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## Medallion Signage

4



### Goals

- » Increase visibility and awareness of proximity to transit station
- » Display paths of travel to station and to local destinations; pulls people along the Pathway
- » Increase legibility of the urban landscape
- » Help identify the Pathway with repetitive elements that are recognizable

### Guidelines and Resources

- » Place medallion signs on existing and new infrastructure such as light poles at heights that are visible to both pedestrians and active transportation users
- » Place signs with a consistent rhythm down the Pathway, approximately every two or three blocks

### Transit Integration

- » Coordinate with Metro signage and branding efforts.
- » Carry the color of the medallion sign to the ground plane where feasible

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# SIGNAGE AND WAYFINDING

## [Case Study] Legible London

Legible London is a city-wide, comprehensive, and intuitive wayfinding strategy in the city of London. Along with clear pylon signage, the program is coupled with simple navigational maps that depict average distances to and from key destinations and streets. The success of Legible London has made it an international model for wayfinding design. After an initial roll-out of the system in strategic locations in the heart of the city, a complete survey of the program has shown that it has had positive and impactful results. Select statistical findings confirm that:

- 83% of users acknowledge that the wayfinding system has helped them navigate the city
- The reported number of pedestrians getting lost on a journey fell by 65%
- 87% of users support a full roll-out of Legible London throughout the city

Legible London has also introduced new wayfinding tools that increase user legibility. Large key maps are complemented by in-road placard signage, traditional finger-posts, and taller, narrow posts that are placed in heavily congested areas.



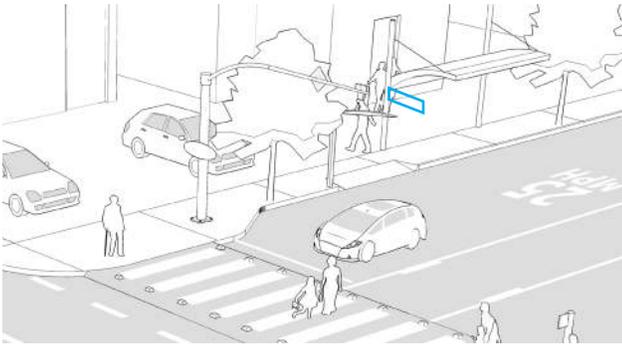
Simple and intuitive, the Legible London mapping and wayfinding program has reduced peak hour congestion on the tube by helping pedestrians navigate the street network.



Rather than orienting north to the top, Legible London uses heads-up mapping, a system that orients maps to face the same way the user is facing.

# SIGNAGE AND WAYFINDING

## Time-to-Station Signage



### Goals

- » Increase awareness of active transportation, transit, and transit-proximity
- » Encourage people to use active transportation modes
- » Provide helpful navigation and information on distance and time to get to the station via alternative transportation

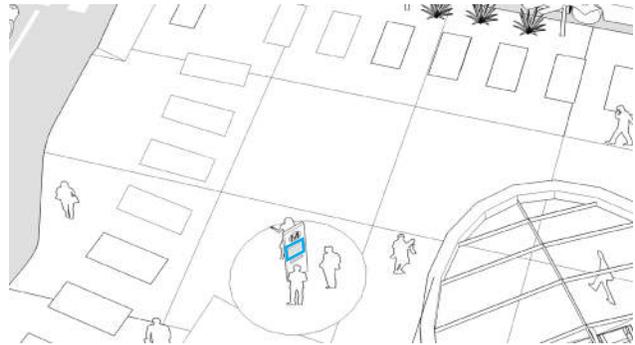
### Guidelines and Resources

- » Include pedestrian and bicycle times with directional arrows
- » Consider the travel times for other active transportation users

### Transit Integration

- » Place notation on or adjacent to Pathway medallion signage

## Real-Time Signage Adjacent to Station



### Goals

- » Facilitate a bus to rail transfer and allow active transportation users to pick the best transit option in real-time
- » Warn user of expected delays
- » Encourage use for first-time transit users

### Guidelines and Resources

- » Introduce dynamic signage that shows expected arrival times for buses, trains, etc.
- » Place signs at or immediately adjacent to bus stops and subway portals (above ground)
- » Maintain and update real-time signage as technological capabilities improve

### Transit Integration

- » Place real-time signage on or adjacent to Pathway medallion signage or other Pathway components, using consistent Pathway logo and design

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# SIGNAGE AND WAYFINDING

## Smart Technologies



### Goals

- » Increase the ease of use of alternative transportation modes
- » Encourage first-time users
- » Integrate with Metro Nextrip service
- » Integrate with on-demand ride-share and carpool services (i.e. Uber, Lyft and Sidecar)

### Guidelines and Resources

- » Provide real-time information and expected transit arrival times on mobile devices
- » Provide detailed service advisories for delayed transit, and safety issues
- » Assist new users in finding stations using geospatial software
- » Run marketing campaign for initial launch
- » Design smart technologies to be used on all platforms
- » Resource: Smart Cities Applications and Requirements White Paper

### Transit Integration

- » Integrate transit access into existing and planned smart technologies

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

N/A

## [Case Studies] Non-Signage Wayfinding

### In-Pavement Trails and Markings

Wayfinding and signage are not always synonymous. Wayfinding can take the shape of any sort of consistent clue that helps someone understand where they are going. These clues can be more or less literal and are usually accommodated through a change in materials such as pavement or ground plane differentiation, lines and graphics imbedded in the pavement, raised symbols, changes in lighting, or a coordinated family of streetscape amenities.

#### The Freedom Trail in Boston, MA

Boston's Freedom Trail is a red path through downtown that leads pedestrians to key sites. The design of the path material changes as it passes through different areas, but the family of materials used remain consistent.

#### Melbourne

Decades ago, Melbourne installed pavement markers along various pedestrian walks around the City. The trail includes red granite and brass pavement inlays to demarcate it.



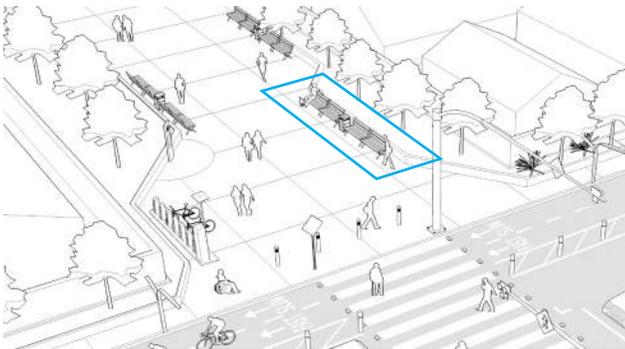
Freedom Trail, Boston, MA



Melbourne's Pedestrian Trail System

# SAFETY AND COMFORT

## Street Furniture



### Goals

- » Provide amenities to make active transportation users comfortable while travelling
- » Increase number of eyes-on-the-street by providing places for people to sit comfortably

### Guidelines and Resources

- » Along streets with heavy pedestrian traffic, place street furniture and pedestrian amenities, such as benches, bike parking, skateboard parking, charging stations, etc.
- » Place street furniture regularly and rhythmically
- » Maintain clear paths of travel around furniture with enough clearance to accommodate active transportation users along the sidewalk
- » Maintain and clean existing street furniture along Pathway networks
- » Install parking areas for bikes, scooters, and other active transportation mobility devices along Pathways, near destinations and front doors
- » Where feasible, use environmentally sustainable materials

### Transit Integration

- » Street furniture may respond to the street furniture family already in place at that particular location

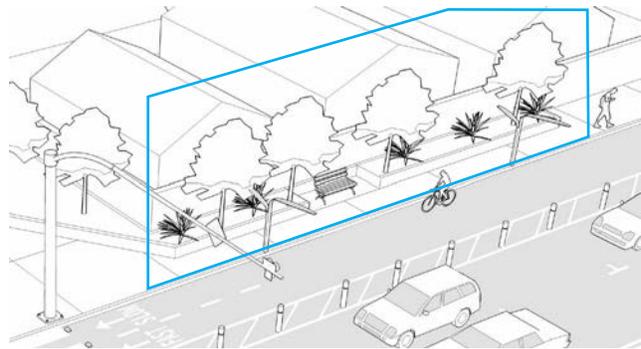
#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## Landscaping and Shade



### Goals

- » Provide refuge from the sun
- » Provide pleasant and safe pathways and resting spaces for transit users

### Guidelines and Resources

- » Plant shrubs, trees, etc. along sidewalk edges of pathways with heavy vehicular traffic, to buffer active transportation users and filter the air
- » Maintain and enhance existing landscaping
- » Provide shade structures in areas where pedestrians gather and along pathways

### Transit Integration

- » Landscaping along Pathway networks may respond to the landscape identity already in place at that particular location.

#### Station Access Barriers Addressed

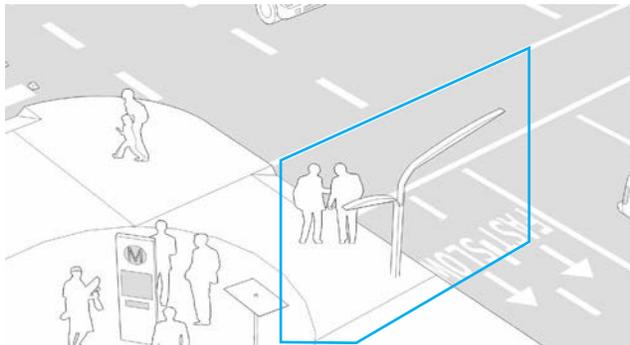
- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# SAFETY AND COMFORT

## Lighting



### Goals

- » Increase safety and aid in night navigation for active transportation users along Pathway routes

### Guidelines and Resources

- » Provide pedestrian-oriented light fixtures along sidewalks, spaced as needed, approximately every 30 feet on center
- » Install lighting rhythmically and consistently, in coordination with existing street light pattern
- » Assure that lights are not located within tree canopies, which may block the light
- » Maintain existing light fixtures on street
- » Consider installing lights that are efficient and/or motion activated/self powered in areas where constant light is not needed
- » Provide uniform light levels along the sidewalk and assure that other paths of travel for active transportation users are also well-lit
- » Install lighting around bus stops and bus to rail transfer routes

### Transit Integration

- » Closer to the station, wrap pedestrian light poles with stripes and/or Metro color palette so that visually the poles guide the active transportation user to or from stations

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## [Case Study] Active Lights<sup>10</sup>

### Motion Activated, Solar Pedestrian Lighting

Quality pedestrian lighting ensures a safe environment for pedestrians and active transportation users alike. With regularly spaced pedestrian lighting comes increased visibility, perception of safety, and eyes-on-the-street.

New pedestrian lighting strategies involve creative ways to light up active transportation networks. For example, a number of cities in Sweden have been using Active Lights. The design incorporates an LED lighting system that is motion activated to provide security and lighting for those who pass by. Using solar energy, this system is self-powered and extremely cost effective.



Active Lights in Sweden



Active Lights Illustration

**Studies of the Active Lights show a 65% reduction in nighttime fatal accidents, a 30% reduction in nighttime injury accidents, and a 15% reduction in nighttime property-damage-only accidents.**

# SAFETY AND COMFORT

## Freeway Underpass & Overpass Enhancements



### Goals

- » Increase pedestrian, bicycle and personal mobility safety and comfort
- » Incorporate visually-engaging elements at freeway crossings that make for a more friendly street and pull active transportation users along the Pathway, by giving them compelling things to look at

### Guidelines and Resources

- » Provide lighting that illuminates the overpass/underpass at all hours of the day and night
- » Where feasible incorporate public art in the tunnel or on the overpass
- » Maintain existing overpasses/underpasses
- » Improve the experience and perception of safety along the sidewalk with special paving and bollards along the curb edge. On overpasses, introduce trees in planters where space permits along curb edges or growing vines along edge fences
- » Take advantage of underutilized space in the roadway to expand the sidewalk where feasible

### Transit Integration

- » Incorporate Metro elements such as lighting, signage, and paving treatments along the sidewalk to direct pedestrians and active transportation users across the freeway

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## Enhanced Bus Waiting Areas



### Goals

- » Enhance transit riders' level of comfort
- » Improve safety for users at night by improving facility visibility

### Guidelines and Resources

- » Increase seating options and provide bus shelters at bus stops where space permits
- » Provide shading, lighting, and public art where space permits
- » Couple street furniture (e.g. lighting, trash cans, and parking for varying mobility devices) with enhanced bus stops
- » Add real-time transit signage that displays next bus and train estimated arrival/departure time
- » Incorporate informational wayfinding signage, route maps, and a push-to-talk assistance button
- » Maintain existing bus waiting area facilities
- » Introduce a transit boarding island or bulb-outs to allocate more space for bus boarding, where feasible

### Transit Integration

- » Use signage at bus waiting areas

#### Station Access Barriers Addressed

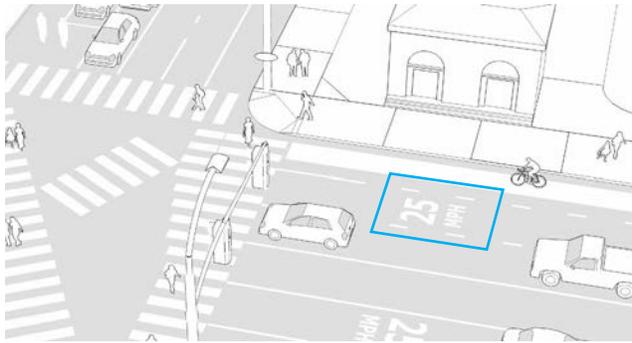
- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# SAFETY AND COMFORT

## Traffic Calming



### Goals

- » Decrease speeds along heavily trafficked streets to protect multi-modal users on Pathway networks
- » Reduce collisions and conflicts between modes
- » Increase awareness of transit stations
- » Begin to establish safe transit-zones around Metro transit areas
- » Allow for NEV integration within Transit Friendly Zone

### Guidelines and Resources

- » Paint reduced speed MPH signs in and along roadway for vehicular travellers
- » Use narrow travel lanes that naturally cause motorists to slow. Use 11 feet as a good maximum width for outside lanes and 10 feet as a good average width for inside lanes
- » Use physical measures such as curb extensions to narrow the roadway
- » Promote police enforcement of new 'transit-zone' friendly speeds
- » When calming traffic, consider impact on bus service; while the goal is to increase safety for active transportation users, the usability and convenience of the Metro bus service should not be compromised

### Transit Integration

- » N/A

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## Sidewalk Paving & Surface Enhancements



### Goals

- » Make it easier and smoother to walk and roll along the sidewalk
- » Make areas for different modes on the sidewalk, apparent and obvious, for improved safety

### Guidelines and Resources

- » In areas where multiple modes are converging, consider using paving, pavers, and other ground plane treatment differentiation in linear zones along the sidewalk to help people understand where they should be walking or rolling, so that conflicts are avoided
- » Use enhanced paving to highlight pedestrian facilities, edges, and sidewalk amenities, for example along curb edges, around tree wells, in seating areas, or at corners or crossings. These treatments make the sidewalk a nicer place to be and an easier place to navigate.
- » Use appropriate, slip resistant paving and surfaces. If people are expected to roll or bike across the surface, make sure that it is smooth, without bumps.

### Transit Integration

- » Consider coordinating the color and style of the surface treatment with bundled improvements
- » Use color, pattern, or texture to provide cues to transit riders that they are approaching a station or stop

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# ALLOCATION OF STREETSPACE

## Reduced Lane Width



### Goals

- » Narrow vehicular lane widths, where possible, to help promote slower driving speeds, reduce the severity of vehicular crashes, and reduce crossing distances
- » Gain under utilized space that can be used for more transit-friendly uses, such as bus access, extended sidewalks, buffer-zones, protected bicycle lanes, and bulb-outs

### Guidelines and Resources

- » In urban areas where traffic volumes and bus usage permits, do not use lanes that are wider than 11 feet, ideally 10 feet
- » Use striping to channelize traffic, and create buffer zones or delineate parking from travel lanes (pictured)

### Transit Integration

- » Confirm Lane width requirements for efficient bus operations

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## Enhanced Bike Facilities



### Goals

- » Provide bike facilities that are separated and/or protected from vehicular traffic

### Guidelines and Resources

- » Convert existing standard bike lanes or sharrows into protected facilities where feasible
- » On streets that have heavy traffic, multiple lanes, lots of parking turnover, and existing or potential high bicycle ridership, consider installing separated cycle tracks to protect cyclists and make cycling more comfortable and inviting to all users
- » On streets with high speeds, few driveways or cross streets, and high demand for bicycle access, consider installing raised cycle tracks
- » On streets where cyclists are already riding the wrong way, where direct access is very difficult for cyclists, where two way connections are needed, and where traffic is low-speed and low volume, consider installing contraflow bike lanes or bike routes that cut-through blocks
- » Other protected facilities and bike enhancements recommended for transit zones include: buffered bike lanes, bike boxes, bike signal heads, and bike signal detection

### Transit Integration

- » For separated facilities use paint on the street surface to conform with bundled improvements
- » Consider signage, both directional and wayfinding

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# ALLOCATION OF STREETSPACE

## Bus Enhancements



### Goals

- » Provide dedicated space and more direct access for buses, which facilitates travel by bus and makes transfers easier for bus riders.

### Guidelines and Resources

- » Use bus-only lanes and design lights for buses, along long transit corridors
- » Consider the application of contra-flow bus lanes where streets are one-way, but short, efficient connections could be made for buses
- » Consider the use of dedicated bus lanes and bus stops bulbs that make it easier for bus operators to pick up passengers and re-enter traffic
- » Consider the application of far-side bus stops - stops that are past the intersection rather than before it, which are safer in terms of pedestrian crossing and easier in terms of bus traffic flow
- » See Enhanced Bus Waiting Area Tool

### Transit Integration

- » Integrate these improvements into the Metro brand, in terms of signage, wayfinding, and any special treatments to the ground plane

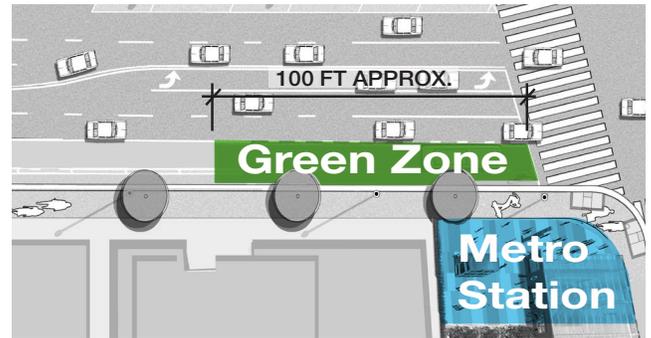
#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## The Green Zone



### Goals

- » Prioritize green vehicles and active transportation uses at or very near the station area

### Guidelines and Resources

- » Dedicate a Green Zone within the parking lane, parking area, or outside travel lane adjacent to station areas, which is marked with paint and identity/safety signage and which allows area for green transportation such as pick up/drop off for shared rides, parking for electric vehicles, bus stops, car share parking, etc.
- » Configure the Green Zone as space allows in each particular condition; sometimes the Zone may best serve as a bus waiting area or a kiss-and-ride location, while in others, car share or electric vehicle parking might be most appropriate

### Transit Integration

- » Use eye-catching paint and graphics on the street pavement and on signage to help brand the Green Zone as part of the Metro system

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# ALLOCATION OF STREETSPACE

## [Case Study] Rolling Lanes

The idea of Rolling Lanes is to reorganize the streetspace to accommodate a wide spectrum of active transportation users, giving both more and better space and safer facilities. Internationally, cities are introducing their own versions of Rolling Lanes. Read below for precedents.

### Copenhagen<sup>11</sup>

In 2010, the City of Copenhagen introduced the Conversation Lane, a throughway that aims to solve conflicts that arise as a result of varying mobility speeds. Citing the increase in electric bicycle sales and the ever-expanding range of mobility rolling options, designers have called the Conversation Lane a social cycle path, which will allocate more space for alternative transit modes.

Given the natural, self-organizing tendency of bicycle movements (faster traffic moves to the left while slower traffic shifts to the right), designers chose to allow “unusually wide social cycle paths” to accommodate a wider range of users. Additionally, the proposed program utilizes advancements in information technology by incorporating speed detecting signs that direct users to shift lanes depending on their independent speeds.

Conversation lanes are designed to give cyclists room to travel comfortably beside each other and will be designed alongside a fast lane; a separated bicycle facility for cyclists wishing to pass or move faster than ‘normal’ speed cyclists.



Conversation Lanes, Copenhagen

### The Netherlands<sup>12</sup>

Similarly, in the Netherlands, the Dutch Ministry for Infrastructure and the Environment allocated €21million to build wide, high-capacity cycle routes to reduce overall cycling trip time. Named Fiets Filevrig (Queue-Free Cycling), the program is aimed to attract cyclists that experience congestion on cycle routes.



Queue-Free Cycling in the Netherlands

***Copenhagen has committed to the goal of providing conversation lanes alongside 80% of their already established cycle routes, ultimately encouraging riders of all speeds and levels to embrace the city's cycling culture.***

# ALLOCATION OF STREETSPACE

## United States <sup>13,14</sup>

In the United States, a number of cities are implementing their own versions of a Rolling Lane.

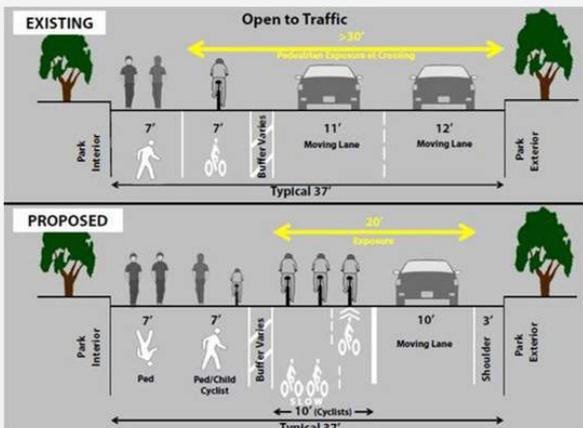
Portland and Chicago have both introduced passing lanes for cyclists at key conflict points. In Portland the new markings expand the bike lane to 10 feet, and include side-by-side bike lane symbols that separate slow and fast lanes. New striping was completed to allow easier and safer passing on an uphill segment of one of Portland's heavily congested bikeways.

The Park Slope neighborhood of Brooklyn is also gearing up for some proposed changes in response to an increase in collisions between pedestrians and bicyclists. The plan introduces a new Ped/Child Cyclist lane, a widened slow bike lane, and a sharrow lane for faster cyclists. Vehicular traffic is shifted into one lane.

In March 2010, San Diego State University opened a dual skateboard/bike lane.

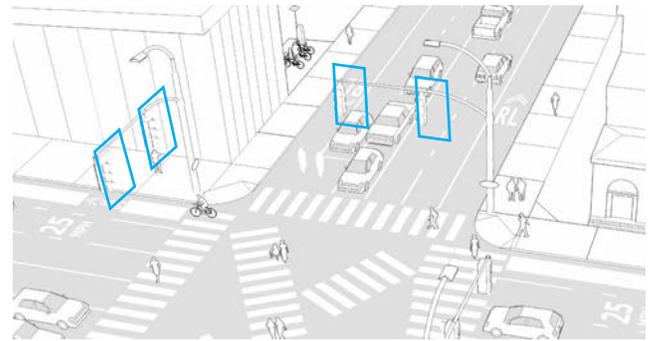


Portland, Oregon's Passing Lanes



Proposed Configuration of Prospect Park Loop, Park Slope, Brooklyn

## Signal Modifications



### Goals

- » Slow vehicular speeds within transit zones
- » Give crossing priorities to pedestrians and active transportation users
- » Time signals to ease traffic and minimize conflicts between pedestrians and vehicles
- » Begin to establish safe transit-zones around Metro transit areas

### Guidelines and Resources

- » Set vehicular signal timing for moderate progressive speeds, rather than aggressive speeds along Pathway routes
- » Time signals to provide pedestrians and other active transportation users lead time for crossing before vehicular travel
- » Use bus and bike detection at traffic signals for prioritization of active transportation devices
- » Add pedestrian-actuated signals for crossings

### Transit Integration

- » N/A

### Station Access Barriers Addressed

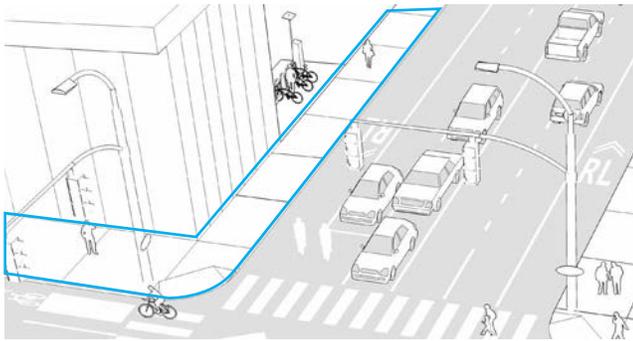
- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# ALLOCATION OF STREETSPACE

## Sidewalk Widening



### Goals

- » Shift the balance of the roadway so that it caters more to active transportation users of all types within station areas and transit zones
- » Increase safety and comfort on the sidewalk for active transportation users
- » Provide enough room on the sidewalk for active transportation users of varying speeds, ages, abilities, using varying mobility device types

### Guidelines and Resources

- » Couple sidewalk widening with the provision of amenities such as street furniture, lighting, and landscaping
- » Maintain existing sidewalks, fix buckling sidewalks, pick up trash, etc.
- » Assure that utility boxes and other auxiliary infrastructure is placed secondarily to through movement and does not impede access of pedestrians and other active transportation users
- » Where space permits, introduce parklets in underutilized right of way
- » If more permanent solutions are untenable, consider using temporary installations to test sidewalk improvements. Examples of these may include temporary extensions of the pedestrian realm into the right-of-way, through parklets and temporary plazas.

### Transit Integration

- » Consider identifiable paving treatments

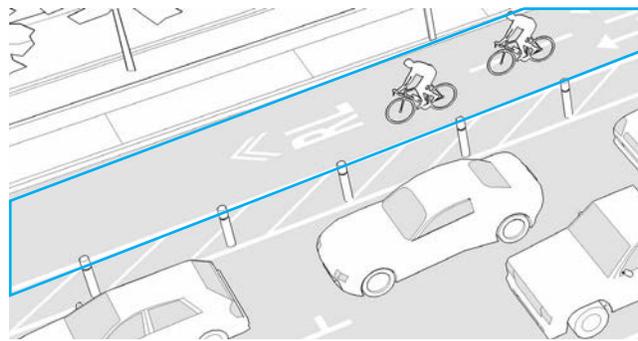
#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## Rolling Lane



### Goals

- » Shift the balance of the roadway so that it caters more to active transportation users of all types within station areas and transit zones
- » Increase safety and comfort in the roadway for active transportation users
- » Provide a passing lane for faster riders

### Guidelines and Resources

- » Convert existing bike lanes into Rolling Lanes and add new Rolling Lanes within a 1/4 or 1/2 mile radius of the station, where feasible. Rolling lanes are dedicated lanes, wider than standard bike lanes, which welcome users of varying speeds beyond bicyclists such as scooter riders, electric bicycles, skateboarders, etc.
- » Paint fast/slow indicators in the Lane, giving ample room for passing at conflict points such as crosswalks and hills.
- » Ideally provide buffer (painted or raised, e.g. planter, parking, or bollards) to separate active transportation users comfortably from vehicular traffic.
- » Couple with informational signage, traffic markings, and dedicated signalization through intersections
- » Allow cyclists to also travel outside of the Rolling Lane, contrary to current regulation regarding bike lanes.
- » Coordinate Rolling Lane design/placement with bus operations needs and stop locations; the bus/bike interface should be coordinated for maximum impact
- » Resource: Urban Bikeway Design Guide

### Transit Integration

- » At conflict zones, apply paint on street

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# PLUG-IN COMPONENTS

## Car Share



### Goals

- » Increase connectivity to Metro stations
- » Encourage multi-modal options and modal transfers
- » Increase transportation flexibility
- » Expand modal opportunities for those that are transit dependent
- » Reduce Vehicle Miles of Travel (VMT) and Greenhouse Gas (GHG) emissions
- » Provide direct connections to major destinations (i.e. LAX, Union Station, Regional Universities)

### Guidelines and Resources

- » Locate pick-up/drop-off spaces for car share in the Green Zone or in another highly-visible and convenient location
- » Incorporate signage near station areas that informs the transit rider of car share options
- » Contract with private company to begin car share program
- » Resource: See Zip Car, LAX Car Share, City Carshare, Philly Carshare, Lyft, Uber and Sidecar

### Transit Integration

- » Use signage at car share stations and as directional indicators to the stations

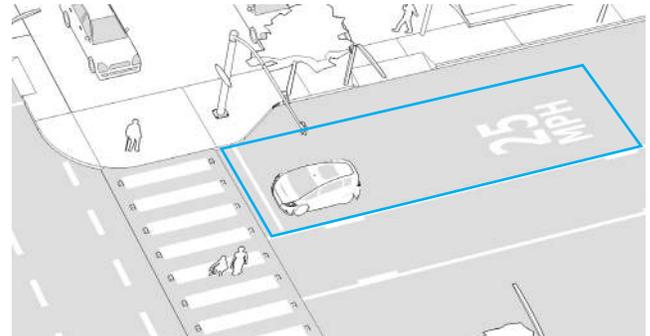
#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## Neighborhood Electric Vehicles (NEVs)



### Goals

- » Increase connectivity to Metro stations
- » Encourage the use of electric and alternative mobility devices that are zero emissions
- » Increase transportation flexibility
- » Integrate multi-modal service offerings

### Guidelines and Resources

- » Introduce NEV charging stations within designated Green Zone
- » Provide NEVs (and other low-speed, electric vehicles) priority parking stalls in micro park-and-ride facilities, which are closer to the entrances/exits
- » Allow compact NEVs to travel in Rolling Lanes, when traveling at reduced speeds

### Transit Integration

- » Use signage at NEV parking locations and to and from these areas as directional indicators to the stations

#### Station Access Barriers Addressed

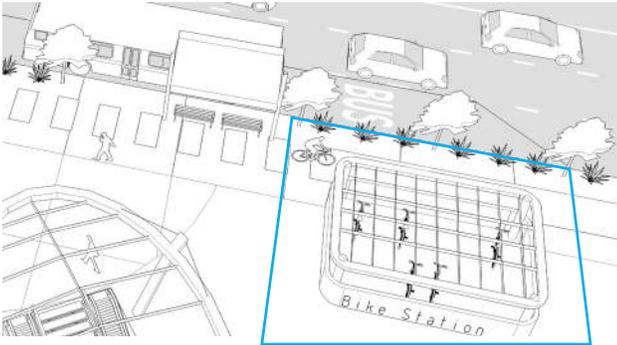
- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# PLUG-IN COMPONENTS

## Bike Share and Bike Station



### Goals

- » Increase connectivity to Metro stations
- » Increase low-cost public transportation options
- » Reduce Vehicle Miles of Travel (VMT) and Greenhouse Gas (GHG) emissions
- » Reduce traffic by decreasing the number of cars on the road
- » Encourage physical activity
- » Increase retail exposure and enhance nearby commercial areas

### Guidelines and Resources

- » Locate bike share/bike stations in highly-visible areas near or at Metro transit stations
- » Strategically locate bike share/bike stations along transit corridors, existing or proposed bikeways, popular destinations, and retail/job centers, to ensure that users can pick-up/drop-off bikes conveniently
- » Couple bike share with smart technologies that help active transportation users navigate the system

### Transit Integration

- » Use signage at bike share stations and as directional indicators to the stations

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## [Precedents] Bike Share

### Paris, France

Paris, France, is home to Velib – one of the largest bike share programs in the world. Boasting 20,000 bicycles and more than 1,800 bike-stations, Velib is available 24/7, with stations located every 1000 feet, allowing for convenient pick-up and drop-off. Station density typically increases around transit hubs, and stations vary in size depending on demand. Interactive maps and competitive rates have made the program one of the most accessible bike share programs in the world. Velib was one piece of Paris' city-wide strategy to dramatically increase active transportation specific infrastructure, prioritizing the expansion of alternative modes over vehicular modes.

### United States

Bike share programs are becoming increasingly popular in the United States. In 2013, New York City introduced CitiBikes, adding to the growing list of U.S. cities that are implementing comprehensive bike share programs. Other bike share programs include Washington D.C.'s Capital Bike Share, Boston's Hubway, Denver's B-cycle, Miami Beach's Deco Bike and Minneapolis' Nice Ride.



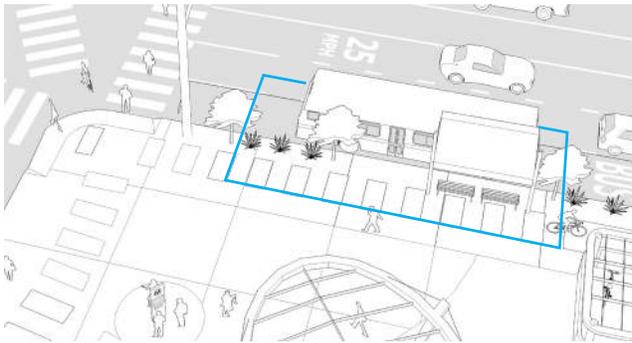
Paris Velib Bike Share



New York City Citibike Share

# PLUG-IN COMPONENTS

## Van Pool and Feeder Bus



### Goals

- » Increase connectivity to Metro stations
- » Increase low-cost public transportation options, especially for commuters
- » Reduce Vehicle Miles of Travel (VMT) and Greenhouse Gas (GHG) emissions
- » Reduce traffic by decreasing the number of cars on the road

### Guidelines and Resources

- » Locate pick-up/drop-off areas for van pool and feeder bus in the Green Zone or in another highly-visible and convenient location
- » Retrofit existing feeder bus stops and van pools with Pathway signage
- » Resource: See Emery Go-Round or LA DASH

### Transit Integration

- » Use signage at van pool/feeder bus pick up/drop off locations and to and from these areas as directional indicators to the station

### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## [Precedents] Integrated Access Solutions



Philly CarShare, Philadelphia, PA



Curbside electric Vehicle charging station, Portland, OR



Feeder Bus: Emery Go-Round, Emeryville, CA

# PLUG-IN COMPONENTS

## High-Visibility Bicycle Parking



### Goals

- » Provide easy-to-access and easy-to-see bicycle parking (may be located on-street), adjacent to building front doors, sidewalks, and crossings.

### Guidelines and Resources

- » Locate bike parking within easy walking distance to main building entrances, and in highly visible locations that are well-lit and secure
- » Where sidewalk space is limited and where cycling demand is high, consider installing bike corrals (pictured above) on the street
- » Bike corrals need not remove existing parking stalls if placed creatively, for example immediately adjacent to crosswalks where the curb is already painted red
- » Protect bike corrals from vehicular traffic at edges
- » Regularly maintain existing bike corrals and bike parking areas
- » Typical bike corrals that replace a parking space accommodate parking for 16 bicycles

### Transit Integration

- » Include signage at bike parking locations and at decision making points, which points riders to the parking areas

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

## Electronic Bicycle & Pedestrian Counters



### Goals

- » Gather information on bicycle and pedestrian usage, pre- and post-improvement to understand usage patterns, help justify investments, assess impacts, rank sites, and plan maintenance

### Guidelines and Resources

- » Use electronic counters to sense both pedestrians and bicyclists at critical locations along transit routes
- » Show counts and locations online to raise awareness and so that people can participate in the data gathering
- » Coordinate with local groups to publicize counters and strategically use the data that is collected

### Transit Integration

- » Use signage on counters and in related publicity materials

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

# PLUG-IN COMPONENTS

## [Case Studies] Electronic Bicycle and Pedestrian Counters

### Make the Need Visible with Electronic Bicycle Counters

Popularized in Copenhagen and brought to the US first in Portland, OR, electronic bicycle counters help to gather data and improve measurements of progress toward increasing bike ridership.

#### Seattle, WA

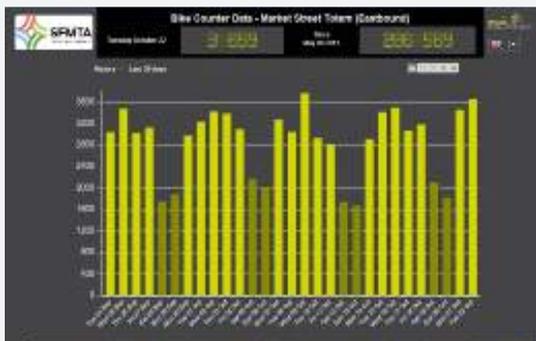
In 2013, Seattle’s City Council voted to install seven additional bike counters (added to the two they already have).

#### San Francisco, CA

In 2013, San Francisco started using California’s first bike traffic counter on Market Street.

#### Arlington, VA

Arlington County has set up a system of permanent automatic counters that monitor both bicycle and pedestrian numbers, 24 hours a day at selected locations.



Findings from the bike counter in San Francisco are shared online



One of Seattle’s bike counters

### Reward System – Zap Readers

The Minneapolis and St. Paul Transportation Management Organizations promote sustainable transit and transportation systems and work directly with employers to encourage the use of active transportation.

The Organizations installed a Zap system that detects bikes as they pass and then reports the data received at each station. The system uses RFID tags on the front wheel of registered bikes and 20 meters on major bicycle routes in a ring around downtown Minneapolis and St. Paul. Any commuter can participate in the program and putting an RFID tag on their bike and the program is free to use. People who participate receive rewards and information tailored to them.

### Pedestrian Counting in Melbourne

The City of Melbourne has a website that depicts the information gathered from 18 pedestrian counting sensors located around the central business district. The system is giving the City a better understanding of how people use the streets and how they can be better managed to cater to pedestrian needs.



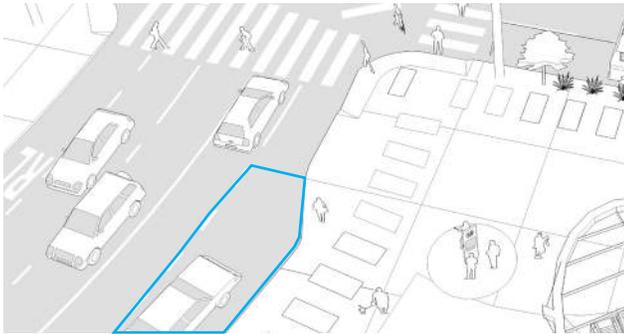
Pedestrians in downtown Melbourne are monitored by the pedestrian counter (upper right corner of image)



Installing the RFID tag in the bike wheel, for tracking and counting purposes; Zap Minneapolis and St. Paul.

# PLUG-IN COMPONENTS

## Kiss and Ride



### Goals

- » Increase connectivity to Metro stations
- » Provide drop off areas that are safe and convenient to the station in order to encourage shared rides
- » Reduce Vehicle Miles of Travel (VMT) and Greenhouse Gas (GHG) emissions
- » Reduce traffic by decreasing the number of cars on the road

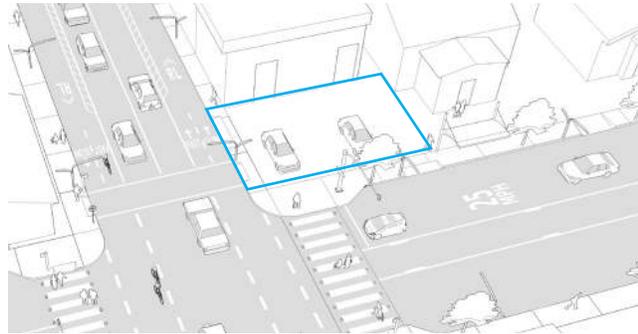
### Guidelines and Resources

- » Designate pick-up/drop-off areas within the Green Zone or in another highly-visible and convenient location
- » Coordinate design and placement of drop off facilities with bus operations and bus stop locations

### Transit Integration

- » Use signage at pick-up/drop-off locations and as directional indicators between this area and the station

## Micro Park-and-Ride



### Goals

- » Provide parking areas for transit users that are uncoupled from the station area, thereby freeing up valuable land immediately at the station for development potential and joint-use. Concept requires further study.

### Guidelines and Resources

- » Design micro park-and-ride areas within three blocks (or 1/4 mile) from the transit station, linked by wayfinding and possibly bike-share access solutions
- » Choose compact parking typologies, from parking structures with retail integrated into the ground floor, to smaller surface lots and automated parking facilities
- » Include waiting and parking areas for green vehicles such as shared ride vans, car shares, etc.
- » Generate revenue from existing park-and-ride facilities by charging for parking
- » Further review this concept relative to Metro parking utilization studies

### Transit Integration

- » Use wayfinding signage and colors throughout parking area

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

#### Station Access Barriers Addressed

- Long Blocks
- Freeways
- Maintenance
- Safety and Security
- Legibility
- ROW Allocation and Design

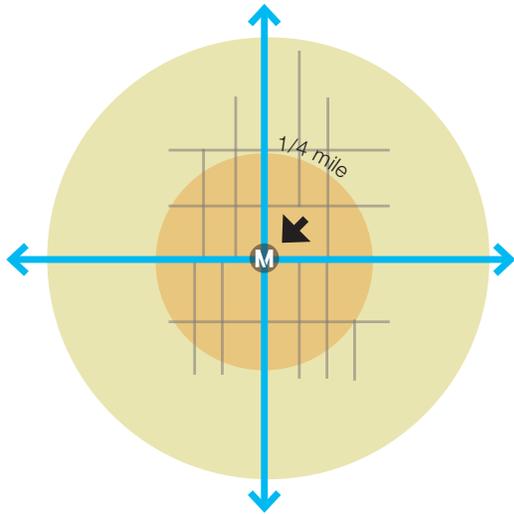
#### Component Appropriate For Use On:

- Arterial 1
- Collector 1
- Arterial 2
- Collector 2
- Cut-Through

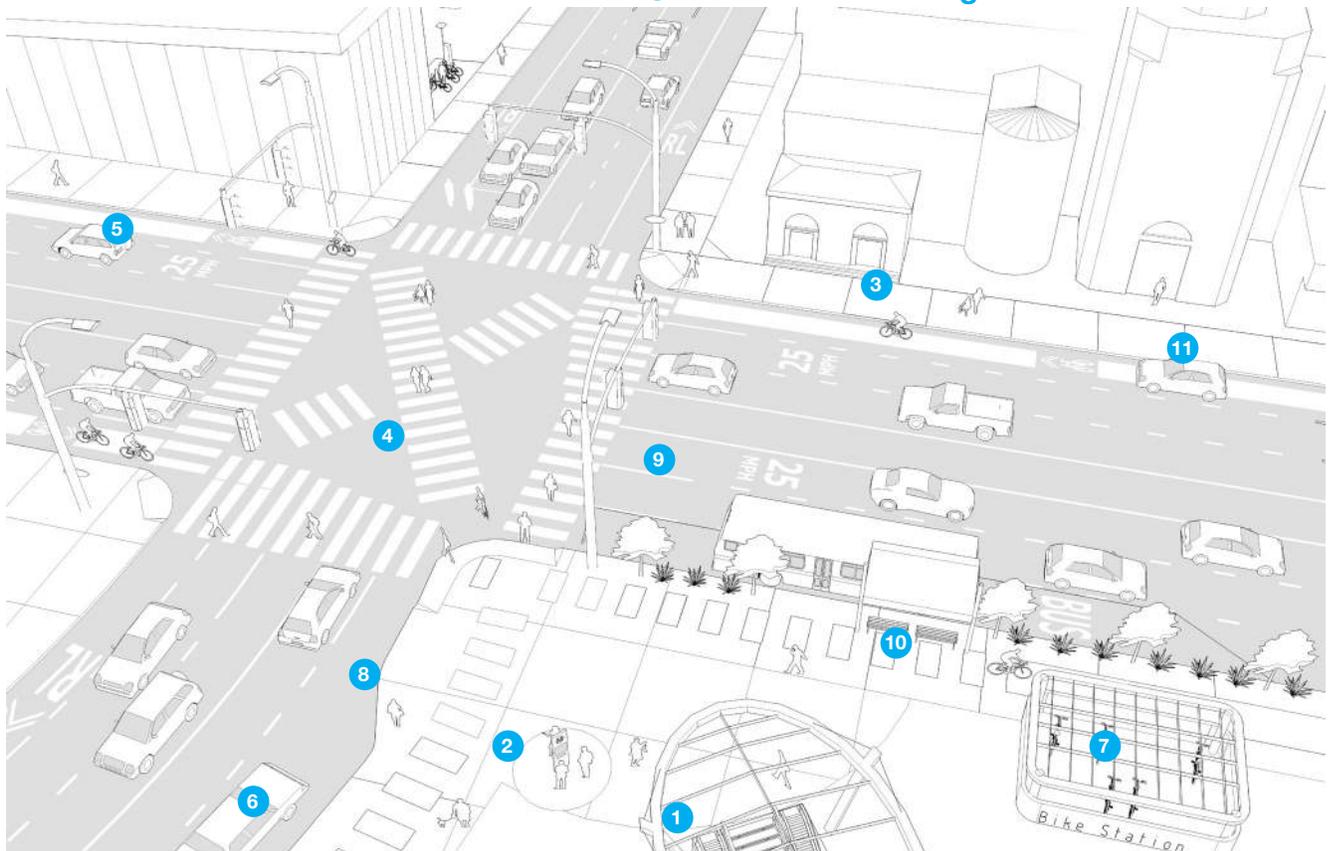
# PUTTING IT TOGETHER - ILLUSTRATION

## Extended Station Zone

» Typical application in regional centers, with the region's largest concentration of housing and jobs. Refer to CSPP Place-types D. - [http://media.metro.net/projects\\_studies/sustainability/images/countywide\\_sustainability\\_planning\\_policy.pdf](http://media.metro.net/projects_studies/sustainability/images/countywide_sustainability_planning_policy.pdf)



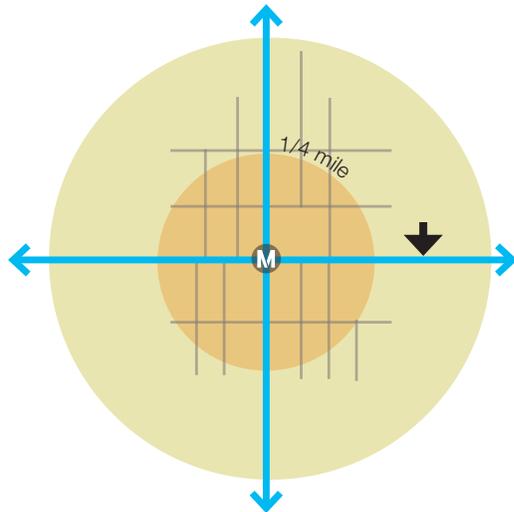
- 1 Metro Station Portal and Plaza
- 2 Signage with Real-Time Transit Information
- 3 Medallion Signage and Curb-Edge Banding
- 4 Colored Scramble Crossings
- 5 Advisory Bike Lane (see Rolling Lane)
- 6 Green Zone and Kiss-and-Ride
- 7 Bike Share/Bike Station
- 8 Bulb-Outs at Intersections
- 9 Traffic Calming
- 10 Enhanced Bus Facilities
- 11 Sidewalk Widening



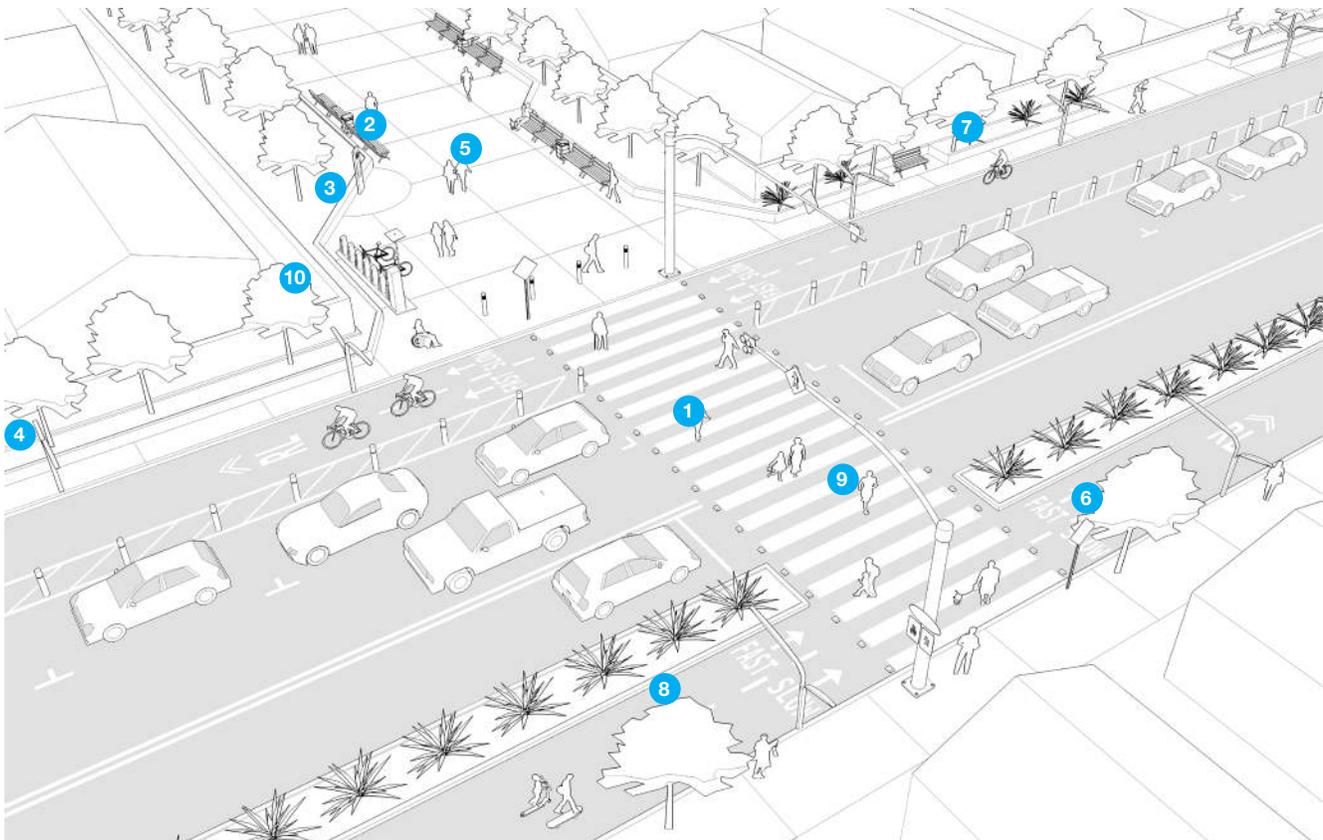
## PUTTING IT TOGETHER - ILLUSTRATION

### Mid-Block Crossing

- » Typical application in urban neighborhoods, with large concentrations of housing and mostly neighborhood serving retail. Refer to CSPP Place-types C. - [http://media.metro.net/projects\\_studies/sustainability/images/countywide\\_sustainability\\_planning\\_policy.pdf](http://media.metro.net/projects_studies/sustainability/images/countywide_sustainability_planning_policy.pdf)



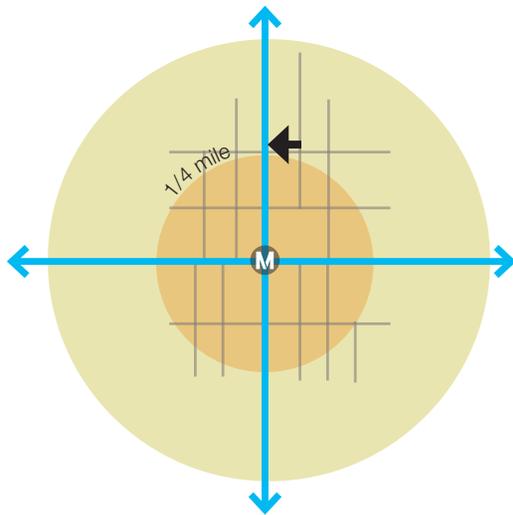
- 1 Added Mid-Block Crossing
- 2 Cut-Through/Shortcut
- 3 Signage with Directional Arrows
- 4 Medallion Signage and Paved Treatments
- 5 Street Furniture
- 6 Landscaping
- 7 Lighting
- 8 Rolling Lane/Protected Bike Lane
- 9 Signal Modifications
- 10 Bike Share



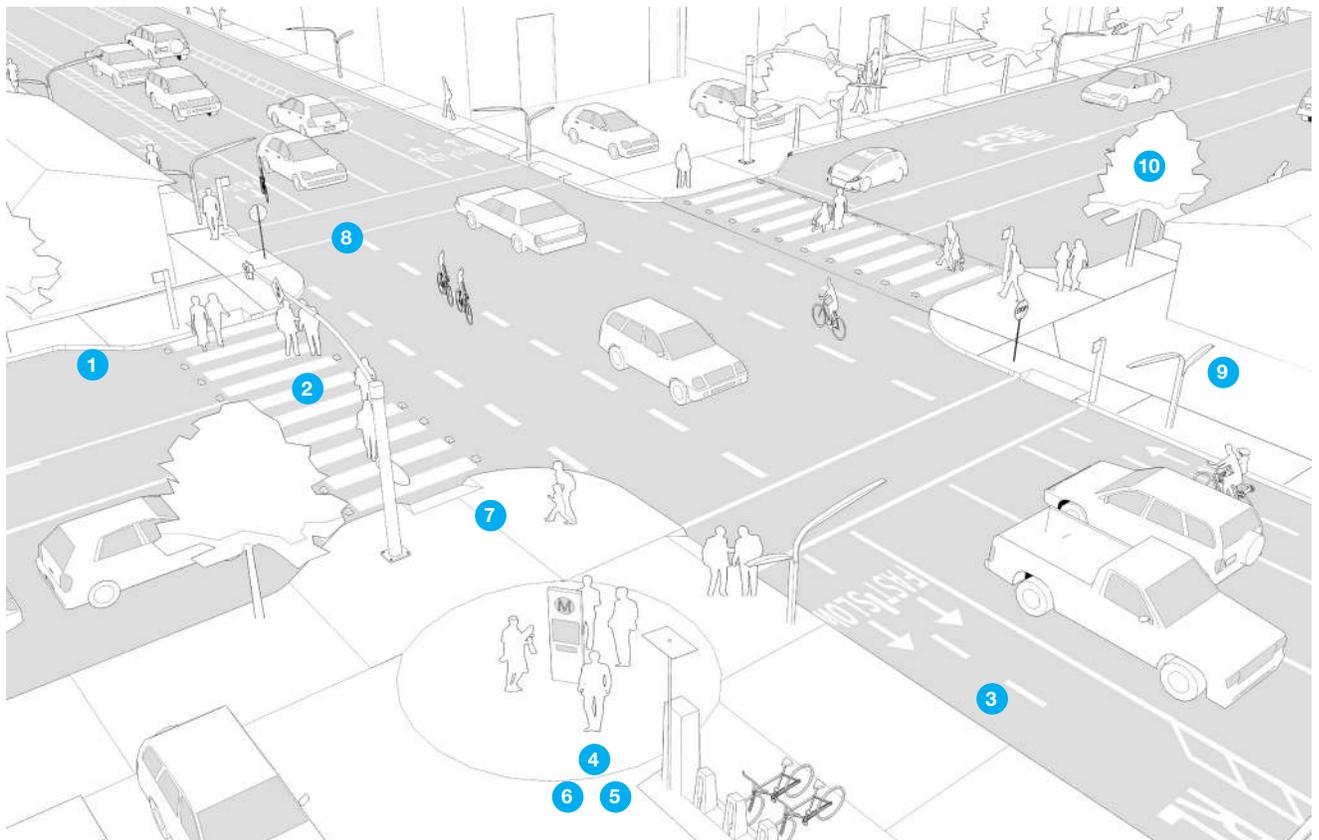
# PUTTING IT TOGETHER - ILLUSTRATION

## Transit-Friendly Zone

» Typical application in sub-regional centers that act as activity and transit hubs for surrounding suburban neighborhoods or lower density employment/industrial parks. Refer to CSPP Place-types A & B - [http://media.metro.net/projects\\_studies/sustainability/images/countywide\\_sustainability\\_planning\\_policy.pdf](http://media.metro.net/projects_studies/sustainability/images/countywide_sustainability_planning_policy.pdf)



- 1 Medallion Signage
- 2 Continental Crosswalks
- 3 Rolling Lane
- 4 Car Share
- 5 Micro Park-and-Ride
- 6 Van Pool
- 7 Dual Curb Ramps
- 8 Signal Modifications
- 9 Pedestrian Lighting
- 10 Landscaping



# RESOURCES

## General and Best Practices

- » Active Design Guidelines: Promoting Physical Activity and Health in Design, City of New York, 2010: [http://www.nyc.gov/html/ddc/html/design/active\\_design.shtml](http://www.nyc.gov/html/ddc/html/design/active_design.shtml)
- » Are We There Yet? Creating Complete Communities for 21st Century America, Reconnecting America, 2012: <http://www.reconnectingamerica.org/resource-center/books-and-reports/2012/reconnecting-america-releases-are-we-there-yet-creating-complete-communities-for-21st-century-america/>
- » Beautiful Places: The Role of Perceived Aesthetic Beauty in Community Satisfaction, Working Paper Series, Martin Prosperity Research, Richard Florida, University of Toronto; Charlotta Mellander, Jönköping International Business School; Kevin Stolarick, University of Toronto, 2009: <http://www.creativeclass.com/rfcgdb/articles/Beautiful%20places.pdf>
- » Boston Complete Streets: <http://bostoncompletestreets.org>
- » Case Study Compendium, Pedestrian and Bicycle Information Center, 2009: [http://www.bicyclinginfo.org/case\\_studies/](http://www.bicyclinginfo.org/case_studies/)
- » Complete Street Design Guidelines, Tennessee Department of Transportation, 2009: <http://www.tdot.state.tn.us/bikeped/CompleteStreets.pdf>
- » Complete Streets Chicago, Department of Transportation, 2013: <http://www.cityofchicago.org/content/dam/city/depts/cdot/Complete%20Streets/CompleteStreetsGuidelines.pdf>
- » Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, Institute of Transportation Engineers, 2006: <http://www.ite.org/bookstore/RP036.pdf>
- » Designing Sidewalks and Trails for Access, Best Practices Design Guide, Federal Highway Administration, Part II of II, 2001: [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/sidewalk2/contents.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/contents.cfm)
- » Good Design: The Fundamentals, Commission for Architecture and the Built Environment, 2008: [http://www.rudi.net/files/paper/optional\\_file/good-design.pdf](http://www.rudi.net/files/paper/optional_file/good-design.pdf)
- » Inclusion by Design: Equality, diversity, and the built environment, Commission for Architecture and the Built Environment, 2008: [http://www.humancenterreddesign.org/sites/default/files/ABX2012/CABE\\_inclusion\\_by\\_design.pdf](http://www.humancenterreddesign.org/sites/default/files/ABX2012/CABE_inclusion_by_design.pdf)
- » Manual for Streets, Department for Transport, London, 2007
- » Manual on Uniform Traffic Control Devices, Best Practices, 2012
- » Measuring the Street: New Metrics for 21st Century Streets, New York Department of Transportation, 2012: <http://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>
- » Paved with Gold: The real value of good street design,

- Design Better Streets, Commission for Architecture and the Built Environment, 2007: <http://webarchive.nationalarchives.gov.uk/20110118095356/http://www.cabe.org.uk/publications/paved-with-gold>
- » Paving the Way: How we achieve clean, safe and attractive streets, Commission for Architecture and the Built Environment, 2002: <http://webarchive.nationalarchives.gov.uk/20110118095356/http://www.cabe.org.uk/files/paving-the-way.pdf>
- » San Francisco Better Streets Plan, City of San Francisco, 2011: <http://www.sf-planning.org/ftp/BetterStreets/index.htm>
- » Street Design Manual, New York City Department of Transportation, 2009: <http://www.nyc.gov/html/dot/html/pedestrians/streetdesignmanual.shtml>
- » Smart Growth America, Complete Streets Resources, <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/resources>
- » The Value of Urban Design, Commission for Architecture and the Built Environment, Department of the Environment, Transport and the Regions, 2001: <http://www.designcouncil.org.uk/Documents/Documents/Publications/CABE/the-value-of-urban-design.pdf>
- » Urban Street Design Guide, National Association of City Transportation Officials (NACTO), forthcoming in summer 2013: [http://nacto.org/wp-content/uploads/2012/10/NACTOUrbanStreetDesignGuide\\_Highrez.pdf](http://nacto.org/wp-content/uploads/2012/10/NACTOUrbanStreetDesignGuide_Highrez.pdf)
- » Walking the Walk: How Walkability Raises Home Values in U.S. Cities, CEO for Cities, 2009: <http://www.ceosforcities.org/research/walking-the-walk/>

## First Last Mile Best Practices

- » Mobility Hub Guidelines: For the Greater Toronto and Hamilton Area, Metrolinx, Ontario, 2011: [http://www.metrolinx.com/en/projectsandprograms/mobilityhubs/mobility\\_hub\\_guidelines.aspx](http://www.metrolinx.com/en/projectsandprograms/mobilityhubs/mobility_hub_guidelines.aspx)

## Los Angeles-Specific Resources

- » Downtown Design Guide, City of Los Angeles, 2009: [http://urbandesignla.com/downtown\\_guidelines.htm](http://urbandesignla.com/downtown_guidelines.htm)
- » Final Report: Recommended TDM Strategies and Actions for the City of Los Angeles, Transportation Demand Strategies, Southern California Association of Governments and Los Angeles Department of Transportation, 2011: [http://www.scag.ca.gov/publications/pdf/2011/cityofla\\_tdmstrategies\\_finalreport.pdf](http://www.scag.ca.gov/publications/pdf/2011/cityofla_tdmstrategies_finalreport.pdf)
- » Maximizing Mobility in Los Angeles- First and Last Mile Strategies Final Report, City of Los Angeles and Southern California Association of Governments, 2009: <http://www.scag.ca.gov/nonmotorized/pdfs/LA-Maximizing-Mobility-Final-Vol1.pdf>

- » Model Design Manual for Living Streets, University of California Los Angeles, Luskin Center for Innovation, 2011: <http://www.modelstreetdesignmanual.com/>
- » Short Range Transportation Plan for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, 2003: [http://ebb.metro.net/projects\\_studies/images/2003\\_S RTP.pdf](http://ebb.metro.net/projects_studies/images/2003_S RTP.pdf)
- » System-Wide On-Board Origin-Destination Study, Final Report, Los Angeles County Metropolitan Transportation Authority, 2011
- » Walkability Checklist, City of Los Angeles Department of City Planning, 2008: <http://urbandesignla.com/walkability.htm>
- » Safety Effectiveness of the HAWK Pedestrian Crossing Treatment, Federal Highway Administration, HRT-10-042, 2010
- » Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations, Final Report and, Recommended Guidelines, Federal Highway Administration, HRT-04-100, 2005: <http://www.fhwa.dot.gov/publications/research/safety/10042/10042.pdf>

## Universal Design

- » Universal Design and Visitability from Accessibility to Zoning, the John Glenn School of Public Affairs, National Endowment for the Arts, 2007: <https://kb.osu.edu/dspace/bitstream/1811/24833/2/>

## Branding, Signage, and Wayfinding

- » Legible London Wayfinding Study Report - Transport for London, AIG, Central London Partnership, 2006: [http://www.tfl.gov.uk/assets/downloads/businessandpartners/Legible\\_London\\_report.pdf](http://www.tfl.gov.uk/assets/downloads/businessandpartners/Legible_London_report.pdf)
- » See New York City Wayfinding Program designed by Pentagram

## Smart Technologies in the City

- » Smart Cities Applications and Requirements White Paper, Net!Works European Technology Platform, 2011: [http://www.networks-etp.eu/fileadmin/user\\_upload/Publications/Position\\_White\\_Papers/White\\_Paper\\_Smart\\_Cities\\_Applications.pdf](http://www.networks-etp.eu/fileadmin/user_upload/Publications/Position_White_Papers/White_Paper_Smart_Cities_Applications.pdf)
- » See TextMyBus App from Detroit, SF Live Bus, Chicago Transit Authority App Center, LA Metro Home Nextrip Service

## Bike Share Programs

- » The Case for Bike Share in NYC, 2009: [http://www.nyc.gov/html/dcp/pdf/transportation/bike\\_share\\_part2.pdf](http://www.nyc.gov/html/dcp/pdf/transportation/bike_share_part2.pdf)

## Bikeways

- » Fundamentals of Bicycle Boulevard Planning and Design, Initiative for Bicycle and Pedestrian Innovation, 2009: <http://ashlandtsp.com/system/datas/51/original/BicycleBoulevardGuidebook.pdf>
- » Urban Bikeway Design Guide, National Association of City Transportation Officials (NACTO), 2011: <http://nacto.org/cities-for-cycling/design-guide/>

## Crossings

- » Analyzing Raised Crosswalks Dimensions Influence on Speed Reduction in Urban Streets, 3rd Urban Street Symposium, June 2007: <http://trid.trb.org/view.aspx?id=850990>
- » Oakland Chinatown Pedestrian Scramble: An Evaluation, Safe Transportation Research & Education Center, Institute of Transportation Studies, UC Berkeley, 2003: <http://www.escholarship.org/uc/item/3fh5q4dk>

## End Notes

1. Tuttle, Steve. City of Boulder Crosswalk Compliance Studies & Treatment Implementation. PBIC, n.d. Web. 25 July 2013
2. Watkins, Katherine. Cambridge's Traffic Calming Program Pedestrians are the Focus: Institute of Transportation Engineers, 2006. Web. 25 July 2013
3. Vaziri, Bijan. "Exclusive Pedestrian Phase for the Business District Signals in Beverly Hills, 10 Years Later: City of Beverly Hills, California", 1996
4. Central London Partnership. Legible London: A Wayfinding Study. London N.p., 2006. Web. 25 July 2013
5. Net!Works European Technology Platform. "Smart Cities Applications and Requirements White Paper", 2011. Web. 25 July 2013
6. SF Live Bus. Live map of SF MUNI. N.p., n.d. Web. 25 July 2013
7. Chicago Transit Authority. "App Center." Chicago Transit Authority. N.p., n.d. Web. 30 July 2013
8. City of Detroit. City of Detroit | Official City of Detroit Web site | www.detroitmi.gov. N.p., n.d. Web. 19 July 2013
9. "LA Metro Home | Nextrip Service." LA Metro Home | Getting Started. N.p. Web. 25 July 2013
10. Active Lights - Leading the way. N.p., Web. 25 July 2013
11. Bendiks, Stefan, Aglaée Degros, Marie Goyens, and Nick Lakides. Fietsinfrastructuur: Cycle Infrastructure. Rotterdam: nai010 uitgevers/publishers, 2013. Print
12. Shahan, Zachary. "Dutch Improving Cycle Networks, Building Fast Cycle Lanes." EcoLocalizer. N.p., 31 Jan. 2011. Web. 25 July 2013
13. Masoner, Richard. "Cyclelicious » Bike lane passing lane." Cyclelicious. N.p., 6 Sept. 2000. Web. 25 July 2013
14. Goodman, David. "Changes Planned for Prospect Park Loop - NYTimes.com." The New York Times - Breaking News, World News & Multimedia. N.p., 27 Feb. 2012. Web. 25 July 2013
15. NYC Dept. of City Planning. "Bike Share Opportunities in New York City." New York N.p., 2009. Web. 25 July 2013

**Notes:**

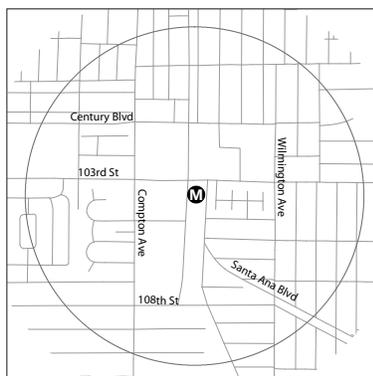
***This page intentionally left blank.***

# 6 ILLUSTRATIONS

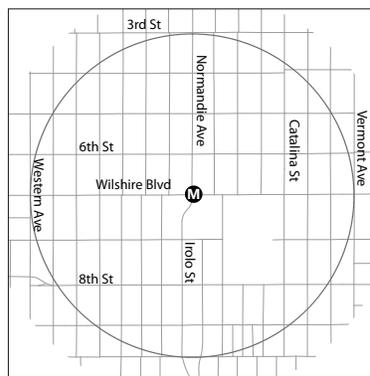
★ This section applies the Pathway concept to three case study sites, Wilshire/Normandie (Metro Purple Line), North Hollywood (Metro Red Line/Orange Line), and 103rd/Watts (Metro Blue Line). The intent of this section is to explain from a planning perspective, how Pathway networks can be developed and how components can be selected and applied in different urban settings. Final route maps and images are meant for illustrative purposes only.

## The Case Study Sites

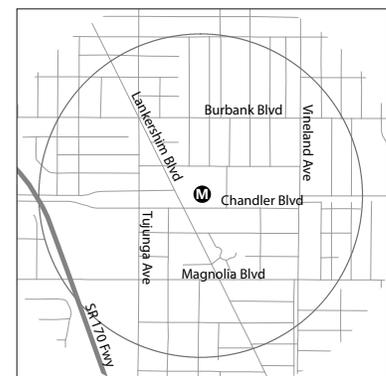
**The 103rd/Watts station area** is characterized by low to mid-residential density, wide arterials, and long blocks, with minimal pedestrian or multi-modal amenities. The Watts Towers is located within walking distance from the station. There is a substantial number of modal-transfers in the station area, along with a transit-dependent population, and an underutilized park-and-ride lot.



**The Wilshire/Normandie station area** is the closest of the three to downtown Los Angeles and is characterized by high density residential, mixed-use, commercial, and civic land uses. Taller mixed-use and commercial buildings along Wilshire Boulevard step down to shorter structures, mainly residential, on the streets behind it. There is a significant amount of multi-modal and transfer activity in the area.



**The North Hollywood station area** is a dense urbanized and mixed-use transit node, adjacent to the NoHo Arts District, an active commercial area to the south of the station, and mid-to high-density residential areas closer to the station with residential density decreasing away from the station. Long blocks without crossings, an at-grade bus transit way, and an adjacent freeway pose challenges for active transportation users' station access. There is a significant amount of multi-modal and transfer activity in the area.



## 103rd/Watts Blue Line Station

The Watts/103rd Station is surrounded by a large residential population. The station, which directly connects residents in South L.A. to the Downtown 7th/ Metro terminus station, creates potential for first last mile commuters originating in Watts. The 103rd/Watts station is located adjacent to the Watts Towers, which attract approximately 300,000 visitors annually, and are designated as a U.S. National Historic Landmark and a Los Angeles Historic-Cultural monument.

### Station Access Barriers

#### Safety

- Buckling sidewalks and minimally maintained pathways
- Unsafe traffic speeds, wide arterials
- Lack of pedestrian lighting
- Lack of pedestrian buffers along sidewalk edge
- Limited safety signage

#### Aesthetics

- Lack of pedestrian amenities like shade and landscaping
- Lack of maintenance—trash is abundant

#### Accessibility

- Unclear transit mode transfer
- Lack of bicycle facilities
- Shortcuts are not maintained, unmarked, and feel unsafe

### Overview of Proposed Pathway Network

The case study location, 103rd Place and Wilmington Avenue, is located mid-block on a wide arterial. The Pathway design proposal for this area would entail: signage and curb-edge banding to direct transit users through the shortcut and along the street. A new mid-block crossing splits up the long block and is signalized for safety. The wide street right-of-way is divided into a Rolling Lane, which caters to active transportation users. Two alternate studies are shown: the first uses a painted buffer to differentiate between the travel lanes and the Rolling Lane, while the second takes it a step further with a vertical separation between the two, showing how the Pathway network can grow and change over time.



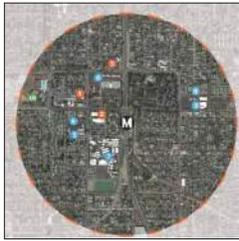
Wide arterials prioritize the vehicle



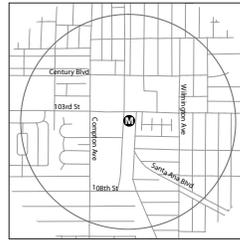
Park and Ride Station is underutilized



Narrow sidewalks with few pedestrian amenities



Points of Interest



Street Grid



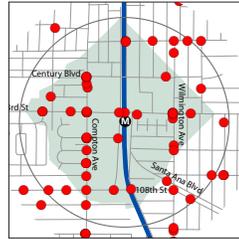
Pedestrian Shed



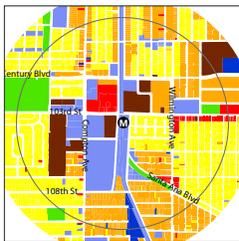
High Vehicular Speeds



Key Transit Access Corridors



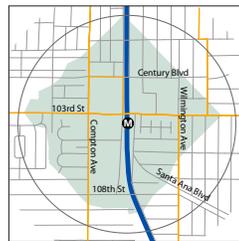
Collision Severity and Location



Land-Use Map



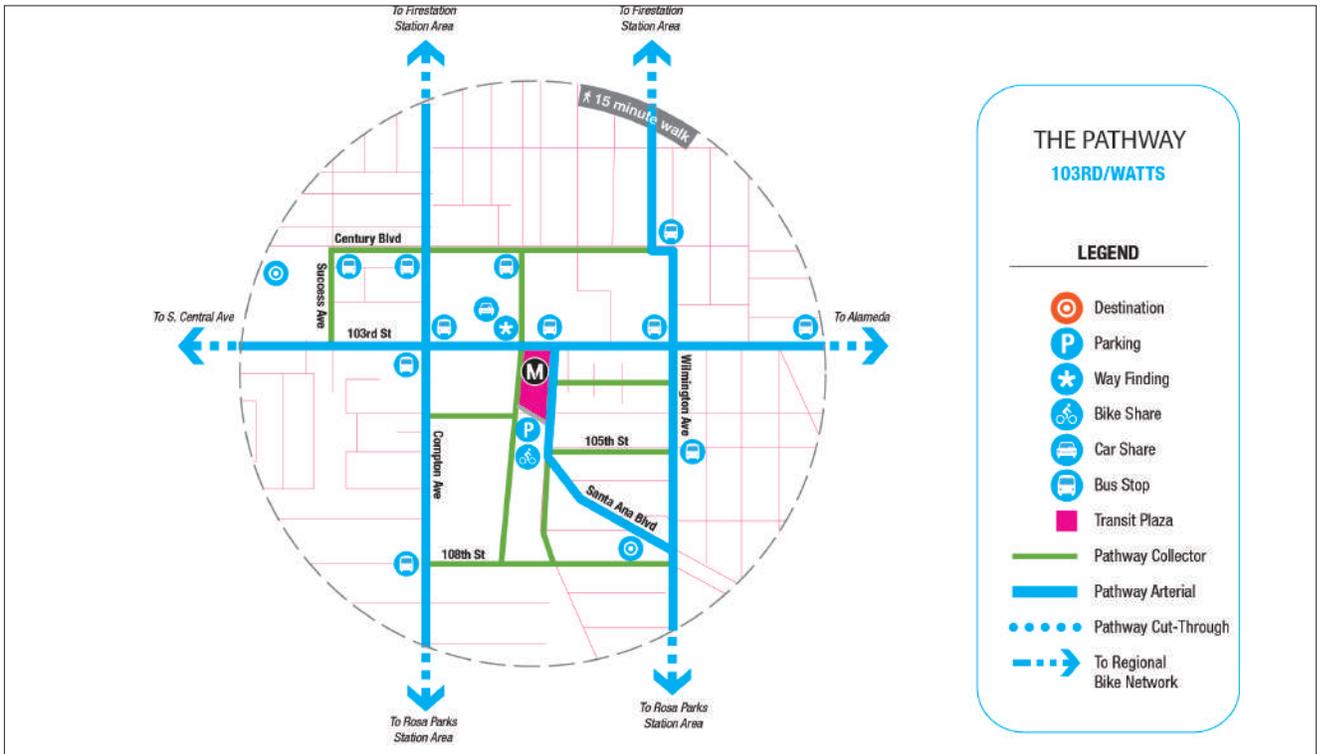
Bicycle Connections



Transit Connections

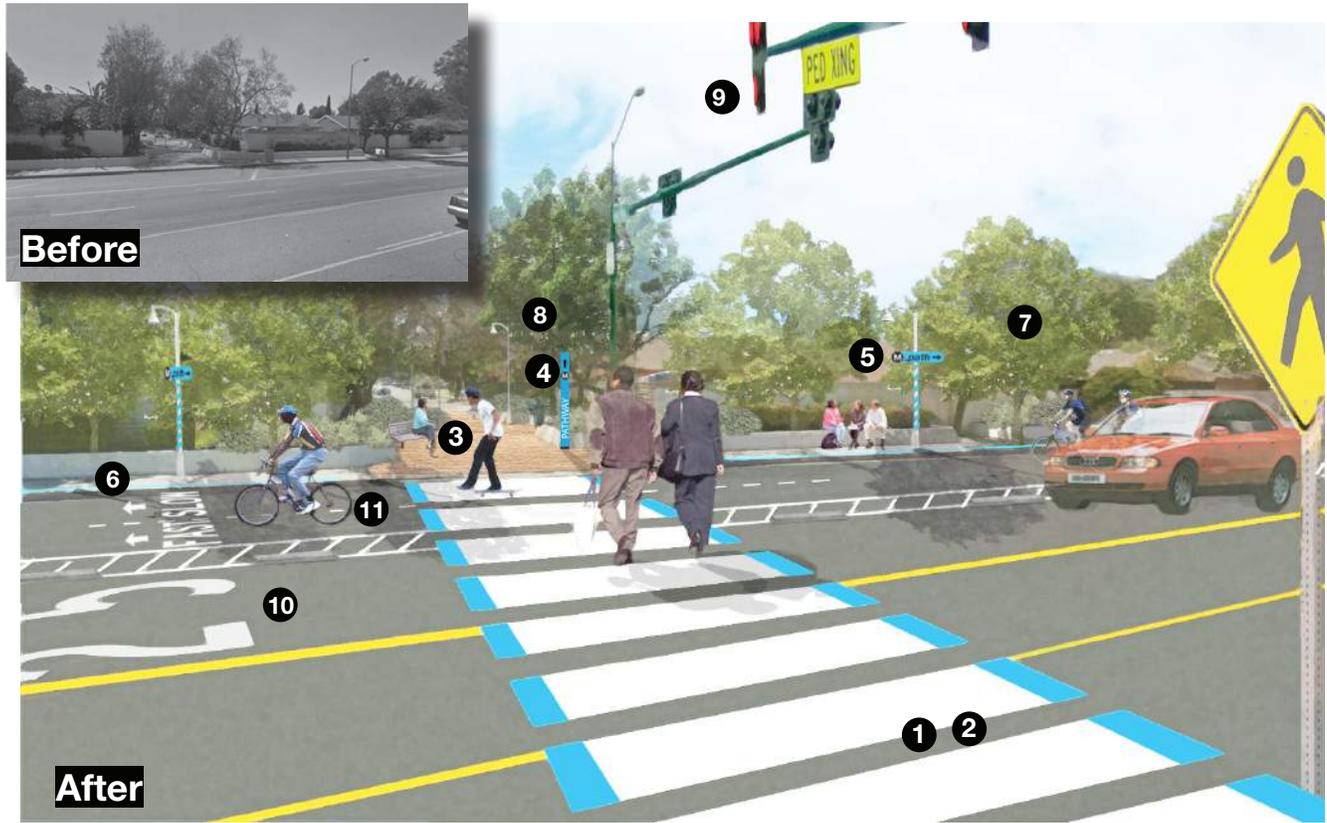
## 103rd/Watts Station Network Design

Utilizing the approach outlined in Chapter 3 of these guidelines, a Pathway network design was developed for the 103rd/Watts station area. The Metro Blue Line runs north-south along this corridor at grade, thus running one Pathway Arterial north-south is not effective, as it would only service half the corridor catchment. In this case two north-south arterials are required, and have been proposed along Compton Ave and Wilmington Ave. An additional Arterial is proposed connecting the station to Watts Towers, a major regional destination within the station area. An east-west Arterial is proposed along 103rd. Two existing cut-throughs are enhanced and provide a short-cut for pedestrians accessing the station from Wilmington Ave.



### 103rd/Watts Station, Location 1

103rd Place and Wilmington Avenue – Less intensive variation, non-seperated Rolling Lane



#### Components Used at Case Study Site

##### Crossings Enhancements and Connections

- 1 Continental crosswalks
- 2 Mid-block and additional crossings
- 3 Cut-throughs (multi-modal pathway through pedestrian paseo)

##### Signage and Wayfinding

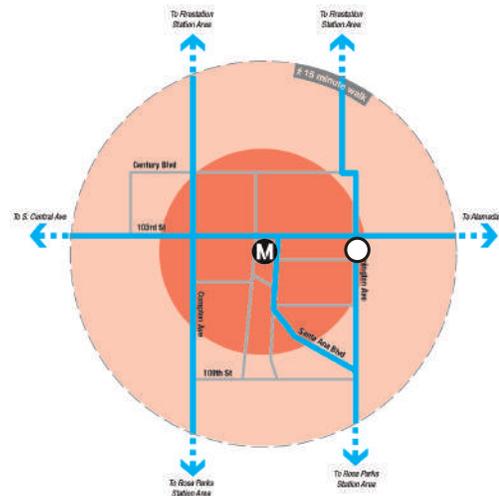
- 4 Signage
- 5 Medallion signage
- 6 Curb-edge banding

##### Safety and Comfort

- 7 Landscaping/Shade
- 8 Lighting

##### Allocation of the Streetspace

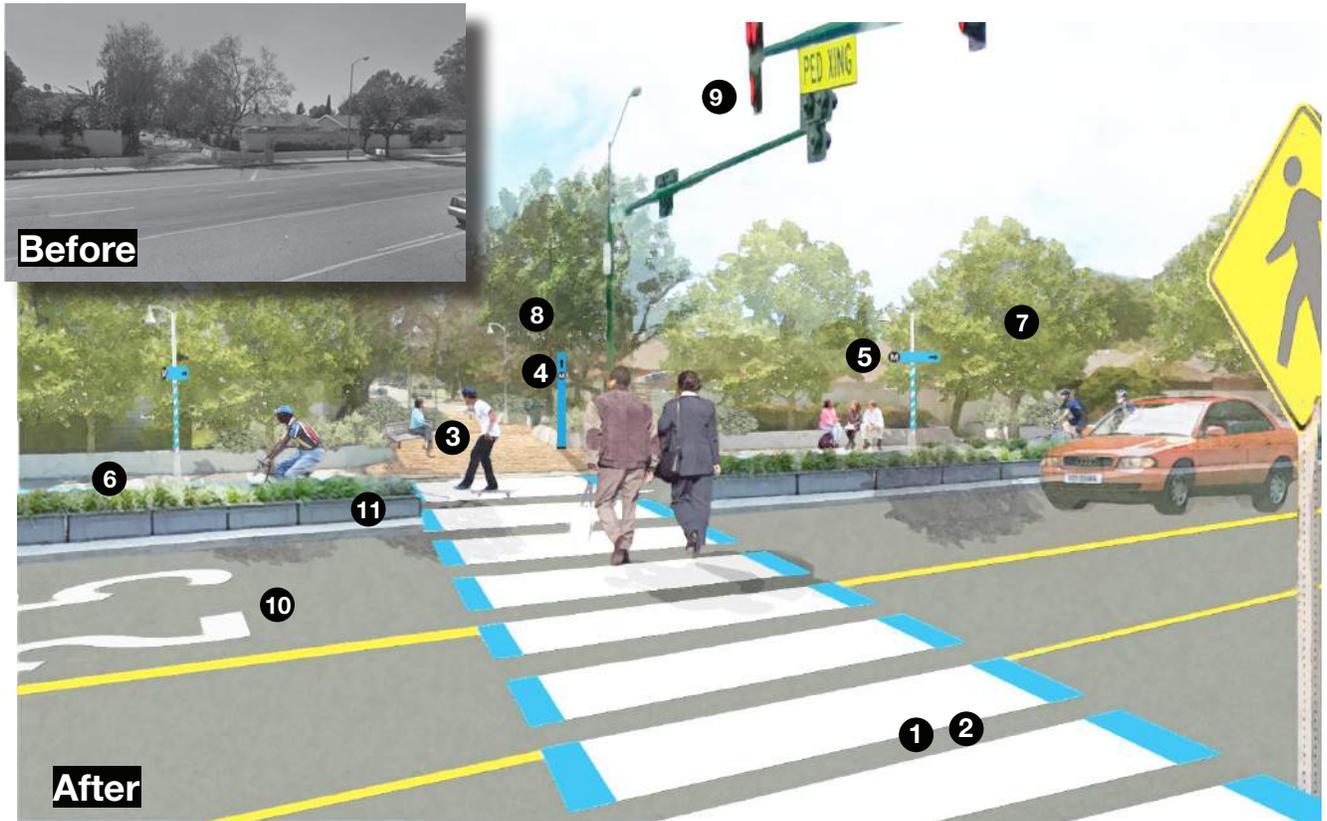
- 9 Signal modification
- 10 Traffic calming
- 11 Rolling Lane (Buffered)



- M** Metro Station Location
- Visualization Location
- EXTENDED STATION ZONE (Area 1)  
5-Minute Walk / 2-Minute Bike
- TRANSIT-FRIENDLY ZONE (Area 2)  
10-Minute Walk / 5-Minute Bike

### 103rd/Watts Station, Location 1 (enhanced)

103rd Place and Wilmington Avenue – More intensive variation, vertical separation along Rolling Lane



#### Components Used at Case Study Site

##### Crossings Enhancements and Connections

- 1 Continental crosswalks
- 2 Mid-block and additional crossings
- 3 Cut-throughs (multi-modal pathway through pedestrian paseo)

##### Signage and Wayfinding

- 4 Signage
- 5 Medallion signage
- 6 Curb-edge banding

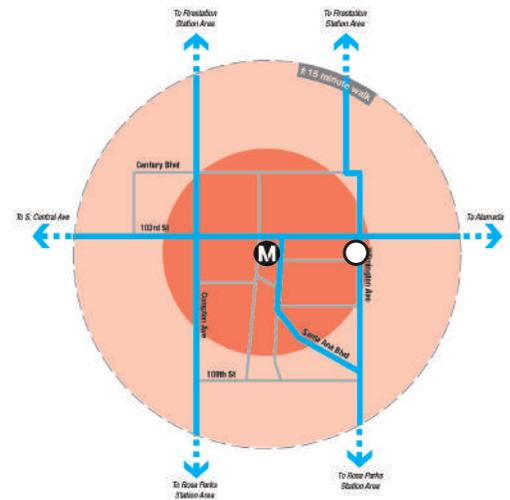
##### Safety and Comfort

- 7 Landscaping/Shade
- 8 Lighting

##### Allocation of the Streetspace

- 9 Signal modification
- 10 Traffic calming
- 11 Rolling Lane (vertical separation)

\*Note: Components depicted are the same as previous visualization with the exception of the added vertical separation between the Rolling Lane and vehicular path of travel.



- M** Metro Station Location
- O** Visualization Location
- EXTENDED STATION ZONE (Area 1)**  
5-Minute Walk/2-Minute Bike
- TRANSIT-FRIENDLY ZONE (Area 2)**  
10-Minute Walk/5-Minute Bike

## Wilshire/Normandie Station

Located along the Wilshire Corridor (a key connector throughout Los Angeles County) the Wilshire/Normandie Station is situated in the midst of an active commercial zone and a regular street grid. Additionally, adjacent to the site are a number of educational facilities, including Robert F. Kennedy Community Schools, a 26-acre facility that hosts six independent public schools. Serving over 4,200 students at this campus alone, the site hosts students of all ages within a 9-block radius.

Wilshire's commercial corridor is surrounded by a dense residential population. Bicycle-friendly streets parallel Wilshire Boulevard and allow ample room for non-vehicular traffic to the north of the station, but Wilshire itself is less friendly to active transportation users. Metro has proposed a regional Bus Rapid Transit that will run along Wilshire Boulevard, connecting regional and local users to the Wilshire/Normandie Station.

### Station Access Barriers

#### Safety

- Located along a high-speed traffic corridor
- Lack of pedestrian lighting within one-half mile radius
- Unmarked crossings

#### Aesthetics

- Sparse landscaping along residential connector streets
- Trash strewn along streets/lack of overall maintenance

#### Accessibility

- Crowded sidewalks
- Long crossing wait time and long distances between crossings
- Unclear transit transfer/directional signage
- Lack of bicycle lanes—bicyclists riding on crowded sidewalks
- Lack of secure bike parking

## Overview of Proposed Pathway Network

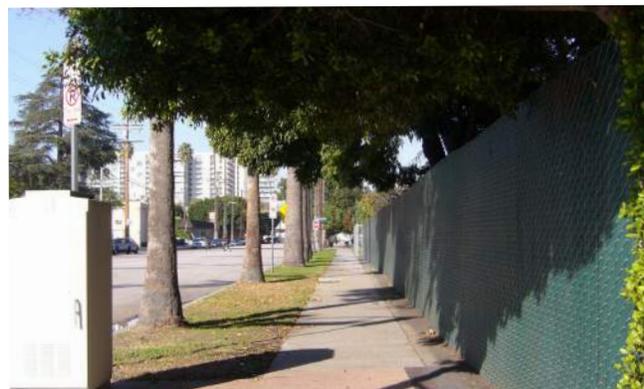
Two case study sites are presented at Wilshire/Normandie. Location 1 is immediately adjacent to the station on the southeast corner of Wilshire Boulevard and Normandie Avenue. Location 2 is farther from the station at 8th Street and Fedora Street.

**Location 1** shows how transit infrastructure can be retrofitted to include Pathway elements, including static identification signage and real-time signage with next-bus/next-train information on the existing Metro Rapid bus shelter. Bike share facilities are added along the Pathway along with seating and amenities for transit riders. The intersection is painted with an all-way, scramble crossing for enhanced access. All of these more intensive Pathway components are appropriate for the Extended Station Zone, Area 1.

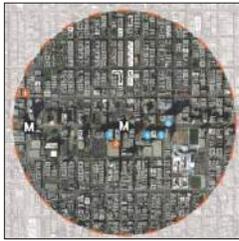
**Location 2** includes prominent Pathway signage showing time-to-station, along with sidewalk enhancements for transit-user comfort, including new street trees and lighting. A Rolling Lane is added to the street with room for multiple speeds of active transportation users. Crossings are enhanced with Continental stripes.



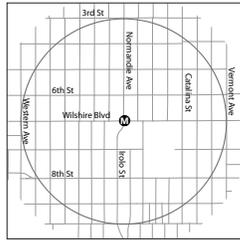
Lack of bicycle facilities



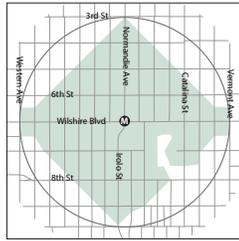
Narrow sidewalks



Points of Interest



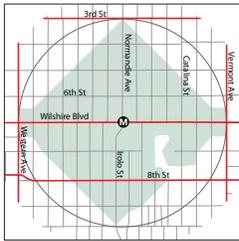
Street Grid



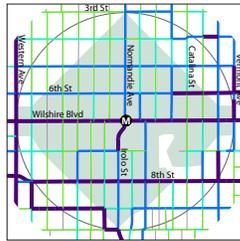
Pedestrian Shed

## Wilshire/Normandie Station Network Design

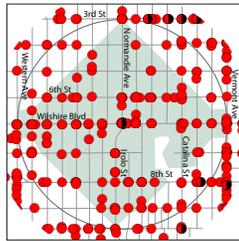
Utilizing the approach outlined in Chapter 3 of these guidelines, a Pathway network design was developed for the Wilshire/Normandie Station Area. The Metro Red Line runs east–west along this corridor underground, thus it is beneficial to run a Pathway Arterial north–south along Normandie. To the south, the Arterial jogs over to Harvard Blvd, to coordinate with the current bikeway planned along that street. The major east–west Arterial runs along Wilshire, given the high level of bike and pedestrian access volume along this major street. Vehicular volumes are also very high along this corridor, requiring careful consideration of how best to utilize available ROW.



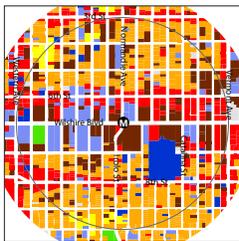
High Vehicular Speeds



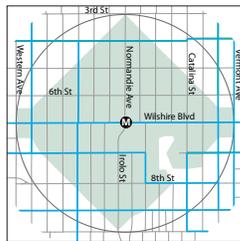
Key Transit Access Corridors



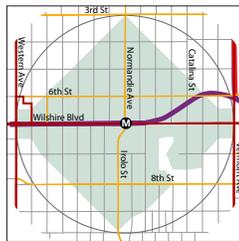
Collision Severity and Location



Land-Use Map

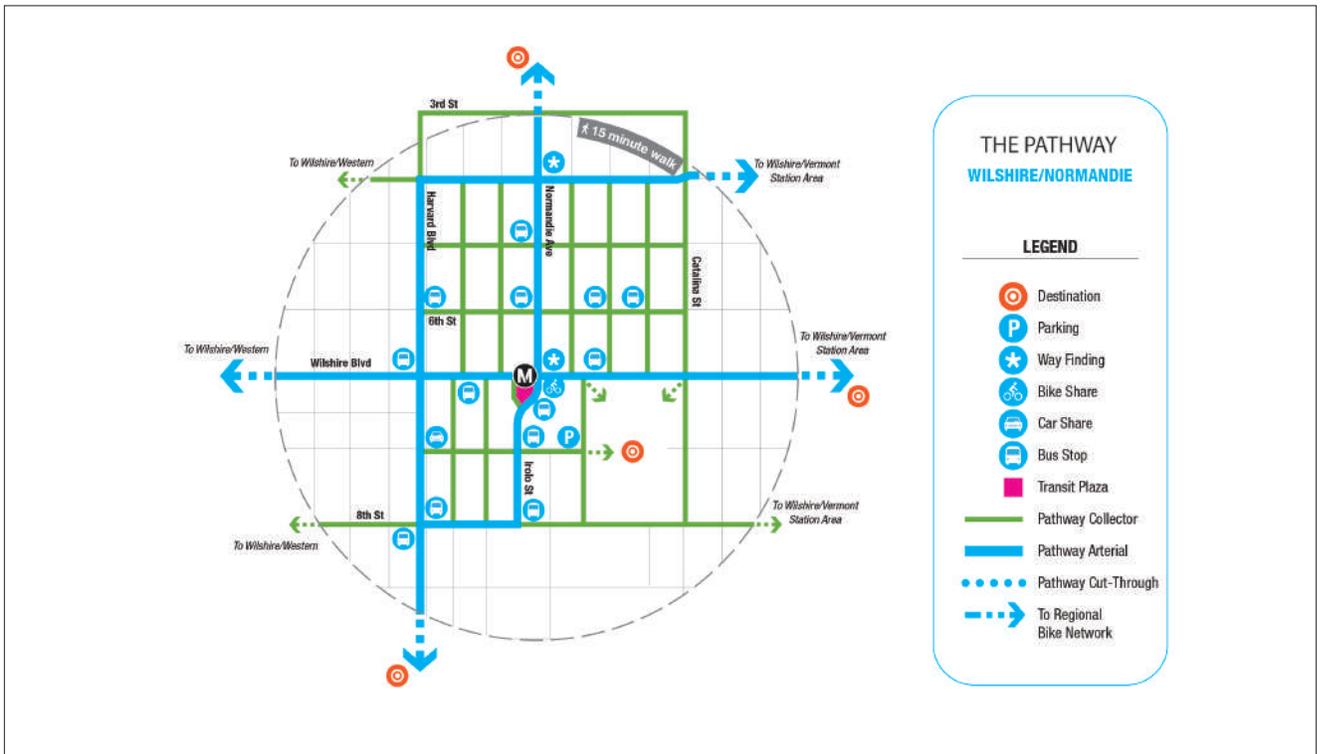


Bicycle Connections



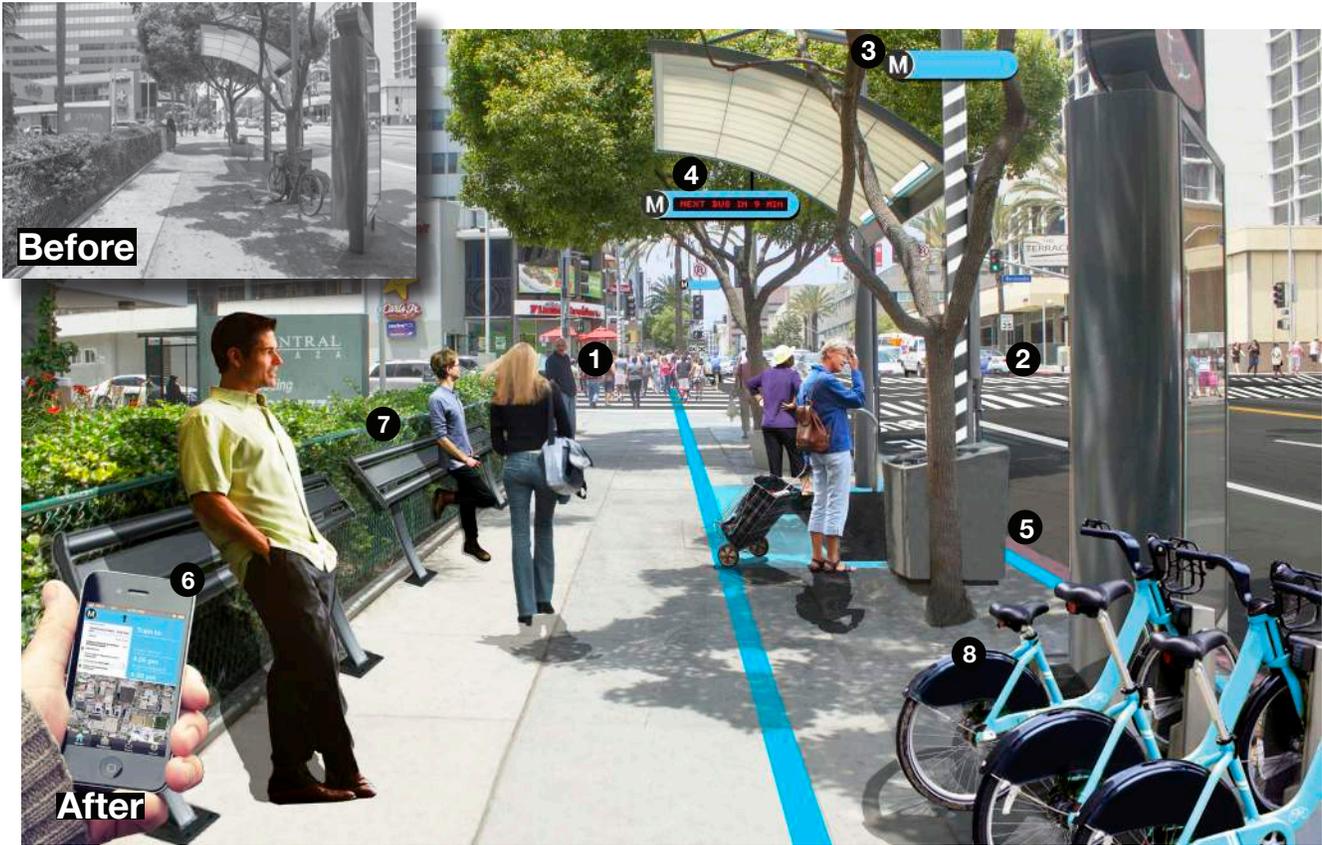
Transit Connections

A dense network of Collectors is provided within the station area as extensive mitigation is required given the high incidence of pedestrian collisions and overall access volumes.



# Wilshire Normandie Station, Location 1

Wilshire Blvd. and S. Normandie Ave.



## Components Used at Case Study Site

### Crossings Enhancements and Connections

- 1 Continental crosswalks
- 2 Scramble crossings

### Signage and Wayfinding

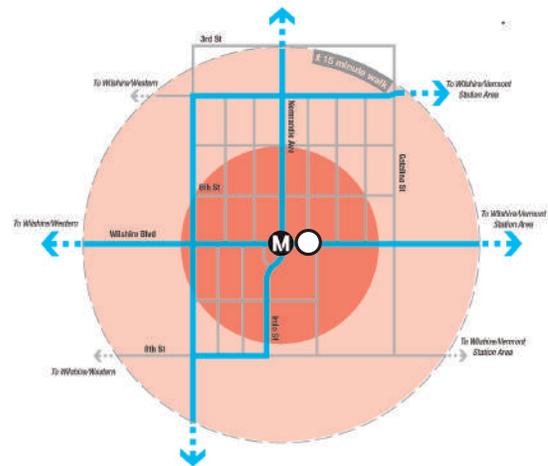
- 3 Medallion signage
- 4 Real-time signage, next train/bus
- 5 Curb-edge banding
- 6 Smart technologies

### Safety and Comfort

- 7 Street furniture

### Integrated Transit Access Solutions

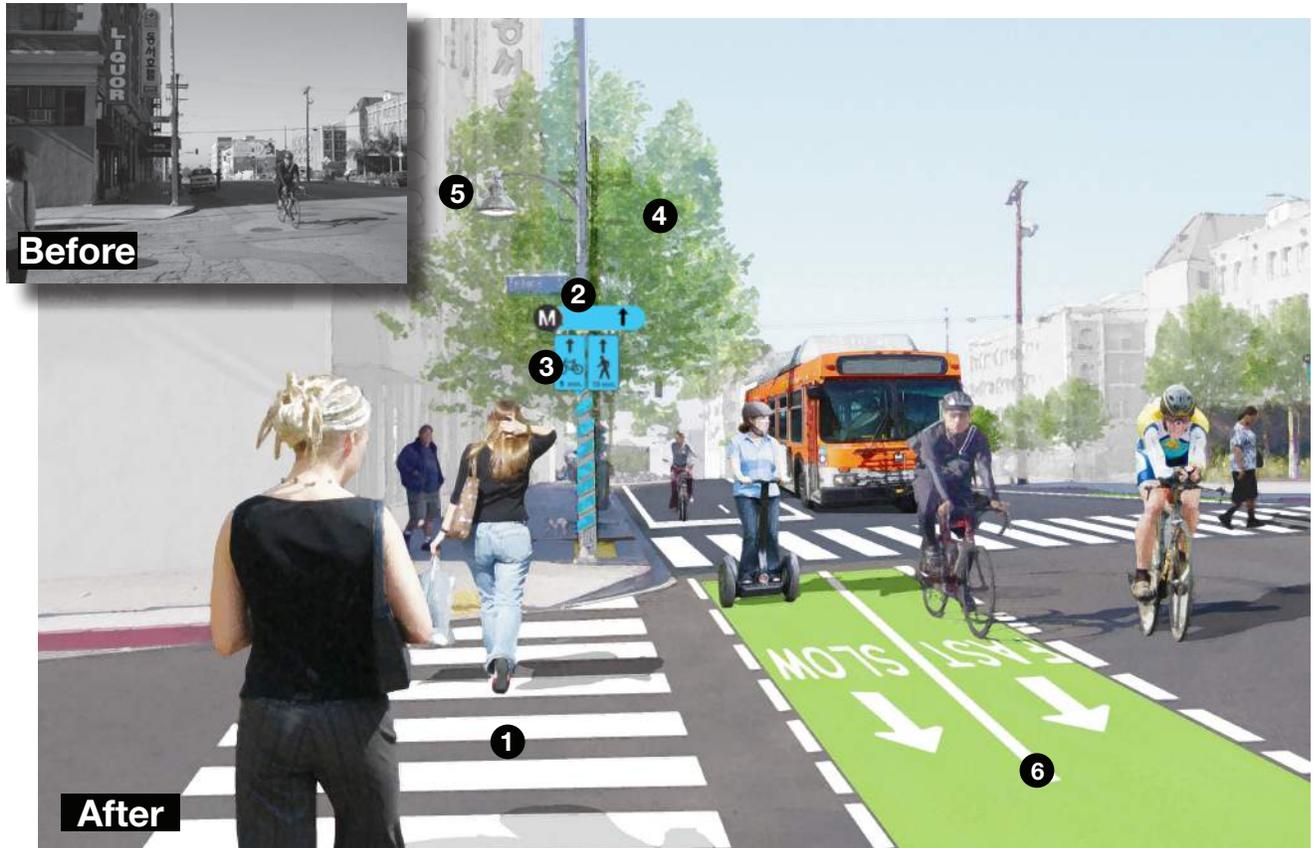
- 8 Bike Share



- M** Metro Station Location
- O** Visualization Location
- EXTENDED STATION ZONE (Area 1)**  
5-Minute Walk/2-Minute Bike
- TRANSIT-FRIENDLY ZONE (Area 2)**  
10-Minute Walk/5-Minute Bike

## Wilshire Normandie Station, Location 2

8th St. and Fedora St.



### Components Used at Case Study Site

#### Crossings Enhancements and Connections

- 1 Continental crosswalks

#### Signage and Wayfinding

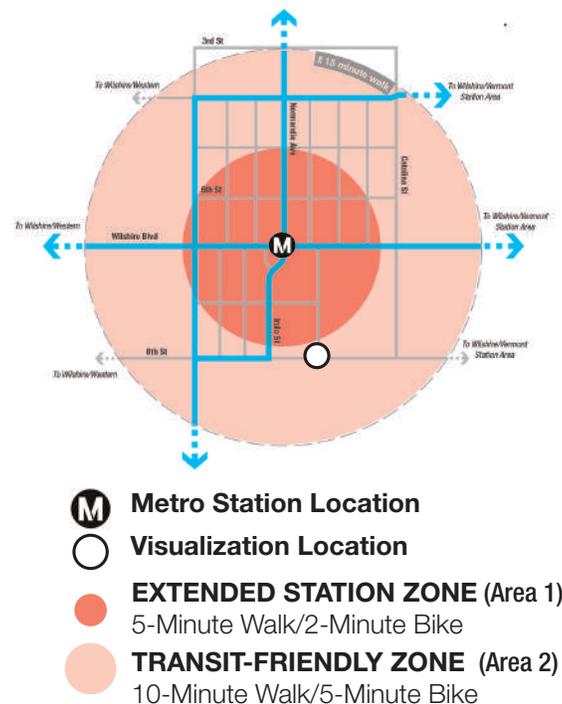
- 2 Medallion signage
- 3 Time-to-station notation

#### Safety and Comfort

- 4 Landscaping/Shade
- 5 Lighting

#### Allocation of the Streetspace

- 6 Rolling Lane



## North Hollywood Station

The North Hollywood Station serves as a critical connector for the Metro Red Line and the Orange Line Bus. The Red Line directly connects to the Downtown Los Angeles terminus, while the Orange Line Bus Terminal connects directly east to Ventura. The station lies in the center of the North Hollywood (NoHo) Arts District.

Additionally, the station is adjacent to the Hollywood Art Institute campus and a lively retail and housing district. The North Hollywood Station serves a vast demographic and has significant catchment potential within the surrounding region. Also located within the one-half mile pedestrian shed is NoHo Park, which draws daily visitors. Currently, the park does not offer enough seating and does not have a welcoming street-edge nor clear pathways through it.



No cut through/direct access to station from adjacent neighborhoods

### Station Access Barriers

#### Safety

- Lack of separated bicycle infrastructure along main roads
- Superblocks with minimal pedestrian crossings

#### Aesthetics

- Sometimes unpleasant pedestrian environment

#### Accessibility

- Orange and Red Lines stops face different directions and connections between the two are unclear
- There is potential for alternative mode enhancement: bicycle racks and Park-and-Rides are often full
- Limited station signage or directional signage
- Large park and ride facility is hard to get through on foot, bike, or via other active transportation mode
- Lack of secure bike parking



Lack of crossings along superblocks and bike facility without special markings or enhancements

### Overview of Proposed Pathway Network

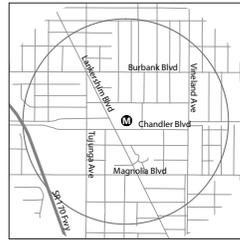
Four case study locations are depicted for the North Hollywood station. Location 1 depicts enhancements to the park-and-ride lot at the station. Location 2 depicts the intersection of Klump Avenue and Burbank Boulevard, which is located in the Transit Friendly Zone, along the intersection of a Pathway Collector and a Pathway Arterial. Location 3 depicts the Pathway in an underpass condition at Magnolia Avenue and Location 4 includes a Pathway shortcut at NoHo Park, also along Magnolia.



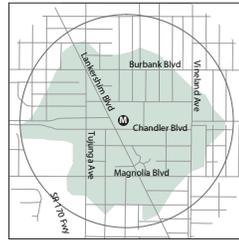
No station signage or directional cues



Points of Interest



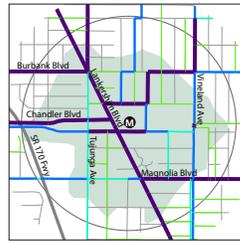
Street Grid



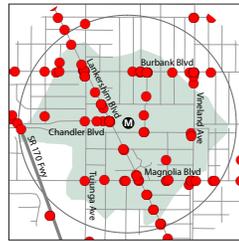
Pedestrian Shed



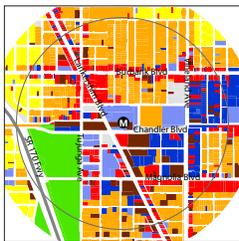
High Vehicular Speeds



Key Transit Access Corridors



Collision Severity and Location



Land-Use Map



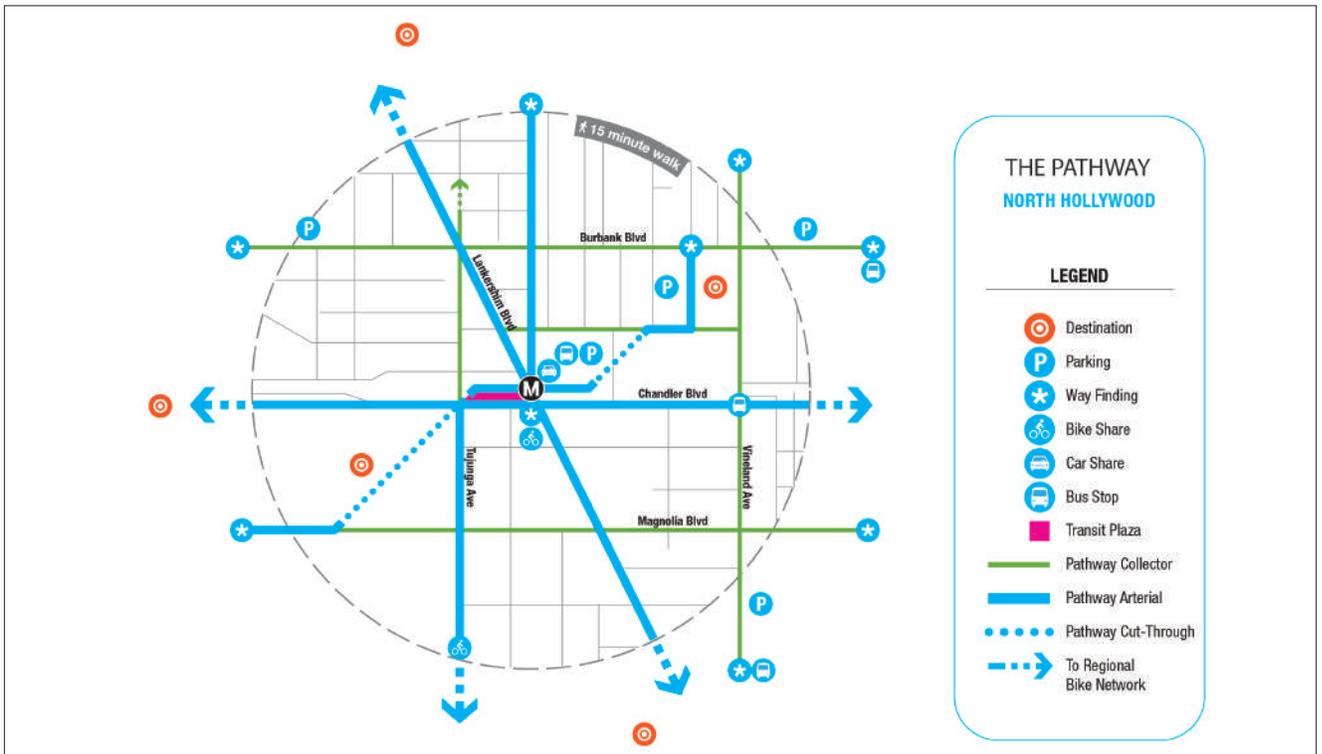
Bicycle Connections



Transit Connections

## North Hollywood Station Network Design

Utilizing the approach outlined in Chapter 3 of these guidelines, a Pathway network design was developed for the Wilshire/ Normandie Station Area. The Metro Red Line runs east–west along this corridor underground, thus it is beneficial to run a Pathway Arterial north–south along Normandie. To the south, the Arterial jogs over to Harvard Blvd, to coordinate with the current bikeway planned along that street. The major east–west Arterial runs along Wilshire, given the high level of bike and pedestrian access volume along this major street. A dense network of Collectors is provided within the station area as extensive mitigation is required to address the high incidence of pedestrian collisions and overall access volumes.

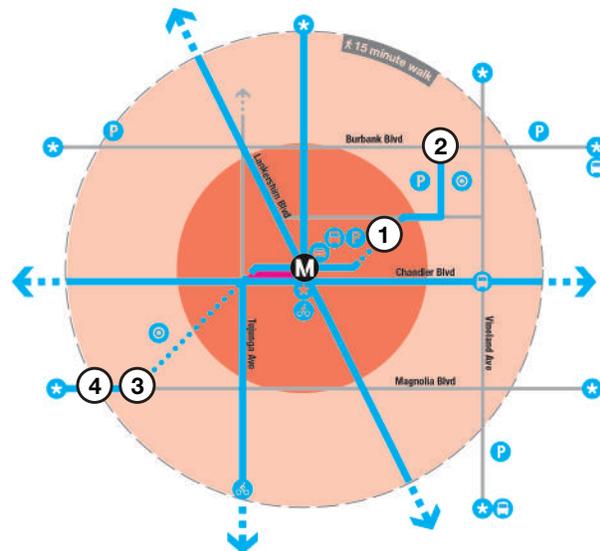


**Location 1** is the closest to the station itself and illustrates how an existing Park-and-Ride lot can be made more friendly to active transportation users, with the addition of pedestrian and active transportation cut-throughs that allow people to come in to the facility at multiple entrances, whereas currently access is limited to the vehicular entrance on the north and east sides only. The cut-throughs are designed with trees and lighting for safety and comfort, and special paving to demarcate the active transportation space. A new crossing at Klump Avenue facilitates pedestrian movement into the station from the neighborhood.

**Location 2** along Burbank Boulevard illustrates an enhanced intersection with bulb-outs at corners and new signalized crossing. Currently the space between crossings along this stretch of Burbank Boulevard is over 1,700 feet while a comfortable distance between crossings is around 300 feet. Adding crossings in this area will help to expand the reach of transit for the neighborhoods immediately to the north. Pathway signage directs transit riders down Klump Avenue, which connects directly to the station.

**At Location 3**, the freeway underpass is fairly typical of current conditions around Los Angeles; narrow sidewalks and a wide street are dimly-lit and no pedestrian amenities are provided. The Pathway would improve this situation, providing a widened sidewalk and bollards along the curb edge for an enhanced perception of safety. Public art, new lighting, and special paving are also added, along with Pathway signage with time-to-station notation.

**Location 4** depicts an area of NoHo Park that has a short-cut to the Metro station, which is currently un-signed. The Pathway enhancements chosen for this area include easily-visible signage directing people through the park toward the station, new lighting for nighttime safety, and repairs to the sidewalk.



### Visualization Locations:

- ① Park-and-Ride Lot
- ② Burbank Blvd and Klump Ave
- ③ NoHo Park
- ④ Magnolia Ave

# North Hollywood Station, Location 1

Park-and-Ride Lot



## Components Used at Case Study Site

### Crossings and Connections

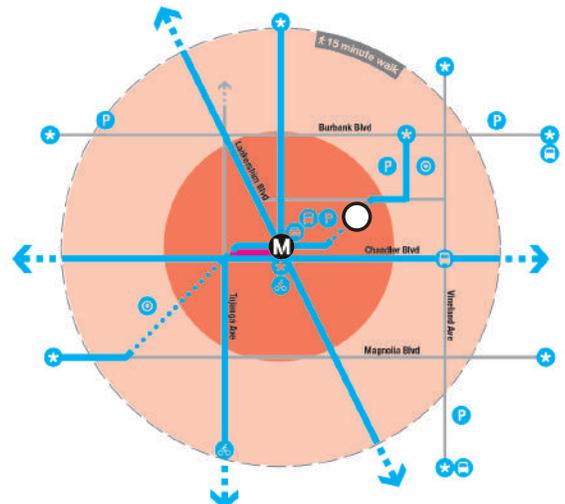
- 1 Continental crosswalks
- 2 Mid-block and additional crossings
- 3 Cut-throughs (multi-modal pathways through existing parking lot)

### Safety and Comfort

- 4 Landscaping/Shade
- 5 Lighting

### Allocation of the Streetspace

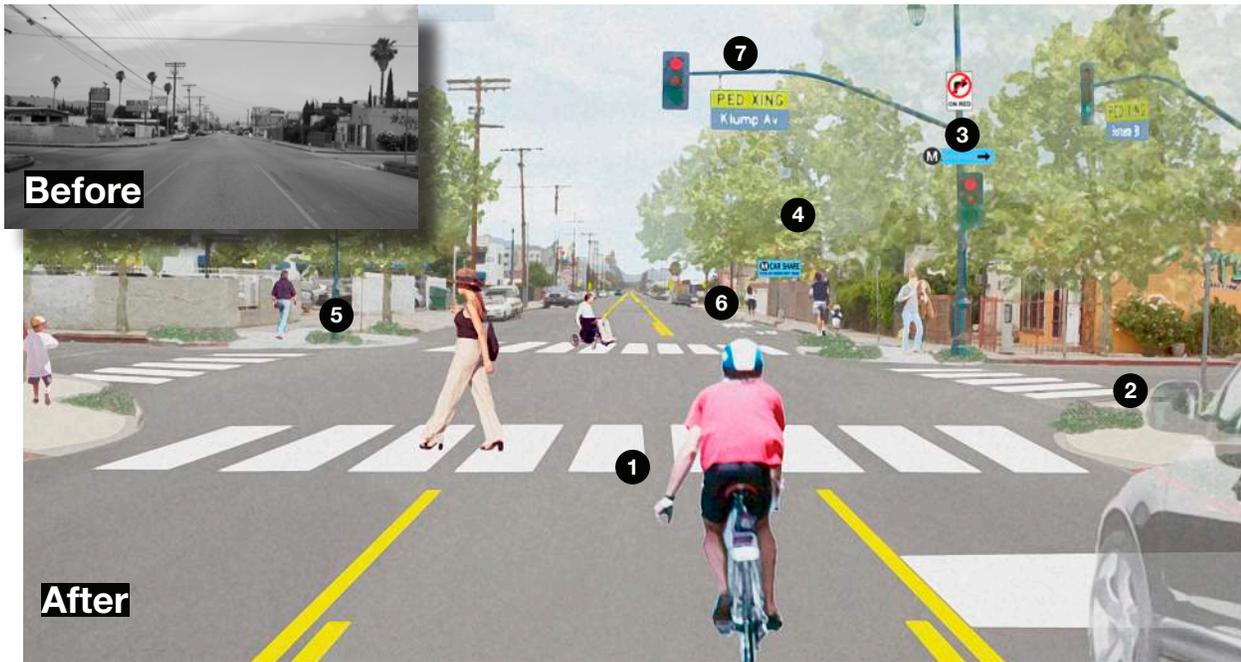
- 6 Sidewalk widening (through parking lot)



- M** Metro Station Location
- Visualization Location
- EXTENDED STATION ZONE (Area 1)  
5-Minute Walk/2-Minute Bike
- TRANSIT-FRIENDLY ZONE (Area 2)  
10-Minute Walk/5-Minute Bike

## North Hollywood Station, Location 2

Burbank Blvd. and Klump Ave.



### Components Used at Case Study Site

#### Crossings and Connections

- 1 Continental crosswalks
- 2 Bulb-Outs

#### Signage and Wayfinding

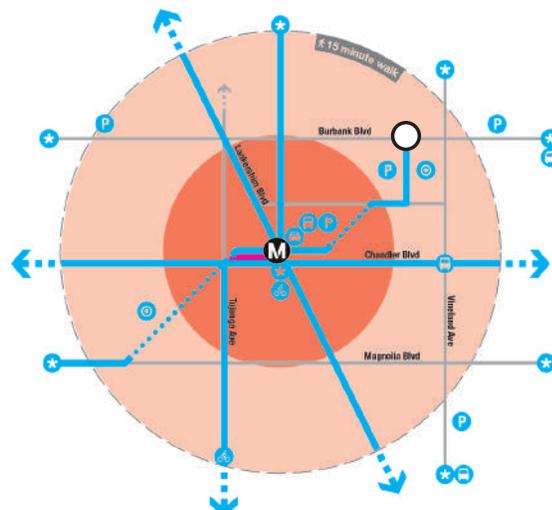
- 3 Medallion signage

#### Safety and Comfort

- 4 Landscaping/Shade
- 5 Dual curb ramps

#### Integrated Transit Access Solutions

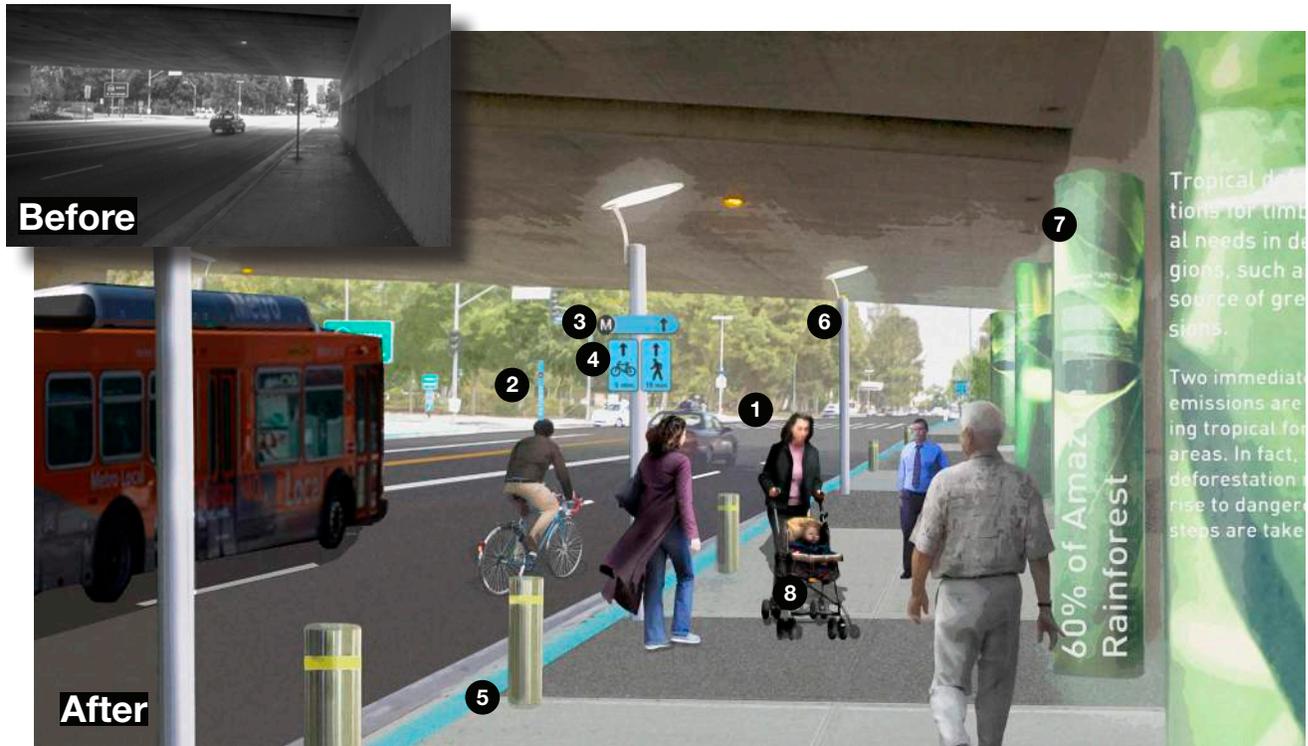
- 6 Car share
- 7 Signal modification



- M** Metro Station Location
- O** Visualization Location
- EXTENDED STATION ZONE (Area 1)**  
5-Minute Walk/2-Minute Bike
- TRANSIT-FRIENDLY ZONE (Area 2)**  
10-Minute Walk/5-Minute Bike

# North Hollywood Station, Location 3

Magnolia Ave. Underpass



## Components Used at Case Study Site

### Crossings and Connections

- 1 Continental crosswalks

### Signage and Wayfinding

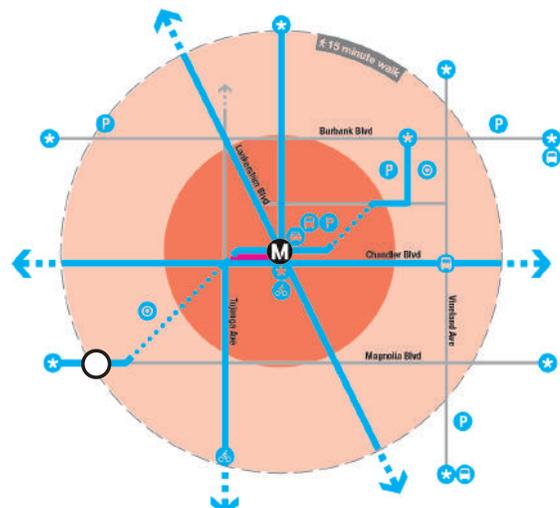
- 2 Signage
- 3 Medallion signage
- 4 Time to station notation
- 5 Curb-edge banding

### Safety and Comfort

- 6 Lighting
- 7 Enhanced freeway underpass

### Allocation of the Streetscape

- 8 Sidewalk widening



- M** Metro Station Location
- Visualization Location
- EXTENDED STATION ZONE (Area 1)**  
5-Minute Walk/2-Minute Bike
- TRANSIT-FRIENDLY ZONE (Area 2)**  
10-Minute Walk/5-Minute Bike

# North Hollywood Station, Location 4

NoHo Park at Magnolia Avenue



## Components Used at Case Study Site

### Crossings and Connections

- 1 Continental crosswalks
- 2 Cut-through and shortcuts

### Signage and Wayfinding

- 3 Signage
- 4 Medallion signage
- 5 Time-to-station notation

### Safety and comfort

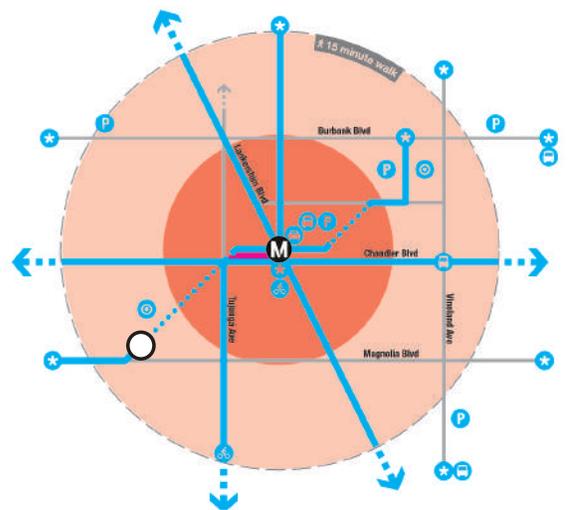
- 6 Street furniture
- 7 Landscaping
- 8 Lighting

### Allocation of the Streetspace

- 9 Sidewalk widening

### Integrated Transit Access Solutions

- 10 Car share
- 11 Park-and-Ride



- M** Metro Station Location
- Visualization Location
- EXTENDED STATION ZONE (Area 1)**  
5-Minute Walk/2-Minute Bike
- TRANSIT-FRIENDLY ZONE (Area 2)**  
10-Minute Walk/5-Minute Bike

**Notes:**

***This page intentionally left blank.***

- \* Sustainability is a core business value of Metro and touches all transportation efforts undertaken by the agency. Metro's sustainability policy has been formally articulated and adopted as part of the *Metro Countywide Sustainability Policy & Implementation Plan (CSPP)*. This First Last Mile Strategy has been developed in conformance with that policy, and furthers implementation efforts outlined as part of that document. This chapter includes an Implementation Table that outlines next-step efforts that will foster collaboration among Metro and partner agencies in furthering stated plan goals and objectives. Also included are Pathway targets that can be used to evaluate the effectiveness of strategies as they are considered, designed and implemented.

**M** + **Pathway** =



**Implementation Table:**

LOS ANGELES METRO FIRST LAST MILE STRATEGIC PLAN	INITIATION TIMEFRAME	PARTICIPANTS
<b>1. Concept Refinement &amp; Technical Assistance</b>		
1.1 Review and respond to comments collected during Nov 2013 - Feb 2014 public review period.	Apr-14	Metro / SCAG
1.2 Per Metro Board regarding Gold Line Foothill 2A and Expo 2 ; "[identify] two stations for each line which would benefit from implementation of First/Last Mile improvements based on recommendations outlined in Metro's First/Last Mile Study."	Apr-14	Metro
1.3 Temporary Improvements - Prepare temporary Pathway improvements as part of Bike to Work week to assess efficacy.	0-2 Years	Metro / SCAG / Local Jurisdiction(s)
1.4 Pursue additional analysis and testing of non-standard components included in the strategy for example; Micro Park & Ride, Green Zone, Rolling Lanes.	0-2 Years	Metro/SCAG
<b>2. Coordination &amp; Outreach</b>		
2.1 Encourage local jurisdictions to incorporate planning concepts in first-last mile and TOD planning or capital programs funded by Metro and SCAG.	Annual	Metro
2.2 Proactively seek countywide and statewide legislative support for plan goals.	0-2 Years	SCAG/Metro
<b>3. Plan Integration</b>		
3.1 Coordinate with General Plan and Mobility Element renewals.	Ongoing	Local Jurisdictions / Metro
3.2 Integrate Plan with Metro SRTP and LRTP.	0-5 Years	Metro
<b>4. Funding</b>		
4.1 Identify potential funding for project sponsors (i.e. ATP, Cap and Trade, TIGER, etc.) to implement Plan improvements and by working with jurisdictions.	Ongoing	Metro
<b>5. Measurement and Monitoring</b>		
5.1 Develop pre-project baseline indicators for access mode splits, station ridership, demographics, and access sheds.	0-3 Years	SCAG/Metro
5.2 Review on-going Metro survey activities and on-board passenger survey questionnaires to improve data collection efforts relative to first-last mile planning efforts.	Ongoing	Metro
5.3 Review available transit access monitoring technology.	0-1 Years	Metro
5.4 Prepare post-improvement ridership report, study relationships between first-last mile improvements and ridership characteristics, health, safety and local economic indicators.	2-5 Years	Metro



## Evaluating Goals

The setting of evaluation targets helps guide resource allocation with respect to meeting strategic goals, and provides a rationalized benchmark against which improvements can be evaluated. This Strategic Plan states a set of specific goals which include:

- 1. Expand the reach of transit through infrastructure improvements.**
- 2. Maximize multi-modal benefits and efficiencies.**
- 3. Build on the RTP/SCS and Countywide Sustainable Planning Policy (multi-modal, green, equitable and smart).**

Realization of the first goal noted above can be evaluated based on changes to metrics related to ridership. This data is tracked by Metro on a monthly basis, is readily available, and easy to comprehend, making it an ideal data-set for measuring improvement performance.

The second strategic goal reinforces the use of ridership as a key metric. Trips in the county are inherently multi-modal in nature, focusing too carefully on singular modes (i.e. bike/pedestrian/bus mode splits) discounts the fact that most Metro riders are using multiple modes to complete their journeys.

The third goal helps focus strategies relative to broader policy efforts. Implementation strategies have third party affects, referred to as externalities. These externalities may be positive or negative in nature relative to regional and state policy goals, of which Metro is a custodian.

## Metro Ridership

The Pathway aims to increase ridership by improving access conditions, and uses strategies that also support the development of transit supportive land uses (through the place making attributes of improvements), quality of service (through better multi-modal integration), human health and wellness (by focusing on active transportation improvements strategies) and equitable investment (by focusing on improvements that support the transit dependant population). As noted in Chapter 3, the Pathway does so by expanding access user sheds, and by improving the transit user experience. Implementation of Pathway networks in Metro Rail and BRT station areas will directly and indirectly increase ridership both at individual stations and system-wide.

Setting targets for ridership can be based in part on predictive modeling; however, travel behavior affected by qualitative environmental changes are much more difficult to predict using quantitative tools. For example, though it logically follows that pedestrians may be more willing to walk along a sidewalk that feels safe at night, there are no tools available to transportation planners that allow for the accurate prediction of just how many more potential transit riders in a given neighborhood will walk to stations past dark if pedestrian lights are installed along primary access routes. Pilot project programming should include a process for pre and post project evaluation of such improvements to provide planners better predictive modeling tools for qualitative improvements.

## Targets

A detailed mapping and modeling exercise was undertaken for the three case study sites presented in this report. The process included the modeling of existing active transportation network routes in the station areas, including sidewalks and street crossings. The limits of existing access sheds based on how far people could walk in a given time frame were mapped. Proposed Pathway improvements including new sidewalks, cut-through routes, mid-block or new crossings and pedestrian prioritized signals were modeled providing a larger revised access shed. A multiplier was factored with the population falling within the added shed areas thus providing a rational prediction of ridership changes. Predictive ridership increases associated with these improvements ranged from 1.5 to 4% at the stations reviewed. **Target 3%**

Predictive modeling is not sufficient on its own to analyze critical factors that would each play an important role in increasing ridership. These additional considerations include:

- The estimation of transit use by discretionary riders within transit access sheds resultant from qualitative environmental access improvements. This could potentially equal or even surpass those ridership increases suggested by the quantitative modeling. **Target 3%**
- The capture of ridership increases resultant from the support of much more geographically significant non-pedestrian active transportation users (i.e. bicyclists, skateboarders, scooter riders, electric assisted devices). Currently the mode share of such users remains small, but the concerted effort to provide facilities that support the use of these devices could dramatically extend the access shed's geographic reach due to the relative high speeds of these mobility devices. **Target 1%**
- Increases in ridership due to the improvements made to multi-modal transfer operations and efficiencies. The provision of Pathway routes that would allow for plug-in mobility solutions (i.e. mobility hubs) and increased efficiencies of bus to rail transfers, would contribute to measurable ridership increases. **Target 1%**

- Finally, long term increases to ridership resultant from additional development that would naturally occur around Pathway networks. Pathway networks suggested in these planning guidelines are by their nature place-making, and would improve conditions for development wherever implemented. These marginal place-making improvements would build on regional efforts that aim to support development within station areas. **Target 4% (20 Year)**

A preliminary Metro Rail and BRT ridership increase target resultant from Pathway improvements for the short term (3-5 years) and the long term (20 year) time horizons can be developed by adding together the above noted targets:

### Metro First Last Mile Strategic Plan Goals

**3- to 5-year target – 8% increase in Rail and BRT ridership**

**20-year target – 12% increase in Rail and BRT ridership**

For perspective, the Expo Line which cost approximately \$800 million has increased system Rail and BRT ridership by approximately 2.5%. A high level review of potential costs of Pathway improvements at the case study sites indicated costs of implementation ranging from \$5 to \$12 million per station. From a dollar/rider perspective, implementation of this plan represents a cost effective means to increase the reach of transit as measured by ridership. Of further note, these increases would largely come from active transportation modes that by their nature support human health and wellness, clean air, place-making and equitable access.

**Notes:**

***This page intentionally left blank.***

# APPENDIX

## FIRST LAST MILE STRATEGIC PLAN

### **CONTENTS:**

STATION AREA CHECKLIST(S)

GRAPHIC NOVEL

# STATION AREA CHECKLIST

For each of the quality criteria, rank the station area based on how adequately or poorly it provides amenities, connections, and a transit-supportive environment for riders.

- » Multiple modes
- » Multiple constituencies (gender, age, abilities, etc.)

Name of station: \_\_\_\_\_

Date/Time/Weather conditions during visit: \_\_\_\_\_

Station Typology: \_\_\_\_\_

## 1. SAFETY

Disagree/  
Lacking      Somewhat/  
Adequate      Strongly  
Agree/Ample

### 1.1 Adequate lighting. (Night survey required)

Regularly spaced and frequent lighting that is directed towards the sidewalk and any bikeways, which provides sufficient illumination. Potential obstacles marked with reflectors or lighting.

1   2   3   4   5

### 1.2 Eyes-on-the-street.

Presence of highly transparent ground-floors, windows, and entries.

1   2   3   4   5

### 1.3 Well maintained public realm.

Sidewalks are smooth and without cracks, vegetation is trimmed, etc.

1   2   3   4   5

### 1.4 Safety buffer for bikes.

Bikes are adequately set back from vehicles. Consider type and quality of buffer -- sufficient width, painted material, vertical separation, such as bollards.

1   2   3   4   5

### 1.5 Safety buffer for pedestrians.

Pedestrians set back from travel lanes via ample sidewalk width, landscaping, and street furniture.

1   2   3   4   5

### 1.6 People-friendly traffic speeds and manners.

Drivers yield to pedestrians and traffic is slowed via narrow roadways, markings, no turn on red lights, etc.

1   2   3   4   5

### 1.7 Clear safety signage.

Pedestrians set back from travel lanes via ample sidewalk width, landscaping, and street furniture.

1   2   3   4   5

### 1.8 Overall, the station area feels safe.

Overall, there is a feeling of safety as you walk through the station area. Consider the safety of all users -- especially **women, children, and the elderly**. Consider both day and nighttime safety.

1   2   3   4   5

**TOTAL SCORE**

\_\_\_\_\_ / # questions answered  
=

# STATION AREA CHECKLIST

For each of the quality criteria, rank the station area based on how adequately or poorly it provides amenities, connections, and a transit-supportive environment for riders.

- » Multiple modes
- » Multiple constituencies (gender, age, abilities, etc.)

## 2. AESTHETICS

Disagree/  
Lacking      Somewhat/  
Adequate      Strongly  
Agree/Ample

### 2.1 Sense of place.

Inclusion of unique street characteristic, landmarks, striping or a navigable streetscape hierarchy that sets this space apart from other areas.

1    2    3    4    5

### 2.2 Pleasant landscaping.

Consistent landscaping that provides ample shade. Trees are well maintained and all tree wells are planted with street trees.

1    2    3    4    5

### 2.3 Strategically placed pedestrian amenities.

There are a variety and sufficiently provided pedestrian amenities (seating, trash cans, water fountains) that are well maintained and inviting. Kiosks and vendors are present on pedestrian paths, are visually pleasing and are located in areas that do not interfere with foot traffic.

1    2    3    4    5

### 2.4 Pedestrian unfriendly elements are limited.

There are a general lack of the following: unpleasant smells, blank walls, vacant lots, fences, noise pollution, unfriendly street conditions, trash.

1    2    3    4    5

### 2.5 Pleasant experience.

Overall, there is a pleasant ambiance as you walk, bike, or use alternative transit throughout the station area. Consider the experience of all users -- especially **women, children, and the elderly**. Consider both day and nighttime amenities. Care has been taken to make a nice environment for all users.

1    2    3    4    5

### TOTAL SCORE

\_\_\_\_\_ / # of questions answered  
=

\_\_\_\_\_ (Average score on aesthetics)

# STATION AREA CHECKLIST

For each of the quality criteria, rank the station area based on how adequately or poorly it provides amenities, connections, and a transit-supportive environment for riders.

- » Multiple modes
- » Multiple constituencies (gender, age, abilities, etc.)

## 3. ACCESSIBILITY

Disagree/  
Lacking      Somewhat/  
Adequate      Strongly  
Agree/Ample

### 3.1 High quality sidewalks

Sidewalks are large enough for pedestrians to walk, pass, and jog comfortably in opposing directions. There are very few disruptions to the sidewalk quality (e.g. smooth surface paving, signage and poles are set back from the pedestrian right-of-way).

1    2    3    4    5

### 3.2 Clear, safe crossings.

Signalized intersections allow ample time to cross, frequently allow passage, are a walkable distance (or provide a pedestrian refuge or median), are supplied with functioning push buttons, have minimal street crowns and are painted for safety.

1    2    3    4    5

### 3.3 Seamless transit mode transfer.

Transferring to alternate modes of transit is streamlined through the presence of well-marked, nearby, and obvious pathways.

1    2    3    4    5

### 3.4 Operating and sufficient bicycle facilities.

Bicycle facilities allow sufficient room, have a smooth surface, and provide riders with bike lanes, routes, pathways, adequate marking, parking, separated push buttons, bike stations and bike boxes.

1    2    3    4    5

### 3.5 High quality signage.

Signage is located in clear view for pedestrians, bicyclists, and other transit modes. Signage provides clear directional and locational information, regulatory warnings, and station area identity.

1    2    3    4    5

### 3.6 Parking and drop-off is streamlined.

Adequate number of parking spaces (in park-and-ride if applicable), room for drop-off (kiss-and-ride) on street parking serves as a buffer for pedestrians, parking time restrictions are in effect where necessary, and vehicles are prohibited from blocking the pedestrian right-of-way.

1    2    3    4    5

### 3.7 Curbs and curb ramps are provided.

Curbs and curb ramps are present at all crossings and have a gentle slope.

1    2    3    4    5

### 3.8 Navigating the public realm is intuitive and easy.

Overall, there are a series of passageways that are frequent and well marked as you walk through the station area. Consider the experience of all users -- especially **women, children, and the elderly**. Consider both day and nighttime linkages.

1    2    3    4    5

**TOTAL SCORE**

\_\_\_\_\_ /# of questions answered

=

# STATION AREA CHECKLIST

For each of the quality criteria, rank the station area based on how adequately or poorly it provides amenities, connections, and a transit-supportive environment for riders.

- » Multiple modes
- » Multiple constituencies (gender, age, abilities, etc.)

## ROUTE TAKEN

Include a blank map and note route taken during site visit

### Additional opportunities & constraints:

Insert additional narrative from site findings.

## PHOTO DOCUMENTATION



Description of photo, keyed to issue number (e.g. 2.5) in checklist



Description of photo, keyed to issue number (e.g. 2.5) in checklist

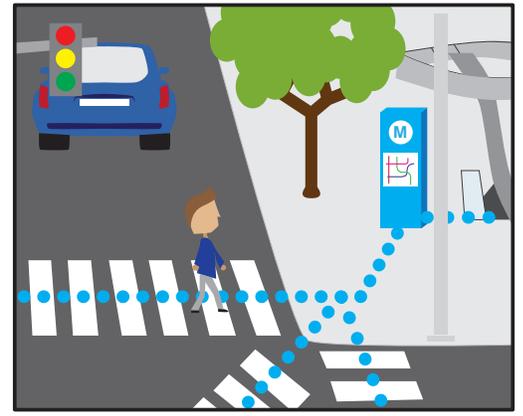
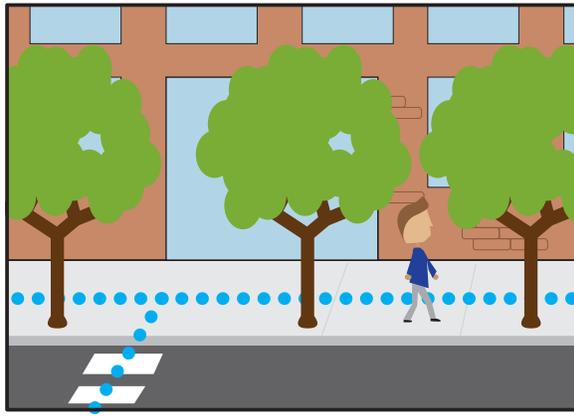
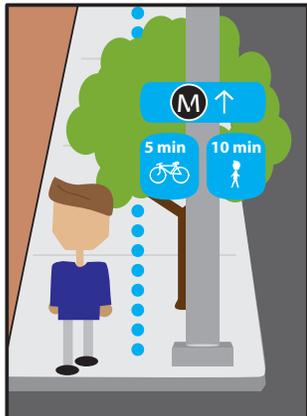
NOTE: Add pages for additional relevant photos

# PHOTO DOCUMENTATION CONTNUED

# THE MEET-UP!

In sunny downtown LA, we join Jeff in the middle of making plans to catch up with his long-time friend Bret...

Sounds good, I haven't been to LACMA in a while...the Pathway? Hmm...I'll check it out. See you soon!

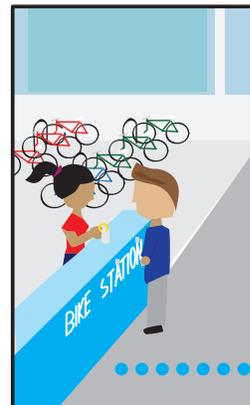


JEFF SETS OFF ON THE PATHWAY, following the signs to get to his nearest Metro station.



A SHORT AND SPEEDY METRO RIDE LATER...

And with a quick look at the Metro pylon to find the nearest bike share program...



Jeff is off biking!



READY TO SPEND A GREAT DAY WITH HIS FRIEND!

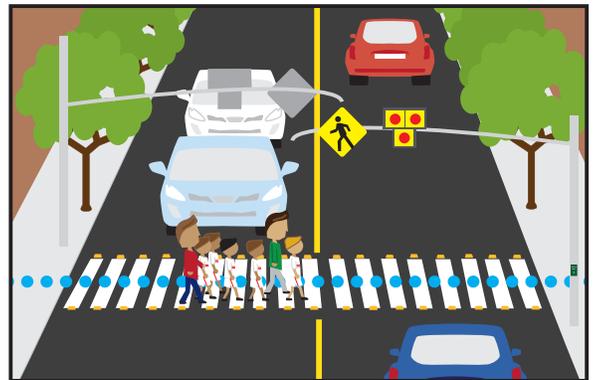


# THE TEAM TRIP!

After being named the new junior soccer league champions, the team decides to celebrate with a treat - ice cream!



Even though the game **ENDED A BIT LATE**, the **PATHWAY'S** pedestrian lights provide a **SAFE ROUTE**.



Did you see that goal?!  
The goalie didn't stand a chance!

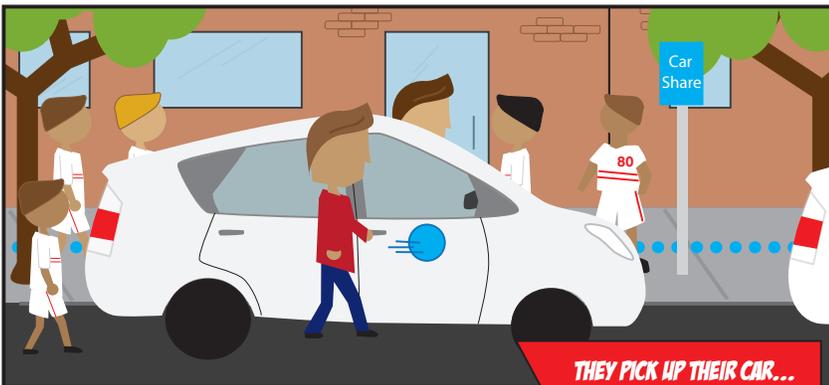
MEANWHILE, COACH MAKES  
CAR SHARE RESERVATIONS.



I hope they  
have rocky road!

ON THE TRAIN, THE BOYS  
STILL CAN'T STOP TALKING  
ABOUT THEIR GREAT GAME...

...OR THINKING ABOUT  
WHICH FLAVOR ICE CREAM  
THEY WANT.



THEY PICK UP THEIR CAR...



...AND GET THEIR SWEET TREATS!

# GRANDMA TO THE RESCUE!

A **HARD-HITTING STORY** has just been received at LA Weekly, and Julia won't be able to pick up her kids on time.

But she knows **WHO TO CALL...**

Mom!  
Can you pick up  
the kids?

I'm on my way!

GRANDMA SETS OFF ON HER SCOOTER!

RAMPS AND ELEVATED CROSSWALKS  
KEEP HER SAFE AND MOVING

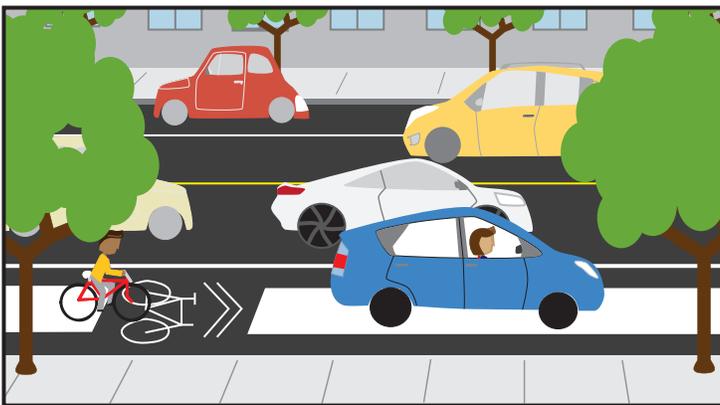
AN ELEVATOR GETS HER TO THE PLATFORM

Race you home  
Grandma!

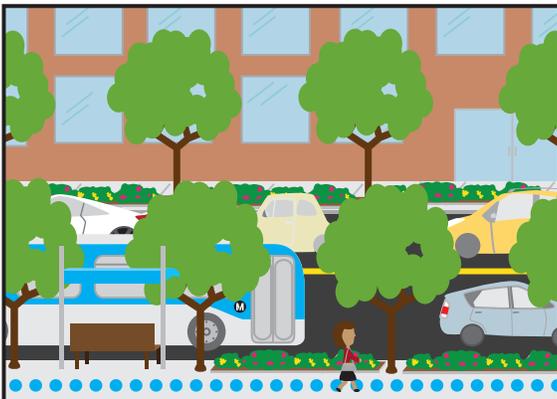
# POP MEETING!

It's breakfast at the Lim's, and Kate received an **URGENT CALL** from the **OFFICE**...

I need to be in the office in 20 minutes. Can you drop me off at the Metro station?



KATE HAS EXTRA TIME TO PREPARE FOR HER MEETING.



**DATE:** June 5, 2014  
**TO:** Regional Council (RC)  
**FROM:** Hon. Carl Morehouse, SCAG President; Chair, Scholarship Committee  
**SUBJECT:** SCAG Scholarship Program

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:**

Approve Scholarship Committee recommendations for the 2014 SCAG Scholarship Program Award.

**EXECUTIVE SUMMARY:**

*The SCAG Scholarship Committee was formed by the Regional Council to evaluate submitted applications for the SCAG Scholarship Program, the purpose of which is to provide financial support to a select group of high school and community college students and offer local planning experience that students can use to develop their long-term career goals. This year, SCAG received eighty-three (83) applications in total, and twenty-eight (28) of those were reviewed by the Scholarship Committee. The Scholarship Committee at its meeting on May 27, 2014 recommended seven (7) students total, with one (1) student each from Imperial, Orange, Riverside, San Bernardino, and Ventura Counties, and two (2) students from Los Angeles County to receive the 2014 SCAG Scholarship Program Award.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective b: Improve regional decision making by providing leadership and consensus building on key plans and policies; develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process.

**BACKGROUND:**

In July 2009, the Regional Council approved the SCAG Scholarship Pilot Program, which is intended to provide financial support to a select group of high school and community college students and offer local planning experience that students can use to develop their long-term career goals. Now in its fifth year, the program is open to high school juniors and seniors and community college students who reside in the six-county SCAG region. Students applying are required to have a minimum 3.0 grade point average and must be enrolled in higher education, if graduating. As part of the application, students are required to submit a completed application form; an essay, describing their interests in urban planning and public policy; two (2) letters of recommendation; and a current transcript of records.

In addition to a monetary award of \$2,000, recipients will also participate in a two-week internship with SCAG or a local planning agency. The purpose of the internship is to introduce students to a career in urban planning and local government, and scholarship recipients will be expected to perform light office work and attend meetings with a designated mentor. Students will also be expected to come to SCAG's downtown Los Angeles office for a Regional Council meeting where they will have the opportunity to

# REPORT

meet with government representatives and attend a seminar with speakers from urban planners and elected officials.

Applications for the SCAG Scholarship Program were due (postmarked) by Friday, March 7, 2014. Additional time was allowed for students to apply from Imperial County as no applications had been received by the initial deadline (NOTE: SCAG did not receive any applications from students in the other counties in the SCAG region after the initial deadline).

The Scholarship Committee was comprised of six (6) Executive/Administration Committee (EAC) members and three (3) members of academia:

- Hon. Carl Morehouse, Chair (San Buenaventura)
- Hon. Cheryl Viegas-Walker (El Centro)
- Hon. Greg Pettis (Cathedral City)
- Hon. Pam O'Connor (Santa Monica)
- Hon. Larry McCallon (Highland)
- Mr. Randall Lewis (EAC Ex-Officio)
- Dr. Dohyung Kim (California State Polytechnic University, Pomona)
- Dr. Ronald Loveridge (University of California, Riverside)
- Dr. James Moore (University of Southern California)

SCAG received a total of eighty-three (83) applications from throughout the SCAG region. There were three (3) applications from Imperial County, fifty-three (53) from Los Angeles County, seven (7) from Orange County, ten (10) from Riverside County, five (5) from San Bernardino County, and five (5) from Ventura County. Applications were screened based on the minimum requirements and on the interests described in the essay portion. Although a majority of the applicants met the minimum requirements, those students that exhibited some interest in planning, public policy, and/or government were selected to be forwarded to the Scholarship Committee.

Staff forwarded twenty-seven (28) applications, consisting of three (3) from Imperial County, nine (9) from Los Angeles County, five (5) from Orange County, four (4) from Riverside County, four (4) from San Bernardino County, and three (3) from Ventura County, to the Scholarship Committee for further evaluation. The Scholarship Committee members reviewed the applications and made recommendations based on the interests described in the essay portion, career goals, and other activities in each student's respective school and surrounding community.

At its meeting on May 27, 2014, the Scholarship Committee has recommended the following students to receive the 2014 SCAG Scholarship Program Award:

- |                         |                                 |
|-------------------------|---------------------------------|
| ● Imperial County       | Amber Valenzuela (Calexico)     |
| ● Los Angeles County    | John Marcus (Los Angeles)       |
| ● Los Angeles County    | Elena Pineda (West Hills)       |
| ● Orange County         | Andrea Kim (Cypress)            |
| ● Riverside County      | Taylor Thomas (Menifee)         |
| ● San Bernardino County | Oscar Sandoval-Banuelos (Chino) |
| ● Ventura County        | Marisa Pedroso (Moorpark)       |

# REPORT

---

The SCAG Scholarship Program is funded from the SCAG General Fund. The primary source of the General Fund is the collection of SCAG’s annual membership assessments, and the use of the General Fund is determined by SCAG’s Regional Council and General Assembly. Each year, the General Fund Budget is reviewed and approved by the Regional Council and is subsequently adopted by the General Assembly. The Scholarship Program is included as part of the General Fund Budget. While the California Constitution prohibits gifts of public funds under Article XVI, Section 6, the prohibition does not preclude expenditures and disbursements for public purposes even if a private person incidentally benefits from that expenditure or disbursement (also known as the “public purpose exception”). There is case law to support that the appropriation of public money for the public purpose of furthering the education of the young is not a gift of public funds. Therefore, staff concludes that the use of the General Fund to pursue SCAG’s Scholarship Program is not an unconstitutional gift of public funds and falls within the rule of “public purpose exception.”

**FISCAL IMPACT:**

The SCAG Scholarship Program cost of \$14,000 is included in the FY 2014-2015 General Fund Budget.

**ATTACHMENT:**

None

This Page Intentionally Left Blank

**NO. 559**  
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**REGIONAL COUNCIL**  
**MINUTES OF THE MEETING**  
**THURSDAY, MAY 1, 2014**

---

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: [www.scag.ca.gov/scagtv/index.htm](http://www.scag.ca.gov/scagtv/index.htm)**

---

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its meeting at the Renaissance Esmeralda Indian Wells Resort and Spa, 44-400 Indian Wells Lane, Indian Wells, CA 92210. There was a quorum.

**Members Present**

Hon. Greg Pettis, President	<i>Cathedral City</i>	District 2
Hon. Carl Morehouse, 1 <sup>st</sup> Vice President	<i>San Buenaventura</i>	District 47
Hon. Cheryl Viegas-Walker, 2 <sup>nd</sup> Vice President	<i>El Centro</i>	District 1
Hon. Glen Becerra, Immediate Past President	<i>Simi Valley</i>	District 46
Hon. Jack Terrazas		Imperial County
Hon. Jeff Stone		Riverside County
Hon. Linda Parks		Ventura County
Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Hon. Alan Wapner	<i>Ontario</i>	SANBAG
Hon. Jim Hyatt	<i>Calimesa</i>	District 3
Hon. Matthew Harper	<i>Huntington Beach</i>	OCTA
Hon. Jeff DeGrandpre	<i>Eastvale</i>	District 4
Hon. Ronald Roberts	<i>Temecula</i>	District 5
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Ed Graham	<i>Chino Hills</i>	District 10
Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
Hon. Steven Choi	<i>Irvine</i>	District 14
Hon. Leslie Daigle	<i>Newport Beach</i>	District 15
Hon. Michele Martinez	<i>Santa Ana</i>	District 16
Hon. Leroy Mills	<i>Cypress</i>	District 18
Hon. Kris Murray	<i>Anaheim</i>	District 19
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Bruce Barrows	<i>Cerritos</i>	District 23
Hon. Gene Daniels	<i>Paramount</i>	District 24
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Roy Francis	<i>La Habra Heights</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gene Murabito	<i>Glendora</i>	District 33
Hon. Barbara Messina	<i>Alhambra</i>	District 34
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35

**Members Present – continued**

Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36
Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
Hon. Paula Lantz	<i>Pomona</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
Hon. Tom LaBonge	<i>Los Angeles</i>	District 51
Hon. Karen Spiegel	<i>Corona</i>	District 63
Hon. Ryan McEachron	<i>Victorville</i>	District 65
Hon. Lupe Ramos Watson	<i>Indio</i>	District 66
Hon. Rusty Bailey	<i>Riverside</i>	District 68
Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Representative

**Members Not Present**

Hon. Gary Ovitt		San Bernardino County
Hon. Shawn Nelson		Orange County
Hon. Michael D. Antonovich		Los Angeles County
Hon. Mark Ridley-Thomas		Los Angeles County
Hon. Adam Rush	<i>Eastvale</i>	RCTC
Hon. Jon Harrison	<i>Redlands</i>	District 6
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Paul Eaton	<i>Montclair</i>	District 9
Hon. Mike Munzing	<i>Aliso Viejo</i>	District 12
Hon. Kathryn McCullough	<i>Lake Forest</i>	District 13
Hon. John Nielsen	<i>Tustin</i>	District 17
Hon. Tri Ta	<i>Westminster</i>	District 20
Hon. Brett Murdock	<i>Brea</i>	District 22
Hon. Mario Guerra	<i>Downey</i>	District 25
Hon. Dan Medina	<i>Gardena</i>	District 28
Hon. Steven Neal	<i>Long Beach</i>	District 29
Hon. James Johnson	<i>Long Beach</i>	District 30
Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
Hon. Jess Talamantes	<i>Burbank</i>	District 42
Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Nury Martinez	<i>Los Angeles</i>	District 53
Hon. Felipe Fuentes	<i>Los Angeles</i>	District 54
Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57

**Members Not Present - continued**

Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
Hon. Mitch O'Farrell	<i>Los Angeles</i>	District 60
Hon. José Huizar	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Jim Katapodis	<i>Huntington Beach</i>	District 64
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Julio Rodriguez	<i>Perris</i>	District 69
Hon. Andrew Masiel, Sr.	<i>Pechanga Band of Luiseño</i>	Tribal Government Rep.
Hon. Lisa Bartlett	<i>Dana Point</i>	TCA
Hon. Eric Garcetti	<i>Los Angeles</i>	(At-Large)

**Staff Present**

Hasan Ikhata, Executive Director  
 Sharon Neely, Chief Deputy Executive Director  
 Joe Silvey, General Counsel  
 Joann Africa, Chief Counsel  
 Debbie Dillon, Director of Administration  
 Basil Panas, Chief Financial Officer  
 Catherine Kirschbaum, Chief Information Officer  
 Rich Macias, Director of Transportation Planning  
 Huasha Liu, Director of Land Use & Environmental Planning  
 Darin Chidsey, Director of Strategy, Policy and Public Affairs  
 Lillian Harris-Neal, Clerk of the Board  
 Tess Rey-Chaput, Office of Regional Council Support

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

President Greg Pettis called the meeting to order at approximately 9:15 a.m. Councilmember Tom LaBonge, Los Angeles, District 81, led the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

There was no public comment cards received.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no reprioritization of the Agenda.

**PRESIDENT'S REPORT****Business Update**

Randall Lewis, Lewis Operating Corp., provided a brief update regarding the status of business and the economy in the region.

### Recognition of Past and Outgoing Regional Council and Policy Committee Members

President Greg Pettis, 1<sup>st</sup> Vice President Carl Morehouse, 2<sup>nd</sup> Vice President Cheryl Viegas-Walker and Immediate Past President Glen Becerra acknowledged the following past and outgoing members of the Regional Council and presented each of them with a Service Recognition Award:

Hon. Frank Gurulé, Cudahy, District 27  
 Hon. Jon Harrison, Redlands, District 6  
 Hon. Paula Lantz, Pomona, District 38  
 Hon. James Morton, Lynwood, District 26  
 Hon. Donald Voss, La Cañada/Flintridge, District 36  
 Hon. Lupe Ramos Watson, Indio, District 66

Hon. Paula Lantz and Hon. James Morton acknowledged their appreciation for their time on the Regional Council.

The following past Policy Committee members were also acknowledged and each was presented with a Service of Recognition Award:

Hon. Steve Diels, Redondo Beach (Transportation Committee)  
 Hon. Michael Leonard, Hesperia (Community, Economic and Human Development Committee)  
 Hon. Bob Ring, Laguna Woods (Community, Economic and Human Development Committee)

The following 2013-2014 Policy Committee Chairs and Vice Chairs were acknowledged and were presented with a Plaque of Appreciation:

Hon. Keith Millhouse, TC Chair  
 Hon. Alan Wapner, TC Vice Chair  
 Hon. Margaret E. Finlay, CEHD Chair  
 Hon. Bill Jahn, CEHD Vice Chair  
 Hon. James A. Johnson, EEC Chair  
 Hon. Lisa Bartlett, EEC Vice Chair

### ACTION ITEM

#### 1. Final Adoption of the Fiscal Year (FY) 2014-15 Comprehensive Budget

President Pettis introduced the item. Hasan Ikhrata, Executive Director, provided background information regarding the FY 2014-15 Comprehensive Budget.

Councilmember Voss, La Cañada/Flintridge, District 36, asked a question regarding the increase of consultant cost category for the next fiscal year under the Indirect Cost Budget. Basil Panas, Chief Financial Officer, responded that there were certain contracts that were consolidated which were categorized under "Professional Services."

A MOTION was made (Mills) to adopt the final FY 2014-15 Comprehensive Budget and corresponding Resolution No. 14-559-1, authorizing submittal of the Overall Work Program (OWP) to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the California Department of Transportation (Caltrans). Motion was SECONDED (Voss) and passed by the following votes:

**AYES:** Bailey, Barrows, Becerra, Brown, Choi, Clark, Daigle, Daniels, DeGrandpre, Finlay, Francis, Gazeley, Graham, Harper, Herrera, Hofbauer, Hyatt, Jahn, LaBonge, Lantz, L. Parks, Pettis, Ramirez, Ramos Watson, Roberts, Saleh, M. Martinez, McCallon, McEachron, Messina,

Millhouse, Mills, Mitchell, Morehouse, Munzing, Murabito, Murray, Spiegel, Stone, Terrazas, Viegas-Walker, Voss and Wapner.

**NOES:** None

**ABSTAIN:** None

## **CONSENT CALENDAR**

### **Approval Item**

#### 2. Minutes of the April 3, 2014 Meeting

Councilmember Margaret Clark, Rosemead, District 32, requested to pull Agenda Item No. 2, Minutes of the April 3, 2014 Regional Council meeting, for discussion. She asked that language be added to clarify the reason why she voted “No” on Item No. 16, regarding SB 1298 (Hernandez) related to High-Occupancy Toll Lanes. She also asked that on page 8, of the meeting minutes, be revised to include the following sentence: *“The LCMC vote on SB 1298 was not unanimous and it was LCMC member Margaret Clark’s position that people who bought low-emission vehicles were promised they could use the HOT lanes without paying and SB 1298 could be reversing that.”*

In addition, with regard to Agenda Item No. 7 of the Minutes (Contracts \$200,000 or Greater: Contract No. 14-013-C1, Regional Aviation Demand Forecast and Airport Ground Access Analysis and Aviation Economic Impact Analysis), Councilmember Clark asked that her name reflected on the “Yes” vote be stricken as she voted “No” on this item. Instead, her name should be listed as part of the “No” votes on this particular item.

### **Receive and File**

#### 3. 2014 Regional Council and Policy Committees Meeting Schedule

#### 4. 2015 Federal Transportation Improvement Program (FTIP) and 2012 – 2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Amendment No. 2 Development and Approval Schedule

A MOTION was made (Stone) to approve the Consent Calendar, including the amendments proposed by Councilmember Margaret Clark related to the Regional Council Minutes of the April 3, 2014 meeting. Motion was SECONDED (Becerra) and passed by the following votes:

**AYES:** Wapner, Ovitt, Robertson, Lantz, Harper, Gazeley, Herrera, Murdock, Ramirez, Millhouse, Voss, Katapodis, Stone, DeGrandpre, Clark, Messina, Spiegel, Mitchell, Talamantes, Munzing, Rodriguez, Ramos Watson, Terrazas, Medina, Neal, McEachron, M. Martinez, Bartlett, Murray, Hofbauer, Nielsen, Choi, Saleh, Brown, Francis, Daigle, Finlay, Mills, Barrows, Graham, Bailey, Becerra, Viegas-Walker, Morehouse and Pettis.

**NOES:** None

**ABSTAIN:** None

## **ADJOURNMENT**

There being no further business, the Regional Council meeting adjourned at approximately 9:44 a.m.

*The next meeting of the Regional Council is scheduled for Thursday, June 5, 2014 at the Los Angeles office.*

  
Lillian Harris-Neal, Clerk of the Board

This Page Intentionally Left Blank

**DATE:** June 5, 2014

**TO:** Executive/Administration Committee (EAC)  
Regional Council (RC)

**FROM:** Basil Panas, Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

**SUBJECT:** Contracts \$200,000 or Greater: Contract No. 14-001-B04A, Western Riverside Council of Governments (WRCOG) Climate Action Plan

**EXECUTIVE DIRECTOR'S APPROVAL:**  \_\_\_\_\_

**RECOMMENDED ACTION:**

Approve Contract No. 14-001-B04A with Pacific Municipal Consultants (PMC), in an amount not-to-exceed \$236,346, to analyze, identify and implement a multijurisdictional Climate Action Plan (CAP) for the Western Riverside Council of Governments (WRCOG).

**EXECUTIVE SUMMARY:**

*The consultant shall analyze, identify and implement a multijurisdictional CAP for WRCOG. The CAP will identify regionally appropriate GHG emissions reduction strategies for local jurisdictions, and will provide the foundation for GHG reduction policies.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

**BACKGROUND:**

**Staff recommends executing the following contract \$200,000 or greater:**

<u>Consultant/Contract #</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Pacific Municipal Consultants (14-001-B04A)	The consultant shall provide services for a Sustainability Planning Grant for WRCOG. Specifically, the consultant shall analyze, identify and implement a multijurisdictional CAP for WRCOG.	\$236,346

**FISCAL IMPACT:**

Funding of \$10,000 is available in the FY 2013-14 budget and the remaining \$226,346 is available in the FY 2014-15 budget.

**ATTACHMENT:**

Consultant Contract No. 14-001-B04A

## CONSULTANT CONTRACT 14-001-B04A

<b>Recommended Consultant:</b>	Pacific Municipal Consultants (PMC)	
<b>Background &amp; Scope of Work:</b>	The consultant shall provide services for a Sustainability Planning Grant Program for Western Riverside Council of Governments (WRCOG). In 2012, WRCOG adopted the Sustainability Framework, which is a plan that serves as a beginning point to establish, implement, and continuously refine a subregional sustainability plan for jurisdictions within WRCOG. The Framework presents a practical, integrated approach to sustainability, which consists of six (6) core components: Economic Development, Education, Health, Transportation, Water and Wastewater, as well as Energy and the Environment. The Western Riverside County Climate Action Plan (CAP), expected to be completed in 2014, will identify regionally appropriate Green House Gas (GHG) emissions reduction strategies for local jurisdictions, and will provide the foundation for GHG reduction policies. The CAP development process addresses the needs and concerns of each jurisdiction and those of additional stakeholders to achieve consensus on a regional GHG reduction effort. A key next step is the evaluation, analysis and integration of climate adaptation and resiliency strategies. Moving forward to implementation, this project is designed to track and implement the multijurisdictional CAP, including identifying and developing health indicators for each CAP measure.	
<b>Project's Benefits &amp; Key Deliverables:</b>	The project's benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"><li>• GHG emissions monitoring tool, and development review process guidelines;</li><li>• CAP implementation and tool training session;</li><li>• Develop a model policy, code and practices book;</li><li>• Identify and develop health indicators for CAP measures; and</li><li>• Screening tables tracking tool and templates.</li></ul>	
<b>Strategic Plan:</b>	This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.	
<b>Contract Amount:</b>	<b>Total not-to-exceed</b>	<b>\$236,346</b>
	Pacific Municipal Consultants, Inc. (prime consultant)	\$139,674
	Fehr & Peers (subconsultant)	\$96,672
	Note: PMC originally proposed \$236,846, but staff negotiated the price down to \$236,346 without reducing the scope of work.	
<b>Contract Period:</b>	Notice-to-Proceed through June 30, 2015	
<b>Project Number:</b>	065.SCG00137.01     \$236,346	
	Funding sources: Consolidated Planning Grant – FTA and TDA	
<b>Request-for-Proposal (RFP):</b>	SCAG staff notified 1,844 firms of the release of RFP No. 14-001-B04A. Staff also advertised the RFP on SCAG's bid management system. A total of 69 firms downloaded the RFP. SCAG received two (2) proposals in response to this solicitation, but one of them was non-responsive to the solicitation requirements. SCAG considered the following responsive proposal.	

**Pacific Municipal Consultants, Inc. (1 subconsultant)**

**\$236,846**

**Selection Process:**

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposal, the PRC decided not to conduct interviews because the proposals contained sufficient information to base a contract award.

The PRC consisted of the following individuals:

Grieg Asher, Program Manager, SCAG

Daniel Kopulsky, Chief, Office of Community and Regional Planning, Caltrans

Jennifer Ward, Staff Analyst, Western Riverside Council of Governments

Alexa Washburn, Program Manager, Western Riverside Council of Governments

**Basis for Selection:**

The PRC recommends Pacific Municipal Consultants (PMC) for the contract award because the consultant:

- Clearly demonstrated their understanding of the products needed for the development of the CAP implementation tools and provided specific examples of emission reduction strategies such as web-based surveys, stakeholder workshops, and creation of a screening tool;
- Most clearly demonstrated their experience in local climate action plans in California; and
- Met all the RFP's requirements.

**Conflict of Interest Form - Attachment  
For June 5, 2014 Regional Council Approval**

**Item No. 4**

Approve Contract No. 14-001-B04A, in an amount not to exceed \$236,346, to provide professional services for Western Riverside Council of Governments (WRCOG); specifically in support of WRCOG's Public Health and Climate Action Plan Implementation.

This consultant team for this contract includes:  
Pacific Municipal Consultants (prime consultant )  
Fehr & Peers (subconsultant)  
Raimi + Associates (subconsultant)

**DATE:** June 5, 2014

**TO:** Executive/Administration Committee (EAC)  
Regional Council (RC)

**FROM:** Joann Africa, Chief Counsel/Director of Legal Services, 213-236-1928, [africa@scag.ca.gov](mailto:africa@scag.ca.gov)

**SUBJECT:** Legal Services Contract

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

**RECOMMENDED ACTION:**  
Approve renewal of legal services contract with PC Law Group for Fiscal Year 2014-2015 in the total amount of \$75,000.

**EXECUTIVE SUMMARY:**  
*Staff seeks to renew the contract of PC Law Group for the next fiscal year for \$75,000 to provide outside counsel assistance as we prepare for the development of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and associated Program Environmental Impact Report (PEIR) on an as-needed basis, as determined by the Chief Counsel.*

**STRATEGIC PLAN:**  
This item supports Goal 1 (Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies) of the Strategic Plan.

**BACKGROUND:**  
The Regional Council has previously authorized the retention of PC Law Group. In particular, Patricia Chen of PC Law Group has served as Special Counsel to SCAG, and has provided legal services to the agency for several years on matters related to the RTP/SCS, the PEIR and the Regional Housing Needs Assessment.

As staff prepares for the development of the 2016 RTP/SCS and associated PEIR in the next fiscal year, staff seeks to renew the contract of PC Law Group in the total amount of \$75,000 for legal services related to RTP/SCS and CEQA matters on an as-needed basis, as determined by the Chief Counsel. The \$75,000 is covered by the Legal Department's Indirect Cost Budget for FY 2014-15. As part of the renewal, Ms. Chen will maintain her current hourly rate of \$325 per hour.

**FISCAL IMPACT:**  
Funding for the renewal of the PC Law Group contract will be allocated from the Legal Department's Indirect Cost budget for FY 2014-15.

**ATTACHMENT:**  
None

This Page Intentionally Left Blank

**DATE:** June 5, 2014

**TO:** Regional Council (RC)

**FROM:** Hasan Ikhata, Executive Director, 213-236-1944; [ikhata@scag.ca.gov](mailto:ikhata@scag.ca.gov)

**SUBJECT:** SCAG Participation at the American Public Transportation Association (APTA) 2014 Rail Conference

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Approve Regional Councilmember Art Brown, Buena Park, District 21, to represent SCAG to participate at the APTA 2014 Rail Conference, scheduled for June 15 – 18, 2014, in Quebec, Canada; and authorize expenditure of approximately \$3,750 from the General Fund to cover related expenses incurred during the conference.

**EXECUTIVE SUMMARY:**

*At its March 6, 2014 meeting, the Regional Council approved two (2) RC Members (Hon. Ron Roberts and Hon. Alan Wapner) to represent SCAG to participate at the APTA 2014 Rail Conference. Hon. Art Brown will also be representing SCAG and participating at the Rail Conference scheduled for June 15 – 18, 2014, at the Fairmont The Queen Elizabeth and Palais des congrès de Montréal, Quebec, Canada. The APTA 2014 Rail Conference is seen as an opportunity to learn from the experts in the industry as they share effective strategies, experience and solutions.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision-Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective (a) Create and facilitate collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**

As past practice, prior to RC members travelling outside of the United States on SCAG business, Regional Council approval is obtained. Regional Councilmember Art Brown will also be representing SCAG to participate at the APTA 2014 Rail Conference, scheduled for June 15 – 18, 2014, in Quebec, Canada. The expenditure of approximately \$3,750 will be allocated from the FY 13-14 General Fund Budget to cover expenses incurred during the travel and conference (registration \$775; airfare \$800; \$1300 lodging for five days; \$720 stipend; and \$155 miscellaneous). The conference will focus on all rail modes: urban, commuter, intercity and high-speed rail.

**FISCAL IMPACT:**

The proposed expenditure of approximately \$3,750 for RC member representative will be allocated from SCAG's FY 13-14 General Fund Budget.

**ATTACHMENT:**

None

This Page Intentionally Left Blank

**DATE:** June 5, 2014

**TO:** Executive/Administration Committee (EAC)  
Regional Council (RC)

**FROM:** Hasan Ikhata, Executive Director, [ikhata@scag.ca.gov](mailto:ikhata@scag.ca.gov), (213) 236-1944

**SUBJECT:** SCAG Participation at the International Planning and Policy Conference in Beijing, China hosted by the Institute of Policy and Management, Chinese Academy of Sciences

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Approve the participation of SCAG President, Hon. Carl Morehouse, to represent SCAG in a conference organized by the Institute of Policy and Management, Chinese Academy of Sciences, in Beijing, China, from June 19-20, 2014, including up to \$3,600 for incidental expenses incurred by the four SCAG representatives for the trip.

**EXECUTIVE SUMMARY:**

*At its April 3, 2014 meeting, the Regional Council approved the attendance of four (4) SCAG staff to participate in and represent SCAG at the International Planning and Policy Conference (IPPC) organized by the Institute of Policy and Management (IPM), Chinese Academy of Sciences (CAS) to be held in Beijing from June 19-20, 2014. As part of the invitation to SCAG, IPM will cover costs associated with the conference fees, roundtrip economy airfare, lodging for three nights and meals. Since April, the IPM has indicated its desire to have one elected official to represent SCAG at the conference. It is staff's recommendation that SCAG President Carl Morehouse attend the conference to represent SCAG, along with three members of SCAG staff. In addition, at SCAG's request, IPM has invited President Morehouse's wife, Janna Minsk, who serves as the Planning Director for the City of Santa Paula, to attend the conference and to represent a local planning perspective. All travel costs for Ms. Minsk will be covered by the IPM, and any other incidental costs by Ms. Minsk will be personally paid for or by Ms. Minsk's employer. The objective of the conference is to bridge the gap and exchange global knowledge, and best practices in the state and regional planning and policy. The ultimate goal is to assist the Chinese Central government in the development of a national air quality management plan in China.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies, Objective a) Develop and maintain planning models that support regional planning and Objective c) Maintain a leadership role in the modeling and planning data/GIS communities.

# REPORT

## **BACKGROUND:**

In April 2014, Regional Council approved the attendance of four (4) SCAG staff to the IPPC organized by IPM and to be held in Beijing, China from June 19-20, 2014. Since then, IPM has requested that one of the representative of SCAG be an elected official. It is staff's recommendation that SCAG President and Regional Council member, Carl Morehouse, represent SCAG and lead the delegation representing the SCAG region at the event. IPM will cover costs associated with the conference fees, roundtrip economy airfare, lodging (3 nights), and meals during the event for President Morehouse and three SCAG staff.

After the conference, SCAG delegation will stay in Beijing on Saturday (6/21), travel to Nanjing on Sunday (6/22), and meet on Monday (6/23) with Jiangsu Transportation Research Institute to discuss planning and research collaborations and possibly sign a MOU for future joint work. On the same day, 6/23, the delegation will leave Nanjing for Shanghai, and fly back to the U.S. the following day, 6/24. The expenditure of approximately \$3,600 (\$900 per staff) will be allocated from the FY 13-14 General Fund Budget to cover incidental expenses for the four SCAG representatives, including China visa fee (\$140), local travel and meals (\$200), HSR tickets from Beijing to Nanjing (\$160, visiting Jiangsu Transportation Research Institute to discuss research collaborations) and Nanjing to Shanghai (\$100, plus riding Maglev in Shanghai to Pudong airport to fly back to the U.S.), and additional hotels (total \$300, in Beijing, Nanjing and Shanghai).

As past practice, prior to RC members or SCAG staff traveling outside the United States on SCAG business, Regional Council approval is obtained. In addition, at SCAG's request, IPM has invited President Morehouse's wife, Janna Minsk, who serves as the Planning Director for the City of Santa Paula, to attend the conference and to represent a local planning perspective. It should be noted that SCAG shall not pay for any costs for Ms. Minsk to travel to China and attend the conference; these costs will be covered either by IPM, Ms. Minsk herself or her employer.

The Institute of Policy and Management (IPM), Chinese Academy of Sciences is a top think-tank to the Chinese Central Government for decision-making at the national and macro-level focusing on sustainable socioeconomic development and strategic planning and policy formation. In 2012, three (3) members of SCAG's staff attended the "National Sustainable Low- Carbon Conference" in Beijing, China. As a follow up to the conference, SCAG signed a Memorandum of Understanding (MOU) with IPM on December 10, 2012 to formally collaborate on important planning issues related to urbanization, development, and air quality. The major topics of the conference will focus on regional planning and policy framework, inter-agency collaboration, coordination, and cooperation among government agencies in the context of air quality planning.

## **FISCAL IMPACT:**

The proposed incidental expenditure of approximately \$3,600 covering the four SCAG representatives for the trip will be allocated from SCAG's FY 13-14 General Fund Budget.

## **ATTACHMENT:**

None

**DATE:** June 5, 2014

**TO:** Regional Council (RC)  
Executive/Administration Committee (EAC)

**FROM:** Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;  
[chidsey@scag.ca.gov](mailto:chidsey@scag.ca.gov)

**SUBJECT:** AB 2707 (Chau) Triple Bike Racks – SUPPORT

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDATION:**

Support

**EXECUTIVE SUMMARY:**

*The Legislative/Communications and Membership Committee (LCMC) at its May 20, 2014 meeting, forwarded a recommendation to support AB 2707 (Chau), authorizing triple bike racks on municipal buses. As introduced, AB 4707 would have authorized the Los Angeles County Metropolitan Transportation Authority (LA Metro) to install triple bike racks on their 40 foot buses without being in violation of state vehicle length limit laws. As amended on April 21, 2014, the bill would make its provisions statewide rather than specific only to LA Metro. The bill is sponsored by LA Metro. This bill is supportive of SCAG policy efforts to encourage active transportation throughout the region.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

**BACKGROUND:**

Existing law limits the length of a bus to 45 feet, but authorizes a public agency to operate a larger bus if the excess length is caused by a folding device attached to the front of the bus that is designed exclusively for transporting bicycles.

Existing law also imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Among these exemptions are for buses or trollies operated by a public agency that are used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles. Those devices must not materially affect efficiency or visibility of vehicle safety equipment, and must not extend more than 36 inches from the front of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is being transported on the device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle. The total length of the bus, including the folding device or load, cannot exceed 48.5 feet.

Transit riders are increasingly using bicycles to access transit and the use of a rack which can accommodate three bicycles is necessary to accommodate that growth, especially in high density

# REPORT

population areas such as Los Angeles with many bicyclists. However, racks that can hold three bicycles generally measure 40 inches when fully deployed, exceeding the 36 inch limit established in law.

In recent years the legislature has authorized Alameda-Contra Costa Transit District (2009), Gold Coast Transit (2012), and Sacramento Regional Transit District (2013) to equip their buses with triple bike racks without being in violation of vehicle length limits. Additionally, SCAG sought to sponsor a bill in 2012 pursuant to Board direction to accomplish this same objective but could not secure an author in the 2<sup>nd</sup> year of the legislative session.

As introduced the bill would have allowed LA Metro to install a folding device attached to the front of a bus designed for transporting bicycles and meeting the following conditions: 1) The device does not extend over 40 inches from the bus when fully deployed; 2) the device, including all bicycles transported thereon, does not materially affect efficiency or visibility of vehicle safety equipment; and 3) the handlebars of a bicycle on the device do not extend more than 46 inches from the front of the bus.

As amended, the bill would make these provisions applicable statewide. The Administration and Assembly Transportation Committee prefer to make the bill's provisions applicable statewide rather than to continue doing this in a patchwork approach as in past years where one individual agency wanting this authority would be allowed to extend the length.

The bill's sponsor, LA Metro, notes that ridership on LA Metro buses increased from 360 million to 363 million trips between 2012 and 2013. According to Metro transit riders increasingly use bicycles to access transit and the use of a bike rack that can accommodate three bicycles is necessary to accommodate that growth. On-record opposition is registered by the United Transportation Union which represents municipal bus drivers, which asserts that extending the current 36 inch limitation for a front-mounted bike rack would jeopardize public safety and decrease traffic safety.

The LCMC at its May 20, 2014 meeting forwarded the staff recommendation of support of AB 2707 to the Regional Council, consistent with prior SCAG legislative efforts and in support of its 2012-35 RTP/SCS supporting expanded active transportation throughout the region. The bill passed the Assembly floor 74-0 on May 1, 2014. The bill is on calendar for hearing in the Senate Transportation and Housing Committee for June 10, 2014.

**ATTACHMENT:**  
AB 2707 (Chau)

AMENDED IN ASSEMBLY APRIL 21, 2014

AMENDED IN ASSEMBLY APRIL 3, 2014

AMENDED IN ASSEMBLY MARCH 11, 2014

CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

**ASSEMBLY BILL**

**No. 2707**

---

---

**Introduced by Assembly Member Chau**

February 21, 2014

---

---

An act to ~~add Section 35400.81 to~~ amend Section 35400 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 2707, as amended, Chau. Vehicles: length limitations: buses: bicycle transportation devices.

*Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, as defined, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, that device does not materially affect efficiency or visibility of vehicle safety equipment, and the length of the bus, exclusive of that device, does not exceed 40 feet in length. In addition, existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus.*

*This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches.*

~~Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle.~~

~~This bill would authorize the Los Angeles County Metropolitan Transportation Authority to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles as long as those devices meet certain requirements, including, but not limited to, extending not more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported extend not more than 46 inches from the front of the bus.~~

~~This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles County Metropolitan Transportation Authority.~~

~~Vote: majority. Appropriation: no. Fiscal committee: no. State-mandated local program: no.~~

*The people of the State of California do enact as follows:*

- 1     SECTION 1. Section 35400 of the Vehicle Code is amended to
- 2     read:
- 3     35400. (a) A vehicle may not exceed a length of 40 feet.
- 4     (b) This section does not apply to any of the following:
- 5     (1) A vehicle used in a combination of vehicles when the excess
- 6     length is caused by auxiliary parts, equipment, or machinery not
- 7     used as space to carry any part of the load, except that the
- 8     combination of vehicles shall not exceed the length provided for
- 9     combination vehicles.

1 (2) A vehicle, when the excess length is caused by any parts  
2 necessary to comply with the fender and mudguard regulations of  
3 this code.

4 (3) (A) An articulated bus or articulated trolley coach that does  
5 not exceed a length of 60 feet.

6 (B) An articulated bus or articulated trolley coach described in  
7 subparagraph (A) may be equipped with a folding device attached  
8 to the front of the bus or trolley if the device is designed and used  
9 exclusively for transporting bicycles. The device, including any  
10 bicycles transported thereon, shall be mounted in a manner that  
11 does not materially affect efficiency or visibility of vehicle safety  
12 equipment, and shall not extend more than 36 inches from the front  
13 body of the bus or trolley coach when fully deployed. The  
14 handlebars of a bicycle that is transported on a device described  
15 in this subparagraph shall not extend more than 42 inches from  
16 the front of the bus.

17 (4) A semitrailer while being towed by a motortruck or truck  
18 tractor, if the distance from the kingpin to the rearmost axle of the  
19 semitrailer does not exceed 40 feet for semitrailers having two or  
20 more axles, or 38 feet for semitrailers having one axle if the  
21 semitrailer does not, exclusive of attachments, extend forward of  
22 the rear of the cab of the motortruck or truck tractor.

23 (5) A bus or house car when the excess length is caused by the  
24 projection of a front safety bumper or a rear safety bumper, or  
25 both. The safety bumper shall not cause the length of the vehicle  
26 to exceed the maximum legal limit by more than one foot in the  
27 front and one foot in the rear. For the purposes of this chapter,  
28 “safety bumper” means any device that is fitted on an existing  
29 bumper or which replaces the bumper and is constructed, treated,  
30 or manufactured to absorb energy upon impact.

31 (6) A schoolbus, when the excess length is caused by the  
32 projection of a crossing control arm. For the purposes of this  
33 chapter, “crossing control arm” means an extendable and retractable  
34 device fitted to the front of a schoolbus that is designed to impede  
35 movement of pupils exiting the schoolbus directly in front of the  
36 schoolbus so that pupils are visible to the driver while they are  
37 moving in front of the schoolbus. An operator of a schoolbus shall  
38 not extend a crossing control arm while the schoolbus is in motion.  
39 Except when activated, a crossing control arm shall not cause the  
40 maximum length of the schoolbus to be extended by more than 10

1 inches, inclusive of any front safety bumper. Use of a crossing  
2 control arm by the operator of a schoolbus does not, in and of  
3 itself, fulfill his or her responsibility to ensure the safety of students  
4 crossing a highway or private road pursuant to Section 22112.

5 (7) A bus, when the excess length is caused by a device, located  
6 in front of the front axle, for lifting wheelchairs into the bus. That  
7 device shall not cause the length of the bus to be extended by more  
8 than 18 inches, inclusive of any front safety bumper.

9 (8) A bus, when the excess length is caused by a device attached  
10 to the rear of the bus designed and used exclusively for the  
11 transporting of bicycles. This device may be up to 10 feet in length,  
12 if the device, along with any other device permitted pursuant to  
13 this section, does not cause the total length of the bus, including  
14 any device or load, to exceed 50 feet.

15 (9) A bus operated by a public agency or a passenger stage  
16 corporation, as defined in Section 226 of the Public Utilities Code,  
17 used in transit system service, other than a schoolbus, when the  
18 excess length is caused by a folding device attached to the front  
19 of the bus which is designed and used exclusively for transporting  
20 bicycles. The device, including any bicycles transported thereon,  
21 shall be mounted in a manner that does not materially affect  
22 efficiency or visibility of vehicle safety equipment, and shall not  
23 extend more than ~~36~~ 40 inches from the front body of the bus when  
24 fully deployed. The handlebars of a bicycle that is transported on  
25 a device described in this paragraph shall not extend more than ~~42~~  
26 46 inches from the front of the bus. A device described in this  
27 paragraph may not be used on a bus that, exclusive of the device,  
28 exceeds 40 feet in length or on a bus having a device attached to  
29 the rear of the bus pursuant to paragraph (8).

30 (10) (A) A bus of a length of up to 45 feet when operating on  
31 those highways specified in subdivision (a) of Section 35401.5.  
32 The Department of Transportation or local authorities, with respect  
33 to highways under their respective jurisdictions, may not deny  
34 reasonable access to a bus of a length of up to 45 feet between the  
35 highways specified in subdivision (a) of Section 35401.5 and points  
36 of loading and unloading for motor carriers of passengers as  
37 required by the federal Intermodal Surface Transportation  
38 Efficiency Act of 1991 (~~P.L.~~ *Public Law* 102-240).

39 (B) A bus operated by a public agency and on those highways  
40 specified in subparagraph (A) may be equipped with a folding

1 device attached to the front of the bus that is designed and used  
2 exclusively for transporting bicycles. The device, including all  
3 bicycles transported thereon, may be mounted in a manner that  
4 does not materially affect efficiency or visibility of vehicle safety  
5 equipment, and may not extend more than 36 inches from the front  
6 body of the bus when fully deployed. The handlebars of a bicycle  
7 that is transported on a device described in this subparagraph may  
8 not extend more than 42 inches from the front of the bus. The total  
9 length of the bus, including the folding device or load, may not  
10 exceed 48.5 feet. A Route Review Committee, established under  
11 this subparagraph, shall review the routes where a public agency  
12 proposes to operate a 45-foot bus equipped with a front mounted  
13 bicycle rack. The Route Review Committee shall be comprised of  
14 one member from the public agency appointed by the general  
15 manager of the public agency; one member who is a traffic engineer  
16 and is employed and selected by the public agency that has  
17 jurisdiction over the largest proportional share of routes among  
18 all affected agencies; and one member appointed by the labor  
19 organization that is the exclusive representative of the bus drivers  
20 of the public agency. If there is no exclusive representative of the  
21 bus drivers, a bus driver member shall be chosen by a majority  
22 vote of the bus drivers employed by the agency. The members of  
23 the Route Review Committee shall be selected not more than 30  
24 days after receipt of a public agency proposal to equip a 45-foot  
25 bus with a front mounted bicycle rack. The review shall include a  
26 field review of the proposed routes. The purpose of the Route  
27 Review Committee is to ensure the safe operation of a 45-foot bus  
28 that is equipped with a front mounted bicycle rack. The Route  
29 Review Committee, by a unanimous vote, shall make a  
30 determination of which routes are suitable for the safe operation  
31 of a 45-foot bus that is equipped with a front mounted bicycle rack.  
32 These determinations shall be consistent with the operating  
33 requirements specified in subparagraph (A). It is the intent of the  
34 Legislature that the field review required under this subparagraph  
35 include consultation with traffic engineers from affected public  
36 agencies that have jurisdiction over segments of the route or routes  
37 under review, to ensure coordination with all effected state and  
38 local public road agencies that may potentially be impacted due  
39 to the operation of a 45-foot bus with a front mounted bicycle rack.

1 (11) (A) A house car of a length of up to 45 feet when operating  
2 on the National System of Interstate and Defense Highways or  
3 when using those portions of federal aid primary system highways  
4 that have been qualified by the United States Secretary of  
5 Transportation for that use, or when using routes appropriately  
6 identified by the Department of Transportation or local authorities,  
7 with respect to highways under their respective jurisdictions.

8 (B) A house car described in subparagraph (A) may be operated  
9 on a highway that provides reasonable access to facilities for  
10 purposes limited to fuel, food, and lodging when that access is  
11 consistent with the safe operation of the vehicle and when the  
12 facility is within one road mile of identified points of ingress and  
13 egress to or from highways specified in subparagraph (A) for use  
14 by that vehicle.

15 (C) As used in this paragraph and paragraph (10), “reasonable  
16 access” means access substantially similar to that authorized for  
17 combinations of vehicles pursuant to subdivision (c) of Section  
18 35401.5.

19 (D) Any access route established by a local authority pursuant  
20 to subdivision (d) of Section 35401.5 is open for access by a house  
21 car of a length of up to 45 feet. In addition, local authorities may  
22 establish a process whereby access to services by house cars of a  
23 length of up to 45 feet may be applied for upon a route not  
24 previously established as an access route. The denial of a request  
25 for access to services shall be only on the basis of safety and an  
26 engineering analysis of the proposed access route. In lieu of  
27 processing an access application, local authorities, with respect to  
28 highways under their jurisdiction, may provide signing, mapping,  
29 or a listing of highways, as necessary, to indicate the use of these  
30 specific routes by a house car of a length of up to 45 feet.

31 (c) The Legislature, by increasing the maximum permissible  
32 kingpin to rearmost axle distance to 40 feet effective January 1,  
33 1987, as provided in paragraph (4) of subdivision (b), does not  
34 intend this action to be considered a precedent for any future  
35 increases in truck size and length limitations.

36 (d) Any transit bus equipped with a folding device installed on  
37 or after January 1, 1999, that is permitted under subparagraph (B)  
38 of paragraph (3) of subdivision (b) or under paragraph (9) of  
39 subdivision (b) shall be additionally equipped with any of the  
40 following:

1 (1) An indicator light that is visible to the driver and is activated  
2 whenever the folding device is in an extended position.

3 (2) Any other device or mechanism that provides notice to the  
4 driver that the folding device is in an extended position.

5 (3) A mechanism that causes the folding device to retract  
6 automatically from an extended position.

7 (e) (1) A person may not improperly or unsafely mount a  
8 bicycle on a device described in subparagraph (B) of paragraph  
9 (3) of subdivision (b), or in paragraph (9) or (10) of subdivision  
10 (b).

11 (2) Notwithstanding subdivision (a) of Section 23114 or  
12 subdivision (a) of Section 24002 or any other provision of law,  
13 when a bicycle is improperly or unsafely loaded by a passenger  
14 onto a transit bus, the passenger, and not the driver, is liable for  
15 any violation of this code that is attributable to the improper or  
16 unlawful loading of the bicycle.

17 ~~SECTION 1. Section 35400.81 is added to the Vehicle Code,~~  
18 ~~to read:~~

19 ~~35400.81. Notwithstanding Section 35400, the Los Angeles~~  
20 ~~County Metropolitan Transportation Authority created pursuant~~  
21 ~~to Section 130051 of the Public Utilities Code may install a folding~~  
22 ~~device attached to the front of a bus that is designed and used~~  
23 ~~exclusively for transporting bicycles if the following conditions~~  
24 ~~are met:~~

25 ~~(a) The device does not extend more than 40 inches from the~~  
26 ~~front body of the bus when fully deployed.~~

27 ~~(b) The device, including all bicycles transported thereon, is~~  
28 ~~mounted in a manner that does not materially affect efficiency or~~  
29 ~~visibility of vehicle safety equipment.~~

30 ~~(c) The handlebars of a bicycle that is transported on a device~~  
31 ~~described in this subdivision do not extend more than 46 inches~~  
32 ~~from the front of the bus.~~

33 ~~(d) The device is installed on a bus that is not more than 40 feet~~  
34 ~~in length.~~

35 ~~SEC. 2. The Legislature finds and declares that a special law~~  
36 ~~is necessary and that a general law cannot be made applicable~~  
37 ~~within the meaning of Section 16 of Article IV of the California~~  
38 ~~Constitution because of the unique circumstances of a large number~~  
39 ~~of bicycle riders using buses operated by the Los Angeles County~~  
40 ~~Metropolitan Transportation Authority and the need to determine~~

- 1 ~~whether there are safety considerations in having 40-inch bicycle~~
- 2 ~~racks on the front of the authority's buses.~~

**DATE:** June 5, 2014

**TO:** Regional Council (RC)  
Executive/Administration Committee (EAC)

**FROM:** Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;  
[chidsey@scag.ca.gov](mailto:chidsey@scag.ca.gov)

**SUBJECT:** SB 1228 (Hueso) – Trade Corridors Improvement Fund – Support In Concept with Requested Amendments

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

**RECOMMENDATION:**

Support In Concept with Requested Amendments

**EXECUTIVE SUMMARY:**

*The Legislative/Communications and Membership Committee (LCMC) at its May 20, 2014 meeting forwarded a Support In Concept position with requested amendments of SB 1228 (Hueso). SB 1228 would continue the Trade Corridors Improvement Fund, established by Proposition 1B in 2006, for the purpose of receipt and expenditure of revenues from sources other than the bond act. The bill would provide for allocation of these revenues, upon appropriation, by the California Transportation Commission for largely similar purposes as the bond act funds, but would specifically reference as eligible projects infrastructure improvements that benefit the state's land ports of entry. In that regard, the bill would also omit references to infrastructure improvements relating to goods movement to and from airports. The bill, to the extent funds are transferred to the Trade Corridors Improvement Fund from the Greenhouse Gas Reduction Fund, would require projects funded with those funds to demonstrate how they will reduce greenhouse gas emissions consistent with the goals and objectives of the Greenhouse Gas Reduction Fund.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

**BACKGROUND:**

California's land and sea ports of entry serve as key international commercial gateways for the \$538 billion in products entering and exiting the U.S. in 2012. Statewide, 4.4 million California jobs are dependent on foreign trade. Over 562,700 California workers benefit from jobs with foreign-owned firms, which accounts for 5.1% of all private sector jobs in the state.

There are seven land crossings referred to as Points of Entry (POEs). Congestion at these POEs has led to significant negative impacts on air quality, neighboring communities, businesses, tourists, and employees traveling to work. Additionally there are 11 sea ports of entry across California. More than 40% of the total containerized cargo entering the US arrives at California sea ports. Roughly 30% of all national exports leave the US via California sea ports. Port activities in California are linked to more than 2 million jobs and generate an estimated \$9 billion in state and local tax revenue annually.

## **Prop. 1B/Trade Corridors Improvement Fund**

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), establishes the Trade Corridors Improvement Fund (TCIF) and provides for transfer of \$2 billion of general obligation bond proceeds to TCIF for infrastructure improvements along federally designated Trade Corridors of National Significance or other high-volume freight corridors in California as determined by the California Transportation Commission (CTC). Proposition 1B requires the CTC, in determining project eligibility, to consult the state trade infrastructure and goods movement plan, the trade infrastructure and goods movement plans adopted by regional transportation planning agencies, regional transportation plans, and the statewide port master plan.

The California Transportation Commission adopted TCIF program guidelines in November 2007. Legislative statute subsequently established minimum amounts to be distributed to eligible projects in each trade corridor as follows:

- (1) Los Angeles/Inland Empire Corridor (\$1.5 billion or 60 percent);
- (2) San Diego/International Border Corridor (\$250 million or 10 percent);
- (3) San Francisco Bay/Central Valley Corridor (\$640 million or 26 percent);
- (4) Other corridors determined by the CTC (\$60 million or 2 percent).

Existing statute further specified that if existing projects were deprogrammed, that the CTC would collaborate with local transportation agencies in each corridor to select alternative projects with the intent of maintaining the minimum distribution amounts identified above. Thus, although CTC has fully programmed the entire \$2B of Proposition 1B funds in the TCIF, it has been able to program additional projects as savings have materialized. The CTC has extended the program by two years, to fiscal year 2015-16, to take advantage of the further contract savings that have occurred. No uncommitted Proposition 1B monies remain in the TCIF.

The TCIF program has been a resounding success, allowing the delivery of key port and inland trade corridor infrastructure projects that otherwise would have had difficulty securing funds through existing programs. However, the Proposition 1B funds are nearing exhaustion. SB 1228 would make permanent the TCIF program and authorize the program to receive revenues from other sources, such as the Greenhouse Gas Reduction Fund (GGRF). Not mentioned in the legislation but certainly viable as potential future revenue sources, are federal freight funds, with several proposed programs currently being considered as Congress takes up surface transportation reauthorization legislation.

## **BILL PROVISIONS**

SB 1228 continues the existence of TCIF indefinitely in order to receive funds from non-Proposition 1B sources, and governs the distribution of non-Proposition 1B funds. This bill cites cap-and-trade monies as a potential funding source. It requires the CTC, when allocating any GGRF monies transferred to TCIF, to require these projects to demonstrate how they will reduce emissions consistent with the goals and objectives of GGRF. The bill requires the CTC to allocate non-Proposition 1B monies in TCIF for infrastructure improvements along federally designated "Trade Corridors of National Significance" or other high-volume freight corridors in California as determined by CTC. It also requires the CTC to allocate TCIF funds in a manner that addresses the state's most urgent needs, balances the demands of various land ports of entry and seaports, provides reasonable geographic balance among the state's regions, and prioritizes projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions.

This bill provides that to the extent GGRF cap-and-trade money is allocated to TCIF, projects funded with that money must demonstrate how they will reduce GHG emissions consistent with the goals and objectives of GGRF. SB 1228 also specifies various kinds of projects eligible for this funding including:

- Highway capacity improvements to more efficiently move freight;
- Freight rail system improvements to enhance the ability to move goods from land ports and seaports to distribution centers;
- Projects to enhance the capacity and efficiency of land ports,
- Truck corridor improvements, including dedicated truck facilities or truck toll facilities;
- Border access improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access coordinated border infrastructure funds made available to the state by federal law.

When allocating TCIF funds, bill provisions also require the CTC to consider the speed and volume of large cargo traveling through the distribution system, a reasonably consistent and predictable amount of time for cargo to travel from one point to another within the system, and a reduction in the recurrent daily hours of delay. Finally, the bill requires the CTC to incorporate into its annual report to the Legislature a summary of its TCIF-related activities, including, at a minimum, a description and location of the projects funded by TCIF, the status of each project, and a description of the mobility and air-quality improvements the program is achieving.

Purpose of Bill. The author states that California's land and sea ports of entry serve as key international commercial gateways for the more than \$500 billion in products entering and exiting the United States each year. Long wait times at order ports of entry delay access to intermediary goods, lead to problems in the manufacturing chain, and create significant negative traffic congestion and air-quality impacts. The author states that in order to leverage fully California's trade-related economic opportunities, the state needs a modern, robust, and multimodal goods movement network.

U.S. firms with significant business crossing through the three Imperial Valley POEs report that their logistics-supply chain is highly time sensitive and the long wait times delay access to intermediary goods and ultimately lead to problems in the manufacturing chain. Long wait times (as high as three to four hours) between Imperial County and the Mexico border accounted for an estimated output loss of \$1.4 billion and 11,600 lost jobs nationally in 2007. More recent studies on the Imperial POEs show that losses to California, alone, were \$620 million. The San Diego POEs have similarly been impacted, with 2005 estimated output losses of \$716 million and \$204 million in labor income losses (or more than 3,600 jobs).

In order to fully leverage California's trade-related economic opportunities the state needs a modern, robust and multimodal goods movement network, which includes air cargo facilities, border crossings, maritime facilities, rail, pipelines, and highways that connect to and through ports of entry. Investing in infrastructure improvements at sea ports of entry can help federally designated marine highways provide large reductions in GHG emissions and air pollutants, relieve traffic congestion and wear and tear on highways, and provide an influx of economic activity throughout the state.

Recommendation. The LCMC at its May 20, 2014 meeting forwarded to the Regional Council a recommendation of Support In Concept position of SB 1228 with the request that the bill author amend

# REPORT

the legislation to incorporate by reference the existing program guidelines adopted by the CTC on November 27, 2007 (described above); and, to specify that future revenue sources shall be allocated through the Trade Corridor Improvement Fund according to the distribution ratios for each corridor as identified in Government Code Section 8879.52. This clarifies that distribution from TCIF of funds, from whatever sources, would continue as they have under current law. SCAG's regional partners including regional commissions, ports, ACE and Metrolink staff are in agreement that these clarifying amendments are needed to ensure continuity of the TCIF program.

SB 1228 was double-referred to the Senate Committees on Transportation & Housing and Environmental Quality. The bill was heard in the Transportation & Housing Committee on April 22, 2014, and passed out with a vote of 10-0; the bill passed Environmental Quality Committee on May 1, 2014 by 7-0 vote. SB 1228 will be heard in Senate Appropriations Committee on May 23, 2014.

The bill is supported by the following public and private entities:

California Association of Port Authorities  
City of San Diego  
ColRich (luxury home and commercial builders)  
Congress Member Juan Vargas  
Councilmember David Alvarez, City of San Diego  
Hamann Companies  
Imperial County Transportation Commission  
Ingall's Enterprises  
Landmark Development Services, Inc.  
Murphy Development Company  
NAI San Diego Commercial Real Estate  
National Enterprises, Inc.  
Otay Canyon Ranch, LLC  
Otay Mesa Chamber of Commerce Services  
Otay Mesa Property Owner's Association  
Randolph Fong, Individual (constituent)  
San Diego Regional Chamber of Commerce  
(Sponsor)  
The Judd Company  
Unified Port of San Diego

To date, there is no registered opposition.

**ATTACHMENT:**  
SB 1228 (Hueso)

AMENDED IN SENATE MARCH 27, 2014

**SENATE BILL**

**No. 1228**

---

---

**Introduced by Senator Hueso**

February 20, 2014

---

---

An act to amend ~~Section 63021.5 of the Government Code, relating to the Infrastructure and Economic Development Bank~~; add Chapter 4.8 (commencing with Section 2192) to Division 3 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1228, as amended, Hueso. ~~Infrastructure and Economic Development Bank~~. *Trade Corridors Improvement Fund*.

*Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, provides for transfer of \$2 billion of bond proceeds to the Trade Corridors Improvement Fund, created by the bond act, for infrastructure improvements along federally designated Trade Corridors of National Significance, to be allocated by the California Transportation Commission to eligible projects, as specified.*

*This bill would continue the Trade Corridors Improvement Fund in existence for the purpose of receipt and expenditure of revenues from sources other than the bond act. The bill would provide for allocation of these revenues, upon appropriation, by the California Transportation Commission for largely similar purposes as the bond act funds, but would specifically reference, as eligible projects, infrastructure improvements that benefit the state's land ports of entry. In that regard, the bill would also omit references to infrastructure improvements relating to goods movement to and from airports. The bill, to the extent*

*funds are transferred to the Trade Corridors Improvement Fund from the Greenhouse Gas Reduction Fund, would require projects funded with those funds to demonstrate how they will reduce greenhouse gas emissions consistent with the goals and objectives of the Greenhouse Gas Reduction Fund.*

~~Existing law creates the Infrastructure and Economic Development Bank within the Governor's Office of Business and Economic Development. Existing law requires the bank to be governed, and its corporate power exercised, by a board of directors, as specified.~~

~~This bill would make technical, nonsubstantive changes to this law.~~

Vote: majority. Appropriation: no. Fiscal committee: ~~no~~yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1     *SECTION 1. The Legislature finds and declares that*  
2     *international trade in California is an increasingly important*  
3     *component of the state's \$2 trillion economy. In 2013, California*  
4     *exported \$168 billion in products, an increase of more than 4*  
5     *percent over the amount exported in 2012. California has five*  
6     *major land ports of entry, yielding \$535.9 billion in economic*  
7     *activity in 2012. California is also home to 11 seaports on over*  
8     *1,000 miles of coastline. Seaports generate billions of dollars in*  
9     *economic activity and millions of jobs. Land ports of entry and*  
10    *seaports create busy borders and harbors with heavy industrial*  
11    *commerce. It is imperative that safety issues and pollution*  
12    *generated by trade are mitigated in order to reduce those impacts*  
13    *and to allow additional growth in international trade.*

14    *SEC. 2. Chapter 4.8 (commencing with Section 2192) is added*  
15    *to Division 3 of the Streets and Highways Code, to read:*

16  
17            *CHAPTER 4.8. TRADE CORRIDORS IMPROVEMENT FUND*  
18

19    2192. (a) *The Trade Corridors Improvement Fund, created*  
20    *pursuant to subdivision (c) of Section 8879.23 of the Government*  
21    *Code, is hereby continued in existence to receive revenues from*  
22    *sources other than the Highway Safety, Traffic Reduction, Air*  
23    *Quality, and Port Security Bond Act of 2006. This chapter shall*  
24    *govern expenditure of those other revenues.*

1     ***(b) The moneys in the fund from those other sources shall be***  
2 ***available upon appropriation for allocation by the California***  
3 ***Transportation Commission for infrastructure improvements in***  
4 ***this state on federally designated Trade Corridors of National and***  
5 ***Regional Significance, on the Primary Freight Network, and along***  
6 ***other corridors that have a high volume of freight movement, as***  
7 ***determined by the commission. In determining the projects eligible***  
8 ***for funding, the commission shall consult the trade infrastructure***  
9 ***and goods movement plan submitted to the commission by the***  
10 ***Secretary of Transportation and the Secretary for Environmental***  
11 ***Protection. The commission shall also consult trade infrastructure***  
12 ***and goods movement plans adopted by regional transportation***  
13 ***planning agencies, adopted regional transportation plans required***  
14 ***by state and federal law, and the statewide port master plan***  
15 ***prepared by the California Marine and Intermodal Transportation***  
16 ***System Advisory Council (Cal-MITSAC) pursuant to Section 1730***  
17 ***of the Harbors and Navigation Code, when determining eligible***  
18 ***projects for funding. Eligible projects for these funds include, but***  
19 ***are not limited to, all of the following:***

20     ***(1) Highway capacity improvements and operational***  
21 ***improvements to more efficiently accommodate the movement of***  
22 ***freight, particularly for ingress and egress to and from the state's***  
23 ***land ports of entry and seaports, including navigable inland***  
24 ***waterways used to transport freight between land ports of entry***  
25 ***and seaports and between seaports, and to relieve traffic***  
26 ***congestion along major trade or goods movement corridors.***

27     ***(2) Freight rail system improvements to enhance the ability to***  
28 ***move goods from land ports of entry and seaports to warehousing***  
29 ***and distribution centers throughout California, including projects***  
30 ***that separate rail lines from highway or local road traffic, improve***  
31 ***freight rail mobility through mountainous regions, relocate rail***  
32 ***switching yards, and other projects that improve the efficiency***  
33 ***and capacity of the rail freight system.***

34     ***(3) Projects to enhance the capacity and efficiency of land ports***  
35 ***of entry and seaports.***

36     ***(4) Truck corridor improvements, including dedicated truck***  
37 ***facilities or truck toll facilities.***

38     ***(5) Border access improvements that enhance goods movement***  
39 ***between California and Mexico and that maximize the state's***

1 ability to access coordinated border infrastructure funds made  
2 available to the state by federal law.

3 (c) (1) The commission shall allocate funds for trade  
4 infrastructure improvements from the fund in a manner that (A)  
5 addresses the state's most urgent needs, (B) balances the demands  
6 of various land ports of entry and seaports, between large and  
7 small land ports of entry and small and large seaports, as well as  
8 between land ports of entry and seaports, (C) provides reasonable  
9 geographic balance between the state's regions, and (D) places  
10 emphasis on projects that improve trade corridor mobility while  
11 reducing emissions of diesel particulate and other pollutant  
12 emissions.

13 (2) In addition, the commission shall also consider the following  
14 factors when allocating these funds:

15 (A) "Velocity," which means the speed by which large cargo  
16 would travel from the land port of entry or seaport through the  
17 distribution system.

18 (B) "Throughput," which means the volume of cargo that would  
19 move from the land port of entry or seaport through the distribution  
20 system.

21 (C) "Reliability," which means a reasonably consistent and  
22 predictable amount of time for cargo to travel from one point to  
23 another on any given day or at any given time in California.

24 (D) "Congestion reduction," which means the reduction in  
25 recurrent daily hours of delay to be achieved.

26 (d) To the extent moneys from the Greenhouse Gas Reduction  
27 Fund, attributable to the auction or sale of allowances as part of  
28 a market-based compliance mechanism relative to reduction of  
29 greenhouse gas emissions, are transferred to the Trade Corridors  
30 Improvement fund, projects funded with those moneys shall  
31 demonstrate how they will reduce emissions consistent with the  
32 goals and objectives of the Greenhouse Gas Reduction Fund.

33 (e) The commission shall allocate funds made available by this  
34 section to projects that have identified and committed supplemental  
35 funding from appropriate local, federal, or private sources. The  
36 commission shall determine the appropriate amount of  
37 supplemental funding each project should have to be eligible for  
38 moneys from the fund based on a project-by-project review and  
39 an assessment of the project's benefit to the state and the program.  
40 Except for border access improvements described in paragraph

1 (5) of subdivision (b), improvements funded with moneys from the  
2 fund shall have supplemental funding that is at least equal to the  
3 amount of the contribution from the fund. The commission may  
4 give priority for funding to projects with higher levels of committed  
5 supplemental funding.

6 (f) The commission shall include in its annual report to the  
7 Legislature, required by Section 14535 of the Government Code,  
8 a summary of its activities related to the administration of this  
9 section. The summary shall, at a minimum, include a description  
10 and the location of the projects contained in the program funded  
11 by the fund, the amount of funds allocated to each project, the  
12 status of each project, and a description of the mobility and air  
13 quality improvements the program is achieving.

14 SECTION 1. ~~Section 63021.5 of the Government Code is~~  
15 ~~amended to read:~~

16 ~~63021.5. (a) The bank shall be governed and its corporate~~  
17 ~~power exercised by a board of directors that shall consist of the~~  
18 ~~following persons:~~

19 ~~(1) The Director of Finance or his or her designee.~~

20 ~~(2) The Treasurer or his or her designee.~~

21 ~~(3) The Director of the Governor's Office of Business and~~  
22 ~~Economic Development or his or her designee, who shall serve as~~  
23 ~~chair of the board.~~

24 ~~(4) An appointee of the Governor.~~

25 ~~(5) The Secretary of Transportation or his or her designee.~~

26 ~~(b) Any designated director shall serve at the pleasure of the~~  
27 ~~designating power.~~

28 ~~(c) Three of the members shall constitute a quorum and the~~  
29 ~~affirmative vote of three board members shall be necessary for~~  
30 ~~any action to be taken by the board.~~

31 ~~(d) A member of the board shall not participate in any bank~~  
32 ~~action or attempt to influence any decision or recommendation by~~  
33 ~~any employee of, or consultant to, the bank that involves a sponsor~~  
34 ~~of which he or she is a representative or in which the member or~~  
35 ~~a member of his or her immediate family has a personal financial~~  
36 ~~interest within the meaning of Section 87100. For purposes of this~~  
37 ~~section, "immediate family" means the spouse, children, and~~  
38 ~~parents of the member.~~

39 ~~(e) Except as provided in this subdivision, members of the board~~  
40 ~~shall serve without compensation, but shall be reimbursed for~~

1 ~~actual and necessary expenses incurred in performing their duties~~  
2 ~~to the extent that reimbursement for these expenses is not otherwise~~  
3 ~~provided or payable by another public agency, and shall receive~~  
4 ~~one hundred dollars (\$100) for each full day of attending meetings~~  
5 ~~of the authority.~~

**DATE:** June 5, 2014

**TO:** Regional Council (RC)  
Executive/Administration Committee (EAC)

**FROM:** Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;  
[chidsey@scag.ca.gov](mailto:chidsey@scag.ca.gov)

**SUBJECT:** SB 1418 (DeSaulnier) – Vehicle Weight Fees: Transportation Bond Debt Service – Support If Amended

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

**RECOMMENDATION:**  
Support If Amended

**EXECUTIVE SUMMARY:**

*The Legislative/Communications and Membership Committee (LCMC), at its May 20, 2014 meeting, forwarded a Support If Amended position on SB 1418 (DeSaulnier), an urgency measure that would repeal statutory provisions that transfer vehicle weight fees from the State Highway Account to the Transportation Debt Service Fund, which is used to reimburse the General Fund for payment of debt service on transportation-related general obligation bonds. As such, the weight fees would be directed to the State Highway Account for specified transportation purposes rather than offsetting General Fund debt service expenditures.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

**BACKGROUND:**

As part of the 2010-11 budget, the Legislature in order to address the prevailing fiscal shortfall enacted the original gas tax swap which eliminated the sales tax on gasoline and replaced it with an increase in excise taxes on gasoline. Although the mechanism was revenue neutral, a portion of "swapped" gas tax revenues was redirected to pay transportation-related general obligation debt service, and resulted in a reduction of revenues deposited into the State Highway Account. Subsequently, Proposition 22 was passed by the voters in 2010, a part of which prohibited excise tax revenues from being used to pay debt service on general obligation bonds. As a result, a reconstituted gas tax swap was enacted as part of the 2011-12 budget, AB 105, Chapter 6, Statutes of 2011, directing vehicle weight fee revenues to the Transportation Debt Service Fund which is used to reimburse the General Fund for payment of transportation-related general obligation debt.

Subsequently enacted law, SB 85, Chapter 35, Statutes of 2013, *authorizes* the issuance of "designated bonds" which are general obligation bond secured by vehicle weight fees transferred to the Transportation Debt Service Fund. If SB 1418 revenues in this Fund are insufficient to meet the debt service requirements, the General Fund would make up the shortfall. To date, *the authority to issue*

# REPORT

*designated bonds has **not** been exercised.*

SB 1418 would do the following:

- Delete provisions that direct vehicle weight fees to the Transportation Debt Service Fund to pay for transportation-related general obligation bond debt.
- Require that those revenues to instead be redirected as follows:
  - 56% to the State Highway Account (SHA) for eligible transportation-related expenditures (appx. \$560M annually), of which a minimum of 21.43% (\$120M annually) must be used to fund projects in the State Highway Operation and Protection Program (SHOPP) (NOTE: the bill does not require a minimum percentage of SHA funding to the STIP, only to SHOPP);
  - 44% (appx. \$440M annually) to local streets and road purposes (Highway Users Tax Account).

The bill seeks to restore funding for highways and local streets and roads as existed prior to the 2010-11 gas tax swap, but it directs that of the 56% of funds to the State Highway Account, a minimum of 21.43% of funds go to the SHOPP which is equivalent to 12% of the total funds. However, there is no corresponding minimum requirement of funds that are required to go to the STIP, thus it is theoretically possible that all of the 56% going to the SHA could be directed into SHOPP, a state administered program with no sub-allocation of funds by formula locally. Staff recommends amendment to the bill that would clarify that from the 56% of weight fee monies to the SHA that a minimum portion go to STIP to recognize not only the need for additional funding guaranteed funding for highway maintenance and preservation, but also the need for funding for additional multi-modal to allow for improved mobility.

Additionally, the bill would delete provisions that authorize the issuance of “designated bonds” secured by vehicle weight fees, and specifies that the bill is an urgency measure (2/3’s vote threshold to pass, taking effect immediately upon passage and signature by Governor), and that certain provisions would take effect on July 1, 2014 – the first day of California FY 2014-15 - should it be enacted on or before that date.

By the end of the 2013-14 fiscal year, approximately \$3.9 billion in weight fees will have been transferred for transportation-related debt service and General Fund relief. An additional \$957.5 million is projected to be transferred in 2014-15. This bill would prevent that (2014-15) transfer and result in a corresponding increase in General Fund expenditures. Senate Appropriations Committee staff notes that the mechanism for transferring weight fees enacted by AB 105 has resulted in an accumulation of “prepaid” weight fees (amounts not needed for immediate debt service payments) of approximately \$1.3 billion. This bill would not affect those prepayments, which could be used for General Fund debt service relief until they are exhausted (projected to be exhausted by 2017-18). This bill applies to future transfers from FY 2014-15 forward and directs funds back to highway and local streets and roads purposes. SCAG program staff has reviewed the proposal and staff recommends that the LCMC recommend a support position to the Regional Council.

# REPORT

---

SB 1418 is sponsored by Transportation California and is supported by the Automobile Club of Southern California, California Alliance for Jobs, League of California Cities, Northern California Carpenters Regional Council, Southern California Contractors Association, United Contractors, and Vulcan Materials Company. There is no on-record opposition. The bill passed Senate Transportation and Housing Committee (11-0) on April 30, 2014, and is referred to the Senate Appropriations Committee with hearing scheduled for May 23, 2014. The LCMC recommends that the Regional Council adopt a Support If Amended position on SB 1418.

**ATTACHMENT:**  
SB 1418 (DeSaulnier)

AMENDED IN SENATE MAY 1, 2014  
AMENDED IN SENATE MARCH 27, 2014

**SENATE BILL**

**No. 1418**

---

---

**Introduced by Senator DeSaulnier**

February 21, 2014

---

---

An act to amend Sections 16773 and 16965 of the Government Code, to amend Section 2103 of the Streets and Highways Code, and to amend Sections 9400.1 and 42205 of, and to repeal Section 9400.4 of, the Vehicle Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 1418, as amended, DeSaulnier. Vehicle weight fees: transportation bond debt service.

(1) Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee ~~revenue~~ *revenues* to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.

This bill would repeal these provisions, thereby retaining the weight fee revenues in the State Highway Account. The bill would make other conforming changes in that regard.

(2) Existing law provides for the deposit of fuel excise tax revenues imposed by the state on fuels used in motor vehicles upon public streets and highways in the Highway Users Tax Account, and appropriates those revenues to various purposes. Existing law, with respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, requires an allocation of revenues to reimburse the State Highway Account for the amount of weight fee revenues that the State Highway Account is not receiving due to use of weight fee revenues to pay debt service on transportation general obligation bonds and to make certain loans to the General Fund, with the remaining amount of this portion of revenues allocated 44% to the State Transportation Improvement Program, 12% to the State Highway ~~Operations~~ *Operation* and Protection Program, and 44% to city and county streets and roads.

This bill, with respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, would instead require 56% of the revenues to be deposited by the Controller in the State Highway Account and 44% to be allocated by the Controller to city and county streets and roads. This bill would require a minimum of 21.453% of the revenues deposited in the State Highway Account under these provisions to be allocated to the State Highway Operation and Protection Program. The bill would thereby make an appropriation.

(3) This bill would declare that it is to take effect immediately as an urgency statute, with certain provisions to become operative on July 1, 2014.

Vote:  $\frac{2}{3}$ . Appropriation: yes. Fiscal committee: yes.  
 State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 16773 of the Government Code is  
 2 amended to read:  
 3 16773. (a) Whenever any payment of principal of any bonds  
 4 shall become due, either upon the maturity of any of the bonds or  
 5 upon the redemption thereof prior to maturity, and whenever any  
 6 interest on any of the bonds shall fall due, warrants shall be drawn

1 against the appropriation made by the bond act from the General  
2 Fund by the Controller in favor of the Treasurer, or state fiscal  
3 agents, or other duly authorized agents, pursuant to claims filed  
4 with the Controller by the Treasurer, in the amounts so falling due.

5 (b) For any payments of debt service, as defined in subdivision  
6 (c) of Section 998.404 of the Military and Veterans Code, with  
7 respect to any bonds issued pursuant to a veterans' farm and home  
8 purchase bond act adopted pursuant to Chapter 6 (commencing  
9 with Section 980) of Division 4 of the Military and Veterans Code,  
10 the Controller shall first draw warrants against the appropriation  
11 from the Veterans' Bonds Payment Fund in Section 988.6 of the  
12 Military and Veterans Code, and, to the extent moneys in that fund  
13 are insufficient to pay the amount of debt service then due, shall  
14 draw warrants against the appropriation made by the bond act from  
15 the General Fund for payment of any remaining amount then due.

16 SEC. 2. Section 16965 of the Government Code is amended  
17 to read:

18 16965. (a) The Transportation Debt Service Fund is hereby  
19 created in the State Treasury. Moneys in the fund shall, among  
20 other things, as provided in this section, be dedicated to

21 payment of debt service on bonds, or to redeem or retire bonds,  
22 pursuant to Section 16774, maturing in a subsequent fiscal year,  
23 including bonds issued pursuant to the Clean Air and  
24 Transportation Improvement Act of 1990 (Part 11.5 (commencing  
25 with Section 99600) of Division 10 of the Public Utilities Code),  
26 the Passenger Rail and Clean Air Bond Act of 1990 (Chapter 17  
27 (commencing with Section 2701) of Division 3 of the Streets and  
28 Highways Code), the Seismic Retrofit Bond Act of 1996 (Chapter  
29 12.48 (commencing with Section 8879) of Division 1 of Title 2),  
30 the Highway Safety, Traffic Reduction, Air Quality, and Port  
31 Security Bond Act of 2006 (Chapter 12.49 (commencing with  
32 Section 8879.20) of Division 1 of Title 2), and the Safe, Reliable  
33 High-Speed Passenger Train Bond Act for the 21st Century  
34 (Chapter 20 (commencing with Section 2704) of Division 3 of the  
35 Streets and Highways Code). If the moneys in the fund are  
36 insufficient to pay the balance of the debt consistent with existing  
37 obligations, the General Fund will be used to pay the balance of  
38 any debt service.

39 (b) From the moneys transferred to the fund pursuant to Section  
40 9400.4 of the Vehicle Code prior to July 1, 2014,

1 or on an ongoing basis pursuant to Section 16965.1 or 63048.67,  
2 the Controller shall transfer as an expenditure reduction to the  
3 General Fund any amount necessary to offset the cost of current  
4 year debt service payments made from the General Fund with  
5 respect to any bonds issued pursuant to Proposition 192 (1996)  
6 and three-quarters of the amount of current year debt service  
7 payments made from the General Fund with respect to any bonds  
8 issued pursuant to Proposition 1B (2006). In the alternative, these  
9 funds may also be used to redeem or retire the applicable bonds,  
10 pursuant to Section 16774, maturing in a subsequent fiscal year  
11 as directed by the Director of Finance.

12 (c) From moneys transferred to the fund pursuant to Section  
13 183.1 of the Streets and Highways Code, the Controller shall  
14 transfer as an expenditure reduction to the General Fund any  
15 amount necessary to offset the cost of current year debt service  
16 payments made from the General Fund with respect to any bonds  
17 issued pursuant to Proposition 116 (1990). In the alternative, these  
18 funds may also be used to redeem or retire the applicable bonds,  
19 pursuant to Section 16774, maturing in a subsequent fiscal year  
20 as directed by the Director of Finance.

21 (d) From moneys transferred to the fund pursuant to paragraph  
22 (2) or (3) of subdivision (c) of Section 9400.4 of the Vehicle Code  
23 prior to July 1, 2014, or on an ongoing basis pursuant to Section  
24 16965.1 or 63048.67, the Controller shall transfer as an expenditure  
25 reduction to the General Fund any amount necessary to offset the  
26 eligible cost of current year debt service payments made from the  
27 General Fund with respect to any bonds issued pursuant to  
28 Proposition 108 (1990) and Proposition 1A (2008), and one-quarter  
29 of the amount of current year debt service payments made from  
30 the General Fund with respect to any bonds issued pursuant to  
31 Proposition 1B (2006). The Department of Finance shall notify  
32 the Controller by July 30 of every year of the percentage of debt  
33 service that is expected to be paid in that fiscal year with respect  
34 to bond-funded projects that qualify as eligible guideway projects  
35 consistent with the requirements applicable to the expenditure of  
36 revenues under Article XIX of the California Constitution, and the  
37 Controller shall make payments only for those eligible projects.  
38 In the alternative, these funds may also be used to redeem or retire  
39 the applicable bonds, pursuant to Section 16774, maturing in a  
40 subsequent fiscal year as directed by the Director of Finance.

1 (e) On or before the second business day following the date on  
2 which transfers are made to the Transportation Debt Service Fund,  
3 the Controller shall transfer the funds designated for reimbursement  
4 of bond debt service in that month from the fund to the General  
5 Fund pursuant to this section.

6 SEC. 3. Section 2103 of the Streets and Highways Code is  
7 amended to read:

8 2103. (a) Notwithstanding Section 13340 of the Government  
9 Code, of the net revenues deposited to the credit of the Highway  
10 Users Tax Account in the Transportation Tax Fund that are derived  
11 from the increases in the rates of taxes that are imposed pursuant  
12 to subdivision (b) of Section 7360 and Section 7361.1 of the  
13 Revenue and Taxation Code, all of the following shall occur on a  
14 monthly basis:

15 (1) Fifty-six percent shall be transferred by the Controller to  
16 the State Highway Account to fund projects that are consistent  
17 with Section 2 of Article XIX of the California Constitution,  
18 with a minimum of 21.43 percent of the revenues transferred under  
19 this paragraph to be used to fund projects in the State Highway  
20 Operation and Protection Program.

21 (2) Forty-four percent shall be apportioned by the Controller  
22 for local street and road purposes as follows:

23 (A) Fifty percent shall be apportioned by the Controller to cities,  
24 including a city and county, in the proportion that the total  
25 population of the city bears to the total population of all the cities  
26 in the state.

27 (B) Fifty percent shall be apportioned by the Controller to  
28 counties, including a city and county, in accordance with the  
29 following formulas:

30 (i) Seventy-five percent shall be apportioned among the counties  
31 in the proportion that the number of fee-paid and exempt vehicles  
32 that are registered in the county bear to the number of fee-paid and  
33 exempt vehicles registered in the state.

34 (ii) Twenty-five percent shall be apportioned among the counties  
35 in the proportion that the number of miles of maintained county  
36 roads in each county bear to the total number of miles of  
37 maintained county roads in the state. For the purposes of  
38 apportioning funds under this subparagraph, any roads within the  
39 boundaries of a city and county that are not state highways shall  
40 be deemed to be county roads.

1 (b) After the transfers or other actions pursuant to subdivision  
2 (a), at least 90 percent of the balance deposited to the credit of the  
3 Highway Users Tax Account in the Transportation Tax Fund by  
4 the 28th day of each month shall be apportioned or transferred, as  
5 applicable, by the Controller by the second working day thereafter,  
6 except for June, in which case the apportionment or transfer shall  
7 be made the same day. These apportionments or transfers shall be  
8 made as provided for in Sections 2104 to 2122, inclusive. If  
9 information is not available to make the apportionment or transfer  
10 as required, the apportionment or transfer shall be made on the  
11 basis of the information of the previous month. Amounts not  
12 apportioned or transferred shall be included in the apportionment  
13 or transfer of the subsequent month.

14 (c) Notwithstanding any other law, the funds apportioned by  
15 the Controller to cities and counties pursuant to paragraph (2) of  
16 subdivision (a) are not subject to Section 7104 or 7104.2 of the  
17 Revenue and Taxation Code. These funds may be expended for  
18 any street and road purpose consistent with the requirements of  
19 this chapter.

20 SEC. 4. Section 9400.1 of the Vehicle Code is amended to  
21 read:

22 9400.1. (a) (1) In addition to any other required fee, there  
23 shall be paid the fees set forth in this section for the registration  
24 of commercial motor vehicles operated either singly or in  
25 combination with a declared gross vehicle weight of 10,001 pounds  
26 or more. Pickup truck and electric vehicle weight fees are not  
27 calculated under this section.

28 (2) The weight of a vehicle issued an identification plate  
29 pursuant to an application under Section 5014, and the weight of  
30 an implement of husbandry as defined in Section 36000, shall not  
31 be considered when calculating, pursuant to this section, the  
32 declared gross vehicle weight of a towing commercial motor  
33 vehicle that is owned and operated exclusively by a farmer or an  
34 employee of a farmer in the conduct of agricultural operations.

35 (3) Tow trucks that are utilized to render assistance to the  
36 motoring public or to tow or carry impounded vehicles shall pay  
37 fees in accordance with this section, except that the fee calculation  
38 shall be based only on the gross vehicle weight rating of the towing  
39 or carrying vehicle. Upon each initial or transfer application for  
40 registration of a tow truck described in this paragraph, the

1 registered owner or lessee or that owner’s or lessee’s designee,  
2 shall certify to the department the gross vehicle weight rating of  
3 the tow truck:

4	5 Gross Vehicle Weight Range	6 Fee
6	10,001–15,000 .....	\$ 257
7	15,001–20,000 .....	353
8	20,001–26,000 .....	435
9	26,001–30,000 .....	552
10	30,001–35,000 .....	648
11	35,001–40,000 .....	761
12	40,001–45,000 .....	837
13	45,001–50,000 .....	948
14	50,001–54,999 .....	1,039
15	55,000–60,000 .....	1,173
16	60,001–65,000 .....	1,282
17	65,001–70,000 .....	1,398
18	70,001–75,000 .....	1,650
19	75,001–80,000 .....	1,700

20  
21 (b) The fees specified in subdivision (a) apply to both of the  
22 following:

23 (1) An initial or original registration occurring on or after  
24 December 31, 2001, to December 30, 2003, inclusive, of a  
25 commercial motor vehicle operated either singly or in combination  
26 with a declared gross vehicle weight of 10,001 pounds or more.

27 (2) The renewal of registration of a commercial motor vehicle  
28 operated either singly or in combination, with a declared gross  
29 vehicle weight of 10,001 pounds or more for which registration  
30 expires on or after December 31, 2001, to December 30, 2003,  
31 inclusive.

32 (c) (1) For both an initial or original registration occurring on  
33 or after December 31, 2003, of a commercial motor vehicle  
34 operated either singly or in combination with a declared gross  
35 vehicle weight of 10,001 pounds or more, and the renewal of  
36 registration of a commercial motor vehicle operated either singly  
37 or in combination, with a declared gross vehicle weight of 10,001  
38 pounds or more for which registration expires on or after December  
39 31, 2003, there shall be paid fees as follows:

	Gross Vehicle Weight Range	Weight Code	Fee
1			
2	10,001–15,000	A	\$ 332
3	15,001–20,000	B	447
4	20,001–26,000	C	546
5	26,001–30,000	D	586
6	30,001–35,000	E	801
7	35,001–40,000	F	937
8	40,001–45,000	G	1,028
9	45,001–50,000	H	1,161
10	50,001–54,999	I	1,270
11	55,000–60,000	J	1,431
12	60,001–65,000	K	1,562
13	65,001–70,000	L	1,701
14	70,001–75,000	M	2,004
15	75,001–80,000	N	2,064

16

17 (2) For the purpose of obtaining “revenue neutrality” as  
18 described in Sections 1 and 59 of Senate Bill 2084 of the  
19 1999–2000 Regular Session (Chapter 861 of the Statutes of 2000),  
20 the Director of Finance shall review the final 2003–04 Statement  
21 of Transactions of the State Highway Account. If that review  
22 indicates that the actual truck weight fee revenues deposited in the  
23 State Highway Account do not total at least seven hundred  
24 eighty-nine million dollars (\$789,000,000), the Director of Finance  
25 shall instruct the department to adjust the schedule set forth in  
26 paragraph (1), but not to exceed the following fee amounts:

27

	Gross Vehicle Weight Range	Weight Code	Fee
28			
29	10,001–15,000	A	\$ 354
30	15,001–20,000	B	482
31	20,001–26,000	C	591
32	26,001–30,000	D	746
33	30,001–35,000	E	874
34	35,001–40,000	F	1,024
35	40,001–45,000	G	1,125
36	45,001–50,000	H	1,272
37	50,001–54,999	I	1,393
38	55,000–60,000	J	1,571
39	60,001–65,000	K	1,716
40	65,001–70,000	L	1,870

1	70,001–75,000	M	2,204
2	75,001–80,000	N	2,271

3

4 (d) (1) In addition to the fees set forth in subdivision (a), a  
5 Cargo Theft Interdiction Program fee of three dollars (\$3) shall  
6 be paid at the time of initial or original registration or renewal of  
7 registration of each motor vehicle subject to weight fees under this  
8 section.

9 (2) This subdivision does not apply to vehicles used or  
10 maintained for the transportation of persons for hire, compensation  
11 or profit, and tow trucks.

12 (3) For vehicles registered under Article 4 (commencing with  
13 Section 8050) of Chapter 4, the fee imposed under this subdivision  
14 shall be apportioned as required for registration fees under that  
15 article.

16 (4) Funds collected pursuant to the Cargo Theft Interdiction  
17 Program shall not be proportionately reduced for each month and  
18 shall be transferred to the Motor Carriers Safety Improvement  
19 Fund.

20 (e) Notwithstanding Section 42270 or any other provision of  
21 law, of the moneys collected by the department under this section,  
22 one hundred twenty-two dollars (\$122) for each initial, original,  
23 and renewal registration shall be reported monthly to the Controller,  
24 and at the same time, deposited in the State Treasury to the credit  
25 of the Motor Vehicle Account in the State Transportation Fund.  
26 All other moneys collected by the department under this section  
27 shall be deposited to the credit of the State Highway Account in  
28 the State Transportation Fund. One hundred twenty-two dollars  
29 (\$122) of the fee imposed under this section shall not be  
30 proportionately reduced for each month. For vehicles registered  
31 under Article 4 (commencing with Section 8050) of Chapter 4,  
32 the fee shall be apportioned as required for registration under that  
33 article.

34 (f) (1) The department, in consultation with the Department of  
35 the California Highway Patrol, shall design and make available a  
36 set of distinctive weight decals that reflect the declared gross  
37 combined weight or gross operating weight reported to the  
38 department at the time of initial registration, registration renewal,  
39 or when a weight change is reported to the department pursuant  
40 to Section 9406.1. A new decal shall be issued on each renewal

1 or when the weight is changed pursuant to Section 9406.1. The  
2 decal for a tow truck that is subject to this section shall reflect the  
3 gross vehicle weight rating or weight code.

4 (2) The department may charge a fee, not to exceed ten dollars  
5 (\$10), for the department's actual cost of producing and issuing  
6 each set of decals issued under paragraph (1).

7 (3) The weight decal shall be in sharp contrast to the background  
8 and shall be of a size, shape, and color that is readily legible during  
9 daylight hours from a distance of 50 feet.

10 (4) Each vehicle subject to this section shall display the weight  
11 decal on both the right and left sides of the vehicle.

12 (5) A person may not display upon a vehicle a decal issued  
13 pursuant to this subdivision that does not reflect the declared weight  
14 reported to the department.

15 (6) Notwithstanding subdivision (e) or any other provision of  
16 law, the moneys collected by the department under this subdivision  
17 shall be deposited in the State Treasury to the credit of the Motor  
18 Vehicle Account in the State Transportation Fund.

19 (7) This subdivision shall apply to vehicles subject to this section  
20 at the time of an initial registration, registration renewal, or reported  
21 weight change that occurs on or after July 1, 2004.

22 (8) The following shall apply to vehicles registered under the  
23 permanent fleet registration program pursuant to Article 9.5  
24 (commencing with Section 5301) of Chapter 1:

25 (A) The department, in consultation with the Department of the  
26 California Highway Patrol, shall distinguish the weight decals  
27 issued to permanent fleet registration vehicles from those issued  
28 to other vehicles.

29 (B) The department shall issue the distinguishable weight decals  
30 only to the following:

31 (i) A permanent fleet registration vehicle that is registered with  
32 the department on January 1, 2005.

33 (ii) On and after January 1, 2005, a vehicle for which the  
34 department has an application for initial registration as a permanent  
35 fleet registration vehicle.

36 (iii) On and after January 1, 2005, a permanent fleet registration  
37 vehicle that has a weight change pursuant to Section 9406.1.

38 (C) The weight decal issued under this paragraph shall comply  
39 with the applicable provisions of paragraphs (1) to (6), inclusive.

40 SEC. 5. Section 9400.4 of the Vehicle Code is repealed.

1 SEC. 6. Section 42205 of the Vehicle Code is amended to read:  
2 42205. (a) Notwithstanding Chapter 3 (commencing with  
3 Section 42270), the department shall file, at least monthly with  
4 the Controller, a report of money received by the department  
5 pursuant to Section 9400 for the previous month and shall, at the  
6 same time, remit all money so reported to the Treasurer. On order  
7 of the Controller, the Treasurer shall deposit all money so remitted  
8 into the State Highway Account in the State Transportation Fund.

9 (b) The Legislature shall appropriate from the State Highway  
10 Account in the State Transportation Fund to the department and  
11 the Franchise Tax Board amounts equal to the costs incurred by  
12 each in performing their duties pursuant to Article 3 (commencing  
13 with Section 9400) of Chapter 6 of Division 3. The applicable  
14 amounts shall be determined so that the appropriate costs for  
15 registration and weight fee collection activities are appropriated  
16 between the recipients of revenues in proportion to the revenues  
17 that would have been received individually by those recipients if  
18 the total fee imposed under the Vehicle License Fee Law (Part 5  
19 (commencing with Section 10701) of Division 2 of the Revenue  
20 and Taxation Code) was 2 percent of the market value of a vehicle.  
21 The remainder of the funds collected under Section 9400 and  
22 deposited in the account may be appropriated to the Department  
23 of Transportation, the Department of the California Highway  
24 Patrol, and the Department of Motor Vehicles for the purposes  
25 authorized under Section 3 of Article XIX of the California  
26 Constitution.

27 SEC. 7. Sections 1 to 6, inclusive, of this act shall become  
28 operative on July 1, 2014.

29 SEC. 8. This act is an urgency statute necessary for the  
30 immediate preservation of the public peace, health, or safety within  
31 the meaning of Article IV of the Constitution and shall go into  
32 immediate effect. The facts constituting the necessity are:

33 In order to make vehicle weight fees available for critically  
34 needed transportation improvements as quickly as possible, it is  
35 necessary that this act take effect immediately.

**DATE:** June 5, 2014

**TO:** Executive/Administration Committee (EAC)  
Regional Council (RC)

**FROM:** Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;  
[chidsey@scag.ca.gov](mailto:chidsey@scag.ca.gov)

**SUBJECT:** SCAG Sponsorship

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Approve.

**EXECUTIVE SUMMARY:**

*The Legislative/Communications & Membership Committee (LCMC) met on May 20, 2014 and recommended approval of up to \$5,000 in sponsorships for the Los Angeles County Economic Development Corporation 9th Annual International Trade Outlook.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

**BACKGROUND:**

**Los Angeles County Economic Development Corporation – 9th Annual International Trade Outlook (\$5,000)**

The Los Angeles County Economic Development Corporation (LAEDC) will be holding their 9th Annual International Trade Outlook on Thursday, June 5, 2014 at the Westin Long Beach Hotel in Long Beach, CA from 7:00 AM – 10:15 AM. The International Trade Outlook event is an annual presentation highlighting the trends and statistics affecting the international trade community. Los Angeles County has one of the world's largest and most dynamic economies, thanks in part to its strong economic ties with nations from around the globe.

During this event, the LAEDC Kyser Center for Economic Research will present its annual International Trade Outlook report highlighting the trade activity for the Southern California 5-county region. Specifically, the event will cover:

- Trade Outlook
  - Trade to Accelerate Over Next Two Years
  - Will You Need More Logistics Capacity?

# REPORT

---

- Panama Canal Implications
  - How Will the Canal Widening Impact L.A. Trade?
- China Report
  - Less Scrap More Goods and Services – Capitalize on the Transformation of Exports to China
  - Is Increased Chinese Tourism Creating Business and Export Opportunities
  - China Rising to Top 3 for Los Angeles Tourism, Exports, and Direct Investment?

Staff is recommending a Premier sponsorship in the amount of \$5,000, which will include the following benefits:

- “Premier” Sponsor recognition with logo;
- Recognition as “Premier” Sponsor on digital event signage;
- Sponsor-provided marketing piece distributed to all attendees on flash drive;
- Sponsor signage prominently displayed at front of ballroom/stage;
- Twenty (20) seats (10 seats per table);
- Reserved seating in front row tables;
- Prominent verbal recognition at the event;
- Logo recognition in the International Trade Outlook Report given to each attendee (200-250 people) and posted online;
- Recognition in media advertisements leading up to the event;
- Recognition in select LAEDC communications such as e-newsletters, email blasts leading up to the event, event website (with link to company website), and social media sites; and
- Exhibit table display (6 foot table).

**FISCAL IMPACT:**

Up to \$5,000 (these funds are included in the approved FY2013-2014 budget).

**ATTACHMENT:**

None

**DATE:** June 5, 2014

**TO:** Executive/Administration Committee (EAC)  
Regional Council (RC)

**FROM:** Hasan Ikhata, Executive Director, [ikhata@scag.ca.gov](mailto:ikhata@scag.ca.gov), (213) 236-1944

**SUBJECT:** SCAG Participation at Sustainability and Smart Growth Conference hosted by the Hebei Province, China

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Approve up to four (4) members of SCAG's Planning & Programs staff to represent SCAG and to participate in the Sustainability and Smart Growth Conference sponsored by Hebei Province, China from June 23-26, 2014, including up to \$2,000 for incidental expenses incurred by SCAG staff during the trip.

**EXECUTIVE SUMMARY:**

*The Hebei Province Government is holding a conference focusing on Sustainability and Smart Growth from June 23, 2014 to June 26, 2014 in Langfang City, Hebei Province, China ("Conference"). SCAG staff seeks Regional Council approval to send members of the Planning & Programs staff to participate in the Conference. The Hebei Province will cover the costs associated with the trip, including conference fees, airfare, local transportation, and lodging and meals. The SCAG delegation intends to present on such subject areas as urban and regional planning and related policy, land use planning and development strategies, and sustainable communities at the Conference. The primary attendees of the Conference will be city mayors and county supervisors from 150 local jurisdictions within China. In addition to SCAG from the United States, the Hebei Province Government has also invited agencies from other countries including Japan, Germany, Italy, France, England and Sweden.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies, Objective a) Develop and maintain planning models that support regional planning and Objective c) Maintain a leadership role in the modeling and planning data/GIS communities.

**BACKGROUND:**

As past practice, prior to SCAG staff travelling outside of the United States on SCAG business, Regional Council approval is obtained. Four (4) Planning & Programs staff to represent SCAG to participate in the Sustainability and Smart Growth Conference sponsored by Hebei Province, China from June 23-26, 2014. The Hebei Province has committed to cover costs associated with the

# REPORT

---

SCAG staff's participation in the Conference, including conference fees, air travel, lodging and meals for up to four (4) staff members. However, the expenditure of up to \$2,000 (\$500 per staff, including China visa fee \$140, additional hotels for two days before and after the conference (\$200), travel and meals (\$160) between Beijing and Langfang, Hebei) to cover incidental expenses for the four (4) SCAG representatives will be paid from General Fund Budget.

The Sustainability and Smart Growth Conference in China is an opportunity to share SCAG's perspective on sustainability and smart growth, exchange global knowledge and best practices throughout the world.

**FISCAL IMPACT:**

The time and salary for SCAG staff members are budgeted in the FY 2013-14 OWP. In addition, the proposed \$2,000 to cover the incidental expenditure of the four SCAG representatives participating in the Conference will be allocated from SCAG's FY 13-14 General Fund Budget.

**ATTACHMENT:**

None

**DATE:** June 5, 2014

**TO:** Regional Council (RC)  
Executive/Administration Committee (EAC)  
Community, Economic, and Human Development (CEHD) Committee  
Energy and Environment Committee (EEC)  
Transportation Committee (TC)

**FROM:** Hasan Ikhata, Executive Director, [ikhata@scag.ca.gov](mailto:ikhata@scag.ca.gov), 213-236-1944

**SUBJECT:** SCAG Sustainability Planning Grants Program – Monthly Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

**RECOMMENDED ACTION:**

Receive and File.

**EXECUTIVE SUMMARY:**

*SCAG is providing a monthly update (attached) regarding the successful implementation of the 73 Sustainability Grants to member agencies. Forty-four (44) of the seventy-three (73) SCAG-approved Sustainability Planning Grants were funded in the fall of 2013. At the time this report was distributed, forty-four (44) grant projects have had Scopes of Work developed and finalized; forty-two (42) grant projects have had Request for Proposals (RFPs) released; twenty-five (25) grant projects have selected consultants; and thirteen (13) grant projects have had contracts executed. SCAG staff intends to have all contracts executed by the end of the fiscal year.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

**BACKGROUND:**

On September 12, 2013, the Regional Council approved seventy-three (73) Sustainability Planning Grant projects and directed staff to proceed with funding projects with available funds for Phases I and Phase II projects (total of 44 projects). The remaining projects will be part of Phase III and will proceed as additional funds become available in FY 2014-2015.

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-three (73) grants. At the time this report was distributed, forty-four (44) grant projects have had scopes of work developed in partnership with the cities, forty-two (42) grant projects have had RFPs released, twenty-five (25) grant projects have consultants selected and thirteen (13) grant projects have completed negotiations and have contracts executed. SCAG staff intends to have all contracts executed by the end of the fiscal year.

**FISCAL IMPACT:**

Funding is included in SCAG's FY 2013-14 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2013-14 OWP 065.SCG02663.02.

**ATTACHMENT:**

Summary Progress Chart

# SCAG Sustainability Planning Grants

May 6, 2014

Regional Council Progress Update

Rank	Applicant	Project	Working / Last Contact	Scope	RFP	Selection	Contract
<b>Phase 1 (Available funds FY 13-14)</b>							
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Health and Wellness Element - <b>Public health; Active transportation; Livability; Open space</b>	x	x	x	x	x
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - <b>Economic development; TOD; Livability</b>	x	x	x	x	x
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - <b>Active transportation; performance measures</b>	x	x	x	x	x
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - <b>Public health; Multi-jurisdiction coordination; Sustainability</b>	x	x	x	x	
5	Santa Ana	Complete Streets Plan - <b>Complete streets; Active transportation; Livability</b>	x	x	x	x	x
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - <b>GHG reduction; Multi-jurisdiction coordination; Implementation</b>	x	x	x	x	x
7	Riverside	Restorative Growthprint Riverside - <b>GHG reduction; Infrastructure investment; Economic development</b>	x	x	x	x	x
8	Orange County Parks	Orange County Bicycle Loop - <b>Active transportation; Multi-jurisdictional; Public health</b>	x	x	x	x	x
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan - <b>Active transportation; Public health; Adaptive re-use</b>	x	x	x	x	x
10	Imperial County Transportation Commission	Safe Routes to School Plan - <b>Multi-modal; Active transportation</b>	x	x			

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - <b>Complete Streets; TOD</b>	x	x	x	x	x
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - <b>Active transportation; Public health; Adaptive re-use</b>	x	x	x	x	x
13	Eastvale	Bicycle & Pedestrian Master Plan - <b>Active Transportation</b>	x	x	x	x	
14	West Covina	Downtown Central Business District - <b>Multi-modal; Active transportation</b>	x	x			
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - <b>General Plan Update; Sustainability Plan</b>	x	x	x	x	x
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - <b>Active transportation; multi-jurisdiction</b>	x	x	x	x	
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - <b>Active Transportation</b>	x	x	x	x	x
<b>Phase 2 (Available funds)</b>							
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - <b>Active transportation; Livability; Demonstration project</b>	x	x	x		
19	Beaumont	Climate Action Plan - <b>GHG reduction</b>	x	x	x	x	
20	Palm Springs	Sustainability Master Plan Update - <b>Leverages larger effort; commitment to implement</b>	x				
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - <b>Multi-modal; Economic development; Open space</b>	x	x	x		
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - <b>Integrated planning, Sustainability</b>	x	x	x		
23	Anaheim	Bicycle Master Plan Update - <b>Active transportation</b>	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
24	Ontario	Ontario Airport Metro Center - <b>Multi-modal; Visualization; Integrated planning</b>	x				
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - <b>Active transportation; Public health; Multi-jurisdiction</b>	x	x	x	x	
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - <b>Multi-modal; Livability; Multi-jurisdiction</b>	x	x	x		
27	Chino Hills	Climate Action Plan and Implementation Strategy - <b>GHG reduction; Implementation; Sustainability</b>	x	x	x	x	
28	Coachella	La Plaza East Urban Development Plan - <b>Mixed-use, TOD, Infill</b>	x	x	x		
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - <b>Active transportation; implementable; good value</b>	x	x	x		
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - <b>Multi-modal; Active transportation; GHG reduction</b>	x	x	x		
31	Chino	Bicycle & Pedestrian Master Plan - <b>Multi-modal; Active transportation</b>	x	x	x	x	
32	Stanton	Green Planning Academy - <b>Innovative; Sustainability; Education &amp; outreach</b>	x	x	x		
33	Hermosa Beach	Carbon Neutral Plan - <b>GHG reduction; Sustainability</b>	x	x	x		
34	Palm Springs	Urban Forestry Initiative - <b>Sustainability; Unique; Resource protection</b>	x	x	x		
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - <b>Sustainability; implementation</b>	x	x	x		
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - <b>Active transportation; Resource protection</b>	x	x	x		

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
37	Western Riverside Council of Governments	Climate Action Plan Implementation - <b>GHG Reduction; Multi-jurisdiction; implementation</b>	x	x	x	x	
38	Lynwood	Safe and Healthy Community Element - <b>Public health &amp; safety, General Plan update</b>	x	x	x	x	
39	Palmdale	Avenue Q Feasibility Study - <b>Mixed-use; Integrated planning</b>	x	x	x		
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - <b>Open Space; Resource protection</b>	x	x	x		
41	Indio	General Plan Sustainability and Mobility Elements - <b>Sustainability; Multi-modal, General Plan update</b>	x	x	x		
42	Glendale	Space 134 - <b>Open space/Freeway cap; Multi-modal</b>	x	x	x		
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - <b>Urban Infill; Mixed-use; Multi-modal</b>	x	x	x	x	
44	Moreno Valley	Nason Street Corridor Plan - <b>Multi-modal; Economic development</b>	x	x	x	x	
<b>Phase 3 (Pending additional funds)</b>							
45	Park 101/City of Los Angeles	Park 101 District - <b>Open space/Freeway cap; Multi-modal</b>	Oct-13				
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - <b>Multi-jurisdiction; Economic development; Sustainability</b>	x				
47	San Dimas	Downtown Specific Plan - <b>Mixed use; Infill</b>	Oct-13				
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - <b>CEQA streamlining</b>	Oct-13				
49	Pico Rivera	Kruse Road Open Space Study - <b>Open space; Active transportation</b>	Oct-13				

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach	Oct-13				
51	San Bernardino Associated Governments	Safe Routes to School Inventory - <b>Active transportation; Public health</b>	Oct-13				
52	Burbank	Mixed-Use Development Standards - <b>Mixed use; Urban infill</b>	x				
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - <b>Open Space; Active Transportation</b>	Oct-13				
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - <b>Public health; implementation</b>	x				
55	Pasadena	Form-Based Street Design Guidelines - <b>Complete Streets; Multi-modal; Livability</b>	x				
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - <b>Land Use Design; Mixed Use; Active Transportation</b>	Oct-13				
57	Lancaster	Complete Streets Master Plan - <b>Complete Streets Plan</b>	x				
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - <b>Transit Access</b>	Oct-13				
59	Santa Clarita	Soledad Canyon Road Corridor Plan - <b>Land Use Design; Mixed Use Plan</b>	Oct-13				
60	Seal Beach	Climate Action Plan - <b>Climate Action Plan</b>	x				
61	La Mirada	Industrial Area Specific Plan - <b>Land Use Design</b>	Oct-13				
62	Hemet	Downtown Hemet Specific Plan - <b>Land Use Design; Mixed Use Plan</b>	x				
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - <b>Open Space/Freeway Cap; Multi-modal</b>	Oct-13				
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - <b>Active Transportation</b>	x				

		<b>Working /</b>					
<b>Rank</b>	<b>Applicant</b>	<b>Project</b>	<b>Last Contact</b>	<b>Scope</b>	<b>RFP</b>	<b>Selection</b>	<b>Contract</b>
65	Cathedral City	General Plan Update - Sustainability - <b>General Plan Update; Sustainability Plan</b>	Oct-13				
66	Westminster	General Plan Update - Circulation Element - <b>General Plan Update; Complete Streets</b>	x				
67	La Canada Flintridge	Climate Action Plan - <b>Climate Action Plan</b>	Oct-13				
68	Huntington Beach	Neighborhood Electric Vehicle Plan - <b>Electric Vehicle</b>	Oct-13				
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - <b>Climate Action Plan</b>	Oct-13				
70	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - <b>Active Transportation</b>	Oct-13				
71	Dana Point	General Plan Update - <b>General Plan Update</b>	Oct-13				
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - <b>Active Transportation; Infill</b>	x				
73	Barstow	Housing Element and Specific Plan Update - <b>Housing; Land Use Design</b>	Oct-13				
						<b>Working</b>	<b>55</b>
						<b>Scope</b>	<b>44</b>
						<b>RFP</b>	<b>42</b>
						<b>Selection</b>	<b>25</b>
						<b>Contract</b>	<b>13</b>

This Page Intentionally Left Blank

**DATE:** June 5, 2014

**TO:** Community, Economic and Human Development (CEHD) Committee  
Energy and Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

**FROM:** Kimberly Clark, Senior Regional Planner, Land Use and Environmental Planning,  
213-236-1844, clark@scag.ca.gov

**SUBJECT:** Progress of One-on-One Meetings with Local Jurisdictions to Provide Assistance for a Bottom-up Local Input Process

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

**RECOMMENDED ACTION:**

For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**

*SCAG staff continues with its past practice of engaging in a bottom-up local input process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (“2016 RTP/SCS” or “Plan”), which employs a “local control - regional collaboration” strategy for the Plan update. To facilitate and assist in the local review of the draft socioeconomic and geographic datasets for the 2016 RTP/SCS, staff has conducted meetings with jurisdictions one-on-one to collect data changes, answer questions, and provide technical guidance, as needed. To date, staff has requested sessions with all 197 jurisdictions, and has completed meetings with 183 jurisdictions, or 93% of all cities and counties in the SCAG region. This effort has resulted in feedback from 63% of jurisdictions on all or a portion of SCAG’s information requests in the current round of the Local Input Process (Round 2).*

**STRATEGIC PLAN:**

This item supports SCAG’s Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**

At the October 3, 2013 CEHD meeting, staff presented the sample package for local input on SCAG’s growth forecast and land use datasets for the 2016 RTP/SCS. Starting in November, all 197 local jurisdictions in the SCAG region were contacted and requested to provide input on their current and anticipated population, households, and employment figures for 2012, 2020, 2035, and 2040. This is in accordance with Stage 2 of the Bottom-up Local Input Process (“local control – regional collaboration”) for the 2016 RTP/SCS, as outlined in previous communication with local jurisdictions:

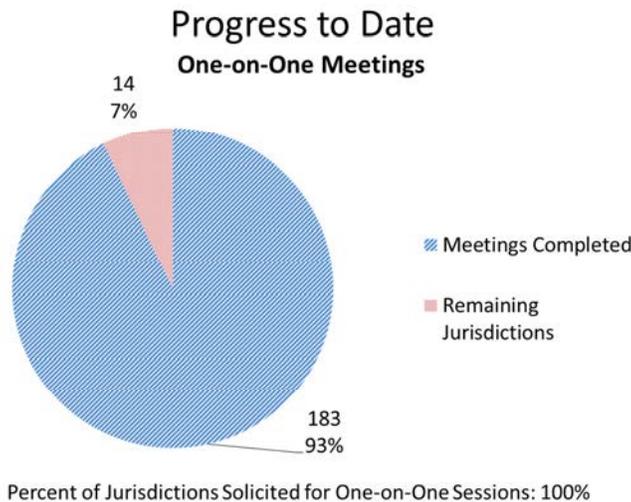
- Stage 1 - Preliminary General Plan, Zoning, Existing Land Use, and Resource Data Collection and Review (March 2013 - September 13, 2013)
- Stage 2 - Review of Base Year 2012 Socioeconomic Data and Future Years’ (2020, 2035, and 2040) Growth Forecast, and Local Survey (November 2013 - May 2014); and
- Stage 3 - Land Use Scenario Planning Exercises (May 2014 –September 2014)

# REPORT

In order to facilitate the review of this data and to ensure that each jurisdiction is fully informed of the 2016 RTP/SCS planning process, SCAG staff has regularly conducted presentations for planning directors at subregional events and have met individually with local jurisdictions to collect data, answer questions, and provide technical assistance.

With the assistance of the region’s 15 subregional organizations, presentations have been made at the Orange County Council of Governments (OCCOG) Technical Advisory Committee; South Bay Cities COG Livable Communities Working Group; the Ventura County City-County Planners’ Association; the Coachella Valley Association of Governments Technical Planning Sub-Committee; the Imperial County Transportation Commission Technical Advisory Panel; the San Bernardino Associated Governments (SANBAG) Planning Directors Meeting; the Western Riverside Council of Governments (WRCOG) Planning Directors Technical Advisory Committee; the WRCOG City Managers Technical Advisory Committee; the San Gabriel Valley Council of Governments Technical Advisory Panel; and the Meeting of the Gateway Cities Planning Directors.

Staff has also met with 93% of all local jurisdictions at this time, and has contacted all 197 jurisdictions to schedule sessions. The progress of SCAG’s engagement to date with local jurisdictions is also shown below.



The deadline for providing input during Stage 2 of the Local Input Process was May 31<sup>st</sup>, 2014, and additional information on input received will be presented at SCAG’s June 5<sup>th</sup> Regional Council and Policy Committee Meetings. Staff will continue to hold one-on-one sessions with the remaining local jurisdictions during the month of June to ensure that each city is fully informed of the 2016 RTP/SCS Local Input Process.

To ensure adequate resources are allocated, various departments within SCAG have been involved and Frank Wen, Manager, Research & Analysis Department, continues to serve as the main point of contact for this process. He can be reached at: 213-236-1854 or [RTPLocalInput@scag.ca.gov](mailto:RTPLocalInput@scag.ca.gov).

**FISCAL IMPACT:**

Activities related to the 2016 RTP/SCS development are included in the FY14 OWP under 010.SCG0170.01, 020.SCG1635.01, 055.SCG0133.025, and 070.SCG0130.10.

**ATTACHMENT:**

None.



**Main Office**  
818 West Seventh Street  
12th Floor  
Los Angeles, California  
90017-3435  
  
t (213) 236-1800  
f (213) 236-1825  
  
www.scag.ca.gov

**Officers**  
President  
Carl Morehouse, San Buenaventura  
  
First Vice President  
Cheryl Viegas-Walker, El Centro  
  
Second Vice President  
Michele Martinez, Santa Ana  
  
Immediate Past President  
Greg Pettis, Cathedral City

**Executive/Administration  
Committee Chair**  
Carl Morehouse, San Buenaventura

**Policy Committee Chairs**  
  
Community, Economic and  
Human Development  
Margaret Finlay, Duarte  
  
Energy & Environment  
Deborah Robertson, Rialto  
  
Transportation  
Alan Wapner, San Bernardino  
Associated Governments

# 2014 MEETING SCHEDULE

## REGIONAL COUNCIL AND POLICY COMMITTEES

<b>All Regular Meetings are scheduled on the 1<sup>st</sup> Thursday of each month, except for September*</b>	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

January 2, 2014

February 6, 2014

March 6, 2014

April 3, 2014

**May 1 – 2, 2014  
(SCAG 2014 Regional Conference & General Assembly)**

June 5, 2014

**DARK IN JULY**

August 7, 2014

**September 11, 2014\***  
**(Note: League of California Cities Annual Conference in Los Angeles, Sept. 3 – 5)**

October 2, 2014

November 6, 2014

December 4, 2014

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

This Page Intentionally Left Blank

**DATE:** June 5, 2014

**TO:** Executive/Administration Committee (EAC)  
Regional Council (RC)

**FROM:** Basil Panas, Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

**SUBJECT:** Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:**

For Information Only - No Action Required.

**STRATEGIC PLAN:**

This item supports SCAG'S Strategic Plan Goal 3: Enhance the Agency's Long Term Financial Stability and Fiscal Management.

**BACKGROUND:**

**SCAG executed the following Purchase Orders (PO's) between \$5,000 and \$200,000**

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Southern California Leadership Council	2014 SCAG Membership	\$20,000
USC Sol Price School of Public Policy	Sponsorship of Diversity Workshop	\$10,000
County of Ventura	Gartner IT Renewal	\$8,139
Sheraton Los Angeles	Deposit for 2014 Labor Summit	\$7,501
ACE Commercial, Inc.	General Assembly Program Booklet Printing	\$6,496
Miramonte Resort & Spa	General Assembly Hotel Accommodations	\$6,001

**SCAG executed the following Contracts between \$25,000 and \$200,000**

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
1. Calthorpe Associates (14-010-C1)	The consultant shall provide technical and operational support to enhance the current Scenario Planning Model (SPM) which shall improve SCAG's capacity to evaluate and visualize different land use and transportation scenarios for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS).	\$199,825
2. Iteris Inc. (14-001-B23)	The consultant shall provide services for a Sustainability Planning Grant for the City of Anaheim. Specifically, the consultant shall update the City's Bicycle Master Plan. By updating the Bicycle Master Plan, the City of Anaheim will be able to improve the overall	\$199,001

# REPORT

## SCAG executed the following Contracts between \$25,000 and \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
3. PlaceWorks (14-001-B11)	mobility, livability, prosperity, and sustainability of residents, while reducing congestion and greenhouse gas emissions. It will also support regional goals by increasing multimodal transportation options that tie into a variety of major employers, commercial establishments, affordable housing, and major transportation corridors.  The consultant shall provide services for a Sustainability Planning Grant for the City of Yucaipa. Specifically, the consultant shall evaluate and create an integrated land use and transportation plan leading to the sustainable development for the City of Yucaipa, Crafton Hills College Village, by integrating Transportation Oriented Development (TOD) and utilizing a complete streets approach for the further planning of the Greater Dunlap Neighborhood.	\$181,614
4. Environmental Science Associates (14-001-B07)	The consultant shall provide services for a Sustainability Planning Grant for the City of Riverside. Specifically, the consultant shall provide the City of Riverside with analysis to support the Riverside Restorative Growthprint Climate Action Plan (CAP). The CAP will identify strategies for reducing GHG emissions which, in turn, will inspire entrepreneurial opportunities captured and promoted through the Economic Prosperity Action Plan (EPAP). Furthermore, the EPAP will identify key recommendations for implementation by the City to facilitate Smart Growth development and stimulate sustainable infrastructure investment.	\$169,956
5. KTU& A (14-001-B005)	The consultant shall provide services for a Sustainability Planning Grant for the City of Santa Ana. Specifically, the consultant shall prepare the City's Downtown/Transit Zone Complete Streets Plan for the project area between the Downtown and the Santa Ana Regional Transportation Center, to improve access and mobility.	\$150,389

# REPORT

## SCAG executed the following Contracts between \$25,000 and \$200,000

<u>Consultant/Contract #</u>	<u>Contract's Purpose</u>	<u>Contract Amount</u>
6. RBF Consulting (14-001-B01)	The consultant shall provide services for a Sustainability Planning Grant for San Bernardino County. Specifically, the consultant shall make recommendations to enhance the Active Transportation options, for the Bloomington Area. The study calls for an analysis on the existing conditions of the project area that will enable residents of the project area to lessen their dependency on automobiles and help resolve the regional transportation issues faced.	\$89,994
7. Parsons Brinckerhoff (14-011-C1)	The consultant shall enhance the mode choice capabilities of SCAG's Trip-Based Model, review and improve the overall model forecast for all modes with the main focus being reviewing and refining the Model's commuter rail forecast.	\$49,533
8. IBI Group (14-001-B03)	The consultant shall provide services for a Sustainability Planning Grant for the City of Los Angeles. Specifically, the consultant shall provide the City of Los Angeles with post-evaluation studies that demonstrate the true impacts and benefits of road reallocation projects that include metrics of travel delay, safety, and changes in business activity.	\$43,051

## SCAG executed the Amendment between \$5,000 and \$74,999

<u>Consultant/Contract #</u>	<u>Amendment's Purpose</u>	<u>Amendment Amount</u>
N/A	N/A	N/A

### **FISCAL IMPACT:**

Funding is available in the FY 2013-14 budget.

### **ATTACHMENT:**

Contract Summaries

## CONSULTANT CONTRACT 14-010-C1

**Recommended Consultant:** Calthorpe Associates

**Background & Scope of Work:** SCAG is seeking a consultant to provide technical and operational support to enhance the current Scenario Planning Model (SPM) which shall improve SCAG's capacity to evaluate and visualize different land use and transportation scenarios for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS). The existing SPM built on the Urban Footprint modeling system (version 1.1-Alpha) features an initial regional system with data review and commenting functionalities available via the web interface. The primary objective of this project is to enhance the existing SPM with advanced capacity for local review and input and for regional and local scenario development and communication. SCAG SPM will be used to develop preliminary alternative scenarios that will inform development of the Draft 2016-2040 RTP/SCS.

**Project's Benefits & Key Deliverables:** The project's benefits and key deliverables include, but are not limited to, providing planning support for developing a shared growth vision for the SCAG region, as part of the development and evaluation of the 2016 RTP/SCS.

**Strategic Plan:** This item supports SCAG's Strategic Plan Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective a: Develop and maintain planning models that support regional planning.

<b>Contract Amount:</b>	<b>Total not-to-exceed</b>	<b>\$199,841</b>
	Calthorpe Associates (prime consultant)	\$199,841

**Contract Period:** Notice to Proceed through March 31, 2015

<b>Project Number:</b>	220-SCG01865.02	\$100,000
	070-SCG00130.10	\$99,841

Funding sources: Strategic Growth Council Yr 1 Prop 84  
Consolidated Planning Grant – FHWA

**Request-for-Proposal (RFP):** SCAG staff notified 2,315 firms of the release of RFP 14-010-C1. Staff also advertised the RFP in the American Planning Association's website and posted it on SCAG's bid management system. A total of 93 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

<b>Calthorpe Associates (no subconsultants)</b>	<b>\$199,841</b>
Activimetrics (1 subconsultant)	\$199,600

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information to base a contract award.

The PRC consisted of the following individuals:

Tony Van Haagen, Research Program Specialist, Caltrans District

Paul Kuykendall, Senior Planner, City of Lakewood

JungA Uhm, Senior Regional Planner, SCAG

Hsi-hwa Hu, Transportation Modeling Program Manager, SCAG

Kristen Torres, Associate Regional Planner, SCAG

**Basis for Selection:** The PRC recommended Calthorpe Associates for the contract award because the consultant:

- Demonstrated the most comprehensive technical approach and broadest range of services and solutions that will meet SCAG's requirements. Specifically, they demonstrated the best ability to setup the SPM system on SCAG's server environment, scaling of data review to multiple jurisdictions, as well as setup of regional scale planning and scenario development capability. They also demonstrated the best expertise in land use scenario planning, model/tool development, and spatial analysis; and
- Demonstrated the most extensive experience with projects of similar size and scope. Specifically, they demonstrated, over 13 years of experience with regional issues they obtained from the broad public engagement component of the Compass Blueprint project, to scenario development and modeling for the region's first SCS using the Rapid Fire Model. They also led a comprehensive statewide visioning project, which included creating two modeling tools, and providing scenario development and modeling for a range of metrics, statewide.

## CONSULTANT CONTRACT 14-001-B23

**Recommended Consultant:**

Iteris, Inc.

**Background & Scope of Work:**

The consultant shall provide services for a Sustainability Planning Grant for the City of Anaheim. Specifically, the Consultant shall update the City's Bicycle Master Plan. By updating the Bicycle Master Plan, the City of Anaheim will be able to improve the overall mobility, livability, prosperity, and sustainability of residents, while reducing congestion and greenhouse gas emissions. It will also support regional goals by increasing multimodal transportation options that tie into a variety of major employers, commercial establishments, affordable housing, and major transportation corridors.

**Project's Benefits & Key Deliverables:**

The project's benefits and key deliverables include, but are not limited to:

- Completing bicycle connectivity throughout the City, which will allow more residents of the City to bicycle to work, school, and shopping;
- Shifting the mode of transportation from cars to bicycling, in order to help reduce traffic congestion;
- Enabling the City to apply for grant funding to construct bicycle facilities that will increase connectivity and bicyclist safety, and will promote active transportation;
- Completing environmental documentation in compliance with the California Environmental Quality Act (CEQA), to improve the overall mobility, livability, prosperity, and sustainability of residents, while reducing congestion and greenhouse gas emissions; and
- Increasing multimodal transportation options that tie into a variety of major employers, commercial establishments, affordable housing, and major transportation corridors.

**Strategic Plan:**

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

**Contract Amount:**

<b>Total not-to-exceed</b>	<b>\$199,001</b>
Iteris, Inc. (prime consultant)	\$90,786
Ryan Snyder Associates (subconsultant)	\$57,400
Kreuzer Consulting(subconsultant)	\$29,795
Ryan Snyder Associates(subconsultant)	\$21,020

Note: Iteris' initial proposal included a level of effort and tasks that were above and beyond what was required to meet the required scope of work. When the PRC removed the extra effort, Iteris' proposed cost were reduced from \$309,345 to \$199,001.

**Contract Period:**

April 15, 2014 through June 30, 2015

**Project Number:**

065.SCG00137.01	\$115,247
800.SCG00160.02	\$83,754

Funding sources: Consolidated Planning Grant & General fund – FTA, TDA and General Fund.

**Request-for-Proposal (RFP):** SCAG staff notified 1,080 firms of the release of RFP No. 14-001-B23. Staff advertised the RFP on SCAG’s bid management system. A total of 65 firms downloaded the RFP. SCAG received the following five (5) proposals in response to the solicitation:

<b>Iteris, Inc. (3 subconsultants)</b>	<b>\$309,345</b>
KOA Corp.(3 subconsultants)	\$193,521
RBF Consulting (no subconsultants)	\$199,837
Stantec Inc.(2 subconsultants)	\$202,186
Alta Planning +Design (2 subconsultants)	\$277,078

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed three (3) highest ranked offerors.

The PRC consisted of the following individuals:

David Kennedy, Associate Transportation Planner, City of Anaheim  
Marlon Regisford, Associate Transportation Planner, Caltrans D12  
Pamela Galera, Principal Project Planner, City of Anaheim  
Susan Kim, Senior Planner, City of Anaheim  
Warren Whiteaker, Program Manager I, SCAG

**Basis for Selection:** The PRC recommended Iteris, Inc. for the contract award because the consultant:

- Demonstrated the most comprehensive technical approach that will address all tasks and deliverables described in the scope of work. Specifically, they were the most responsive to the City of Anaheim’s needs, in that they created the strongest fieldwork plan to analyze existing, and identify potential new bikeways; and
- Demonstrated successful experience of the team working in a similar context with similar settings.

Although Iteris did not propose the lowest price, PRC determined that Iteris proposed above and beyond what was required to meet the required scope of work. When the PRC removed these items included in Iteris’ initial proposal, Iteris’ revised proposal was the range of what the PRC determined it would take to meet the required scope of work, and provided the best overall value to SCAG for the reasons previously mentioned.

## CONSULTANT CONTRACT 14-001-B11

**Recommended Consultant:**

PlaceWorks (formerly known as The Planning Center | DC&E)

**Background & Scope of Work:**

The consultant shall provide services for a Sustainability Planning Grant for the City of Yucaipa. Specifically, the consultant shall evaluate and create an integrated land use and transportation plan leading to the sustainable development for the City of Yucaipa, Crafton Hills College Village, by integrating Transportation Oriented Development (TOD) and utilizing a complete streets approach for the further planning of the Greater Dunlap Neighborhood. The overarching goal of this study is to enable the City of Yucaipa to obtain the ability to enhance their residents' options in Active Transportation, whether it be walking or biking. The study calls for an urban design assessment, streetscape concepts and a Complete Streets Plan for the study area. All of these will enable the residents of the City to lessen their dependency on automobiles and help resolve the regional transportation issues faced.

**Project's Benefits & Key Deliverables:**

The project's benefits and key deliverables include, but are not limited to:

- Enhanced connectivity between the Dunlap Corridor and the proposed College Village by integrating the complete streets concept throughout the Greater Dunlap Corridor;
- Base maps, reports/memos for retail/housing assessment and redevelopment potential;
- Existing conditions assessment report;
- TOD related Streetscape conceptual designs and alternatives, draft Complete Streets Plan, and development prototypes described in site plan sketches and visualizations; and
- Updated land-use/circulation element plans, new residential and non-residential land use zoning standards, mixed-use/housing design guidelines/criteria, TOD related Streetscape designs and alternatives, and a Final Complete Streets Plan.

**Strategic Plan:**

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

**Contract Amount:**

<b>Total not-to-exceed</b>	<b>\$181,614</b>
PlaceWorks (prime consultant)	\$142,410
IBI Group (subconsultant)	\$39,204

Note: PlaceWorks originally proposed \$182,310, but staff negotiated the price down to \$181,614 without reducing the scope of work.

**Contract Period:**

April 14, 2014 through December 31, 2014

**Project Number:**

065.SCG137.01      \$181,614

Funding sources: Consolidated Planning Grant – FTA and TDA

**Request-for-Proposal (RFP):**

SCAG staff notified 1,559 firms of the release of RFP No. 14-001-B11. Staff also advertised the RFP on SCAG's bid management system. A total of 122 firms downloaded the RFP. SCAG received the following two (2) proposals in response

to the solicitation:

**PlaceWorks (1 subconsultant)**

**\$182,310**

Berkebile Nelson Immenschuh McDowell Architects (2 subconsultants) \$175,561

**Selection Process:**

The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed both offerors.

The PRC consisted of the following individuals:

Rebecca Forbes, Transportation Planner, Caltrans – District 8  
Joe Lambert, Director of Development Services, City of Yucaipa  
Chris Tzeng, Associate Regional Planner, SCAG

**Basis for Selection:**

The PRC recommended PlaceWorks for the contract award because the consultant:

- Demonstrated the best experience working with community colleges and its surroundings, which is a key factor for this project;
- Proposed the best community engagement process with multiple approaches and effectively communicated the processes in-depth in their proposal and during the interview;
- Most clearly communicated their previous experience in working with a city of similar size and their ability to work with the respective city council members; and
- Provided the largest commitment of senior staff to work on this project.

Although, one firm proposed a lower cost; they were deficient in the following areas:

- The number of labor hours proposed by the prime consultant was far below of the selected consultant. Also, the number of labor hours proposed by the prime consultant were lower than the labor hours allocated for their subconsultants;
- The consultant had very high hourly rates; and
- Did not provide community engagement approaches.

Therefore, the PRC determined that the selected consultant provided the best overall value to SCAG.

## **CONSULTANT CONTRACT 14-001-B07**

<b>Recommended Consultant:</b>	Environmental Science Associates (ESA)	
<b>Background &amp; Scope of Work:</b>	The consultant shall provide services for a Sustainability Planning Grant for the City of Riverside. Specifically, the consultant shall provide the City of Riverside with analysis to support the Riverside Restorative Growthprint Climate Action Plan (CAP). The CAP will identify strategies for reducing GHG emissions which, in turn, will inspire entrepreneurial opportunities captured and promoted through the Economic Prosperity Action Plan (EPAP). Furthermore, the EPAP will identify key recommendations for implementation by the City to facilitate Smart Growth development and stimulate sustainable infrastructure investment.	
<b>Project's Benefits &amp; Key Deliverables:</b>	The project's benefits and key deliverables include, but are not limited to: <ul style="list-style-type: none"><li>• Updated Climate Action Plan that will integrate the City of Riverside's policies and actions with the Western Riverside Council of Government's regional activities;</li><li>• Reduction of greenhouse gas (GHG) emissions through city operations reducing pressure on GHG reductions from the transportation sector; and</li><li>• Extensive stakeholder engagement process ensuring wide participation in action plan implementation.</li></ul>	
<b>Strategic Plan:</b>	This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.	
<b>Contract Amount:</b>	<b>Total not-to-exceed</b>	<b>\$169,956</b>
	Environmental Science Associates (prime consultant)	\$74,952
	Fehr & Peers (subconsultant)	\$18,175
	Innovation Economy Crowd (ieCrowd – subconsultant)	\$38,414
	Three Square Inc. (subconsultant)	\$38,415
<b>Contract Period:</b>	March 31, 2014 through June 30, 2015	
<b>Project Number:</b>	065.SCG0137.01	\$46,154
	065.SCG0137.01	\$123,802
	Funding sources: Consolidated Planning Grant – FTA and TDA	
<b>Request-for-Proposal (RFP):</b>	SCAG staff notified 1,574 firms of the release of RFP 14-001-B07. Staff also advertised the RFP in the American Planning Association's website and in the Urban Transportation Monitor, and posted it on SCAG's bid management system. A total of 69 firms downloaded the RFP. SCAG received the following three (3) proposals in response to the solicitation:	
	<b>Environmental Science Associates (3 subconsultants)</b>	<b>\$169,959</b>
	Atkins North America, Inc. (1 subconsultant)	\$149,183
	RBF Consulting (1 subconsultant)	\$149,201

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed all three (3) offerors.

The PRC consisted of the following individuals:

Daniel Kropulsky, Caltrans District 8  
Doug Darnell, City of Riverside  
Larry Vaupel, City of Riverside  
Ryan Bullard, City of Riverside  
Marco Anderson, Senior Regional Planner, SCAG

**Basis for Selection:** The PRC recommended ESA for the contract award because the consultant:

- Proposed the best approach to the economic development plan by highlighting connections between local entrepreneurs and sources of investment. They proposed the best combination of technical climate action planning skills, familiarity with greenhouse gas reduction strategies, and business development skills.
- Demonstrated the best understanding of the breadth of existing work products related to the CAP, and demonstrated extensive knowledge of the key players in the WRCOG area. The selected consultant had team members with direct experience on the WRCOG CAP, and a number of City of Riverside and Riverside County transportation projects.
- Demonstrated the most experience with projects of similar size and scope by identifying projects that encompassed both Climate Action Planning and Economic Development. The selected consultant team leads have the best combined experience in projects of similar scope and size.
- Demonstrated the most creative and innovative approach to collecting and contacting a base of stakeholders involved in entrepreneurship and business development. Specifically, the consultant has been working on plans for the SCAQMD so they have access to an existing database of contacts.

Although, two other firms proposed lower prices, the PRC awarded the contract to ESA because ESA's proposed price was in the range of what the PRC determined it would take to meet the required scope of work, and their cost per hour of effort was identical to the lower priced consultant. Moreover, the selected consultant provided the best overall value, because this team was the only team that demonstrated direct experience in establishing one of the other State of California's I-hubs, and will provide the best resources for the economic development portion of the project.

## **CONSULTANT CONTRACT 14-001-B05**

<b>Recommended Consultant:</b>	KTU & A										
<b>Background &amp; Scope of Work:</b>	<p>The consultant shall provide services for a Sustainability Planning Grant for the City of Santa Ana. Specifically, the consultant shall prepare the City's Downtown/Transit Zone Complete Streets Plan for the project area between the Downtown and the Santa Ana Regional Transportation Center, to improve access and mobility. The Plan will facilitate non-automobile modes of travel in an area linking a regional transportation hub to regional destinations (Orange County Government Center, Santa Ana City Hall, and Federal and County courthouses.) As such the resulting plan will provide best practices for other SCAG member cities with rail stations adjacent to mixed use residential zones.</p>										
<b>Project's Benefits &amp; Key Deliverables:</b>	<p>The project's benefits and key deliverables include, but are not limited to:</p> <ul style="list-style-type: none"><li>• Recommending infrastructure and aesthetic treatments to improve conditions for walking, such as separated sidewalks, curb extensions, crosswalks, shade, lighting and beacons in the study area to improve active transportation;</li><li>• Identifying features of the study area that make it unsafe or uncomfortable for all users including: pedestrians, cyclists, transit users and motorists;</li><li>• Identifying locations in the study area that are challenging for walking or bicycling or are difficult to cross;</li><li>• Identifying locations with high speed traffic; and</li><li>• Identifying primary routes to school.</li></ul>										
<b>Strategic Plan:</b>	<p>This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.</p>										
<b>Contract Amount:</b>	<table><tr><td><b>Total not-to-exceed</b></td><td style="text-align: right;"><b>\$150,389</b></td></tr><tr><td>KTU &amp; A. (prime consultant)</td><td style="text-align: right;">\$81,656</td></tr><tr><td>KOA Corp.(subconsultant)</td><td style="text-align: right;">\$30,503</td></tr><tr><td>Katherine Padilla &amp; associates (subconsultant)</td><td style="text-align: right;">\$28,230</td></tr><tr><td>Ryan Snyder Associates (subconsultant)</td><td style="text-align: right;">\$10,000</td></tr></table> <p>Note: KTU&amp; A originally proposed \$159,889, but staff negotiated the price down to \$150,389 without reducing the scope of work.</p>	<b>Total not-to-exceed</b>	<b>\$150,389</b>	KTU & A. (prime consultant)	\$81,656	KOA Corp.(subconsultant)	\$30,503	Katherine Padilla & associates (subconsultant)	\$28,230	Ryan Snyder Associates (subconsultant)	\$10,000
<b>Total not-to-exceed</b>	<b>\$150,389</b>										
KTU & A. (prime consultant)	\$81,656										
KOA Corp.(subconsultant)	\$30,503										
Katherine Padilla & associates (subconsultant)	\$28,230										
Ryan Snyder Associates (subconsultant)	\$10,000										
<b>Contract Period:</b>	March 26, 2014 through April 30, 2015										
<b>Project Number:</b>	065.SCG00137.01    \$150,389 Funding sources: Consolidated Planning Grant– FTA and TDA.										
<b>Request-for-Proposal (RFP)</b>	<p>SCAG staff notified 1,575 firms of the release of RFP No. 14-001-B05. Staff advertised the RFP on SCAG's bid management system. A total of 114 firms downloaded the RFP. SCAG received the following nine (9) proposals in response to the solicitation:</p>										

<b>KTU &amp; A (3 subconsultants)</b>	<b>\$159,889</b>
Fehr & Peers.(2 subconsultants)	\$149,765
Langan Eng. & Envio.(2 subconsultants)	\$149,879
Stantec Inc.(3 subconsultants)	\$159,694
Melendrez (2 subconsultants)	\$150,959
IBI Group (3 subconsultants)	\$150,998
Design Workshop (2 subconsultants)	\$151,000
Iteris, Inc. (3 subconsultants)	\$175,374
LSA Associates (2 subconsultants)	\$214,641

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Miya Edmonson, Associate Transportation Planner Caltrans District 12  
 Melanie McCann Associate Planner, City of Santa Ana  
 Zdenek Kekula, Principal Civil Engineer, City of Santa Ana  
 Marco Anderson, Senior Regional Planner, SCAG

**Basis for Selection:** The PRC recommended KTU &A. for the contract award because the consultant:

- Demonstrated the most comprehensive technical approach, specifically in the areas of community outreach and advisory committee, walk-shed mapping activities, collusion analysis and multimodal level of service; and
- Demonstrated most clearly the understanding of the project scope and demonstrated the best experience working in similar settings.

Although KTU&A did not propose the lowest price, PRC determined that it was in the range of what the PRC determined it would take to meet the required scope of work, while providing the best overall value to SCAG and the City for the reasons previously mentioned.

## CONSULTANT CONTRACT 14-001-B01

**Recommended Consultant:**

RBF Consulting

**Background & Scope of Work:**

The consultant shall provide services for a Sustainability Planning Grant for the San Bernardino County Bloomington-Area Valley Boulevard. The overarching goal of this study is enhance the Active Transportation options, whether it be walking or biking, for the residents in the Bloomington Area. The study calls for an analysis on the existing conditions of the project area that will enable residents of the project area to lessen their dependency on automobiles and help resolve the regional transportation issues faced.

The consultant shall create the framework and recommendations for an innovative Specific Plan Health and Wellness Element. They will prepare a health and wellness profile that may promote the use of transit or active transportation. County regulatory tools and existing plans such as the San Bernardino Association of Governments (SANBAG) 2011 Non-motorized Transportation Plan and non-motorized plans for adjacent jurisdictions will be evaluated for their relative efficacy in supporting project goals and future consistency/connectivity opportunities.

**Project's Benefits & Key Deliverables:**

The project's benefits and key deliverables include, but are not limited to:

- The preparation of a Health and Wellness Profile that will be utilized to promote the use of Transit or Active Transportation. The County of San Bernardino staff considers this project as a catalyst for the rest of the County's community areas. This will be the first area that has a Health and Wellness Profile created, and where a Health and Wellness Element will be included. The County is eager to model this project for the rest of the County;
- Involving stakeholders on the Health and Wellness issues in the study area;
- Preparation of active mobility recommendations, which will include safe pedestrian bicycle corridors, comprehensive (Complete) street networks and safe-routes-to-schools; and
- Preparation of public open space system strategy recommendations, which will focus on active lifestyles and community oriented agriculture concepts.

**Strategic Plan**

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

**Contract Amount:**

<b>Total not-to-exceed</b>	<b>\$89,994</b>
RBF Consulting (prime consultant)	\$88,757
Regional Development Strategies (subconsultant)	\$1,237

**Contract Period:**

March 11, 2014 through March 11, 2015

**Project Number:**

065.SCG0137.01      \$29,423  
065.SCG0137.01      \$60,571  
Funding sources: Consolidated Planning Grant – FTA and TDA

**Request-for-Proposal (RFP):** SCAG staff notified 2,021 firms of the release of RFP 14-001-B01. Staff also advertised the RFP in the American Planning Association’s website and the in Urban Transportation Monitor, and posted it on SCAG’s bid management system. A total of 77 firms downloaded the RFP. SCAG received the following two (2) proposals in response to the solicitation:

**RBF Consulting (1 subconsultant)            \$89,994**

The Planning Center (2 subconsultants)    \$80,000

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed both offerors.

The PRC consisted of the following individuals:

Rebecca Forbes, Transportation Planner, Caltrans  
Tom Hudson, Director Land Use Services, County of San Bernardino  
Christopher Tzeng, Associate Regional Planner, SCAG

**Basis for Selection:** The PRC recommended RBF Consulting for the contract award because the consultant:

- Demonstrated the best understanding and experience of the proposed scope of work and the key elements involved. Specifically, their proposal focused a great deal on entrepreneurship and their experience with this type of project. While both proposers demonstrated the ability to execute all other facets of the scope of work, the selected team’s focus on creative entrepreneur opportunities substantially made a difference;
- Demonstrated the most effective and innovative approach to meet SCAG’s requirements by including an agriculture economist on their project team to analyze the feasibility of different urban agriculture programs within the study area. The other elements of this project were equal amongst proposers but the depth of the selected consultant teams knowledge and understanding of urban agriculture stood out; and
- Demonstrated the best understanding of the background of the project area, the types of residents and how much of a factor the role of culture plays in these types of projects. With the type of community in this study area, understanding the culture will greatly affect the success of this project.

Although the price RBF proposed was not the lowest, it was in the range of what the PRC determined it would take to meet the required deliverables, and RBF provided the best overall value to SCAG for the reasons mentioned above.

## CONSULTANT CONTRACT 14-011-C1

**Recommended Consultant:**

Parsons Brinckerhoff

**Background & Scope of Work:**

SCAG seeks to retain the services of consultant to enhance the mode choice capabilities of SCAG's Trip-Based Model, and review and improve the overall model forecast for all modes with the main focus being reviewing and refining the Model's commuter rail forecast. SCAG staff shall use the enhanced Trip-Based Model to support project level analysis and sensitivity analysis for the upcoming 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), as well as to support the on-going modeling needs of SCAG's member agencies.

The consultant shall provide services to update SCAG's Trip-Based Model. Specifically, the consultant shall calibrate the Model by updating the Model's trip making characteristics based on travel survey data and other observed travel behavioral information. They will perform an extensive model review, develop a Model Calibration Plan, process and summarize Year 2010 travel survey data, update model parameters based on the new survey data, perform model sensitivity testing, and create model documentation.

**Project's Benefits & Key Deliverables:**

The project's benefits and key deliverables include, but are not limited to:

- An improved Trip-Based Model with updated model parameters consistent with 2010 travel behavior;
- Enhanced model capabilities to produce the most accurate forecasts for a variety of travel modes; and
- An updated travel model to support SCAG's and our member agencies' ongoing planning needs.

**Strategic Plan:**

This item supports SCAG's Strategic Plan Goal 1: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective a: Develop and maintain planning models that support regional planning.

**Contract Amount:**

<b>Total not-to-exceed</b>	<b>\$49,533</b>
Parsons Brinckerhoff (prime consultant)	\$49,533

Note: Parsons Brinckerhoff originally proposed \$76,485, but staff negotiated the price down to \$49,533 without reducing the scope of work.

**Contract Period:**

March 24, 2014 through June 30, 2014

**Project Number:**

13-070.SCGC00130.10	\$49,533
Funding sources: Consolidated Planning Grant – FHWA and FTA	

**Request-for-Proposal (RFP):**

Staff e-mailed a bid alert notice for an informal RFP to four (4) firms. SCAG received the following two (2) proposals in response to the solicitation:

Cambridge Systematics (no subconsultants)	\$125,415
Parsons Brinckerhoff (no subconsultants)	\$76,485

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information upon which to base a contract award.

The PRC consisted of the following individuals:

Tony Van Haagen, Research Program Specialist II, Caltrans District 7  
Hsi-Hwa Hu, Transportation Modeling Program Manager, SCAG  
Mike Ainsworth, Transportation Modeling Program Manager, SCAG  
Yongping Zhang, Transportation Modeler III, SCAG

**Basis for Selection:** The PRC recommended Parsons Brinckerhoff for the contract award because the consultant:

- Proposed the lowest price;
- Demonstrated the best understanding of the project and extensive knowledge of SCAG's complex modeling system and its many components;
- Proposed the best technical approach. For example, they proposed the development of a software routine to automate the calibration process. The automated process should streamline the calibration process and improve the accuracy of the Model. They also demonstrated the best integration of SCAG Modeling Staff into the project team, which is one of the primary goals. Their proposal identified sub-tasks that SCAG could perform, allowing Parsons Brinckerhoff to focus on other highly technical aspects where their expertise is best utilized; and
- Demonstrated the best past experience providing similar modeling services to other agencies, such as Los Angeles County Metropolitan Transportation Authority (LACMTA), Federal Transportation Authority (FTA), San Diego Association of Governments (SANDAG), and Orange County Transportation Authority (OCTA).

## **CONSULTANT CONTRACT 14-001-B03**

**Recommended  
Consultant:**

IBI Group

**Background &  
Scope of Work:**

The consultant shall provide services for a Sustainability Planning Grant for the Los Angeles Department of Transportation (LADOT). SCAG LADOT are proposing strategies designed to increase bicycle ridership within the region and City of Los Angeles. Demand for bicycling will only be realized if bicycling is viewed as a safe and practical travel mode that connects people to desired destinations. Validating the benefits of implementing the strategies in the LADOT Bicycle Plan will assist in determining where and how to build bicycle facilities throughout the SCAG region.

The consultant shall provide consultant services for a Sustainability Planning Grant Program for the City of Los Angeles. Specifically, the consultant shall provide the City of Los Angeles with post-evaluation studies that demonstrate the true impacts and benefits of road reallocation projects that include metrics of travel delay, safety, and changes in business activity.

**Project's Benefits  
& Key Deliverables:**

The project's benefits and key deliverables include, but are not limited to:

- Assisting SCAG and the City determining where and how to build bicycle facilities throughout the SCAG region;
- Compiled qualitative survey responses (50-100) and memo reviewing findings;
- Manual Traffic Counts Worksheets for select corridor sites; and
- Analysis and summary findings report of economic effects of road reconfiguration and new bicycle lanes.

**Strategic Plan:**

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

**Contract Amount:**

<b>Total not-to-exceed</b>	<b>\$43,051</b>
IBI Group (prime consultant)	\$24,851
JBG Consulting (subconsultant)	\$18,200

Note: IBI Group originally proposed \$56,852 but staff negotiated the price down to \$43,051 without reducing the scope of work.

**Contract Period:**

April 3, 2014 through June 30, 2015

**Project Number:**

065.SCG0137.01      \$14,058

065.SCG0137.01      \$28,993

Funding sources: Consolidated Planning Grant – FTA and TDA

**Request-for-Proposal  
(RFP):**

SCAG staff notified 1,589 firms of the release of RFP 14-001-B03. Staff also advertised the RFP in the American Planning Association's website and the in Urban Transportation Monitor, and posted it on SCAG's bid management system. A total of 62 firms downloaded the RFP. SCAG received the following five (5) proposals in response to the solicitation:

<b>IBI Group (1 subconsultant)</b>	<b>\$56,852</b>
Chen Ryan (2 subconsultants)	\$42,778
UCLA (no subconsultants)	\$43,079
KOA Corporation (2 subconsultants)	\$118,905
Sethi Riggs Consulting (no subconsultants)	\$193,797

**Selection Process:** The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Dale Benson, Senior Transportation Engineer, Caltrans District 7  
Elizabeth Gallardo, Assistant Bicycle Coordinator, LADOT  
David Somers, Planning Assistant, Los Angeles Department of City Planning  
Alan Thompson, Senior Regional Planner, SCAG

**Basis for Selection:** The PRC recommended IBI Group for the contract award because the consultant:

- Demonstrated the best understanding of the project. Specifically, the selected firm provided the best knowledge of how to complete the scope of work and tie that work to SCAG, City of Los Angeles and Los Angeles County Metro active transportation planning efforts; and
- Provided the best overall value to SCAG by providing a team that with demonstrated expertise in the specific type of surveys and analyses necessary for this project. No other consultant offered the same amount of knowledge or experience.

Although, two other firms proposed lower prices, the PRC awarded the contract to IBI because one of the lower priced firms proposed a scope of work that, while interesting, was inconsistent with the RFP scope of work. In addition, their proposal relied heavily on student workers, indicating less experience than the selected consultant. The other lower priced firm was weak on quantitative preparation and did not look at primary reporting options, instead relied on self-reporting of businesses outside of the request. In addition, this firm had fewer hours, but a higher cost per hour. IBI's proposed price was the range of what the PRC determined it would take to meet the required scope of work.

This Page Intentionally Left Blank

**DATE:** June 5, 2014

**TO:** Executive/ Administrative Committee (EAC)  
Regional Council (RC)

**FROM:** Basil Panas, Chief Financial Officer; (213) 236-1817; panas@scag.ca.gov

**SUBJECT:** CFO Monthly Report

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

**RECOMMENDED ACTION:**

For Information Only-No Action Required.

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal, 3: Enhance the Agency's Long Term Financial Stability and Fiscal Management.

**AUDIT COMMITTEE:**

SCAG's outside independent auditors, Vasquez and Co., LLP, will be presenting their draft FY 2013-14 audit plan at the next meeting on June 10, 2014. They will be soliciting feedback from the Committee regarding additional areas of emphasis.

Staff will be presenting some ideas to the Audit Committee about using SCAG's website to provide additional transparency on finances and operations.

**INDIRECT COST ALLOCATION PLAN (ICAP):**

Staff submitted the draft FY 2014-15 ICAP to Caltrans on May 14, 2014. The ICAP must be approved by Caltrans before SCAG can bill any indirect costs in FY 2014-15.

**MEMBERSHIP DUES:**

The dues invoices for FY2014/15 memberships were mailed on May 15. Members who have not paid by January 1, 2015 may forfeit their General Assembly voting rights.

**BUDGET & GRANTS (B&G):**

Public comments on the Draft FY 2014-15 Comprehensive Budget and Overall Work Program (OWP) were due April 1, 2014. The Federal Transit Administration (FTA) had no comments and the comments received from the Department of Transportation (CALTRANS) and the Federal Highway Administration (FHWA) were all related to minor edit changes to the Final OWP. The one public comment received was in support of all the tasks and activities in the FY 2014-15 OWP related to sustainability, public health, active transportation and regional data collection and modeling that are specifically encouraged by SCAG's Sustainability Program.

B&G staff finalized the FY 2014-15 OWP and was submitted to Caltrans by the May 1<sup>st</sup> deadline.

# REPORT

---

SCAG, submitted a total of six (6) eligible applications for the Federal Transit Administration's (FTA) Fiscal Year 2012-13 Low or No Emission Vehicle Deployment Program (LoNo Program). SCAG is required to apply as the Lead Applicant for the program on behalf of subrecipients within the SCAG region. The LoNo Program provides funding for capital acquisitions and leases of zero emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities. SCAG requested a combined total of approximately \$34M in LoNo grant funds. FTA anticipates awards will be announced in early Fall 2014.

As we approach the end of the current fiscal year, the B&G staff continues working with Planning Departments to monitor project progress and expenditures.

## **CONTRACTS:**

In April 2014, the Contracts Department issued 14 Requests for Proposal (RFP); five (5) contracts; three (3) contract amendments; and 50 Purchase Orders to support ongoing business and enterprise operations. Staff also administered 78 consultant contracts.

Contracts staff continued to negotiate better pricing and reduced costs for services. During the month of April 2014, over \$33,022 in budget savings was realized, bring the total fiscal year savings to approximately \$200,778.

## **ATTACHMENT:**

April 2014 CFO Monthly Status Report



SOUTHERN CALIFORNIA  
**ASSOCIATION of GOVERNMENTS**

# **Office of the Chief Financial Officer**

Monthly Status Report

**APRIL 2014**



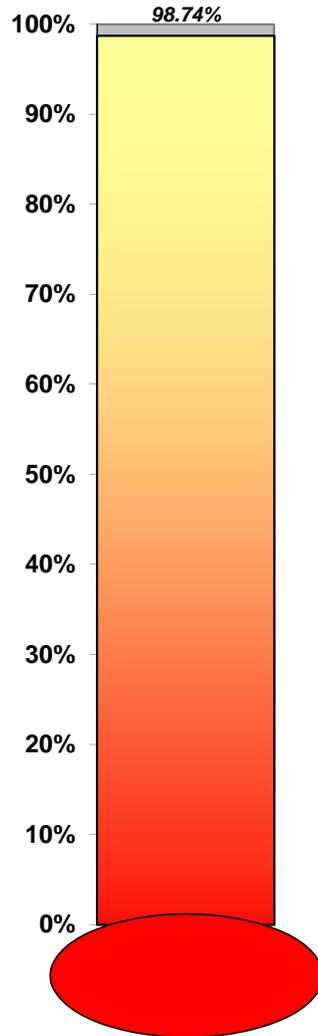
**OVERVIEW**

As of May 12, 2014, 188 cities have renewed their membership. Two (2) cities' dues have been waived and there is one (1) city in the SCAG region which is still being recruited for membership.

**SUMMARY**

FY14 Membership Dues	<u><u>\$1,857,847.00</u></u>
Total Collected	<u><u>\$1,834,522.00</u></u>
Percentage Collected	<u><u>98.74%</u></u>

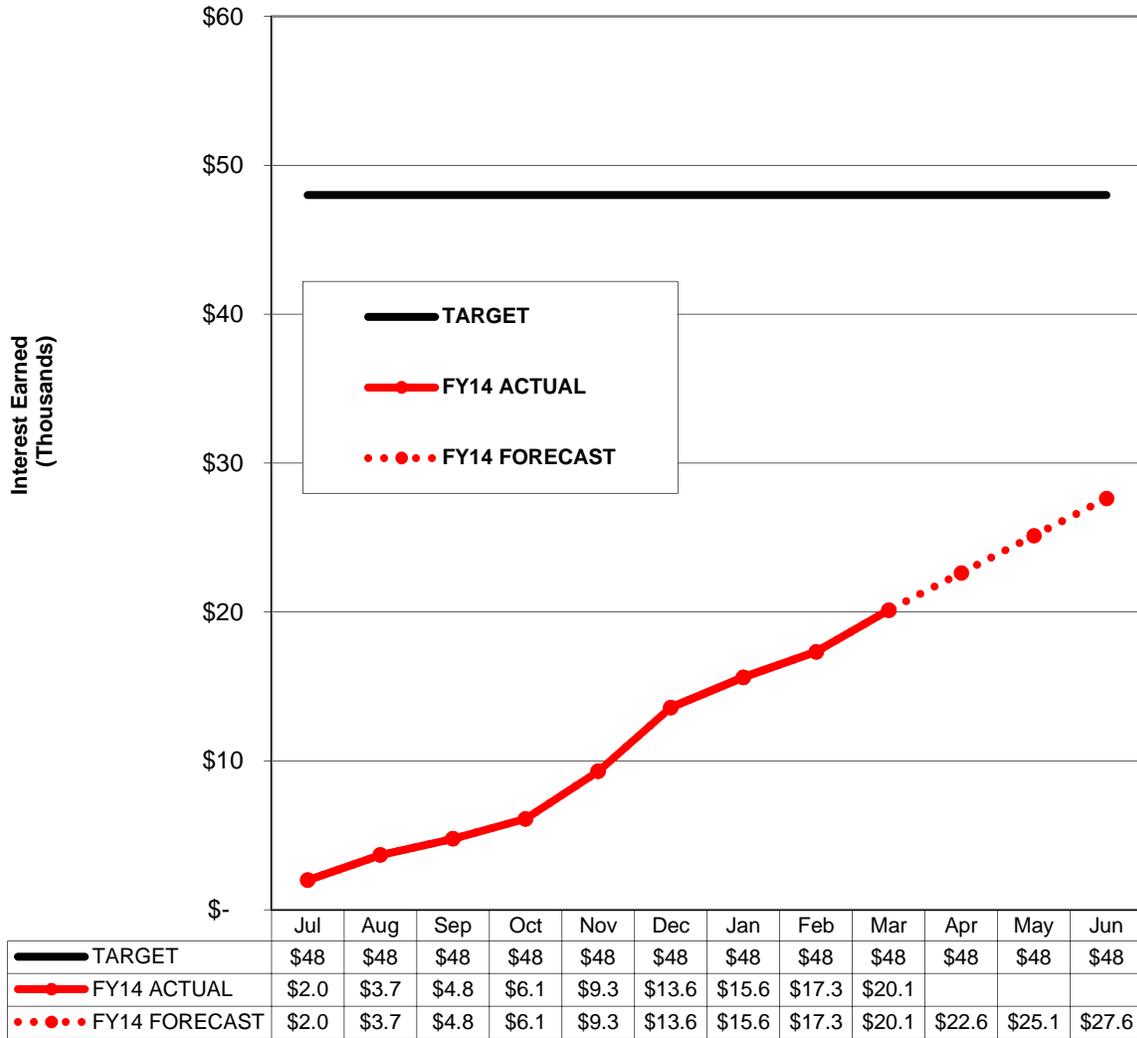
**FY14 Membership  
Dues Collected**



**Office of the CFO**  
Interest Earnings Variance



**INTEREST EARNINGS VARIANCE**



**OVERVIEW**

Actual interest income is plotted against the target amount. The amount earned through March was \$20,119. The LA County Pool earned 0.70% in March.

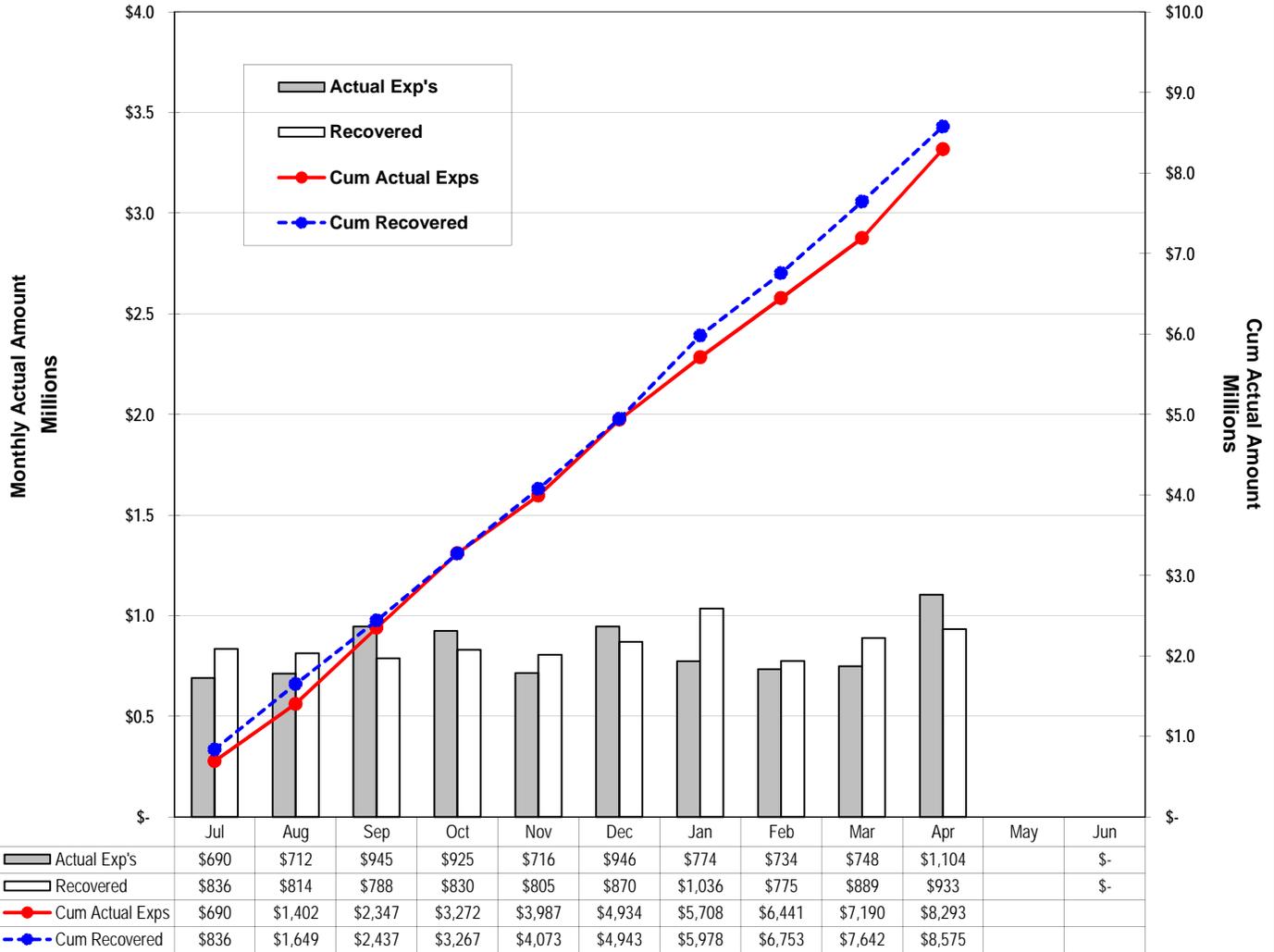
**SUMMARY**

The amount projected for FY14 is \$27,619, which is \$20,381 less than the target.



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

FY14 INDIRECT COST & RECOVERY



OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

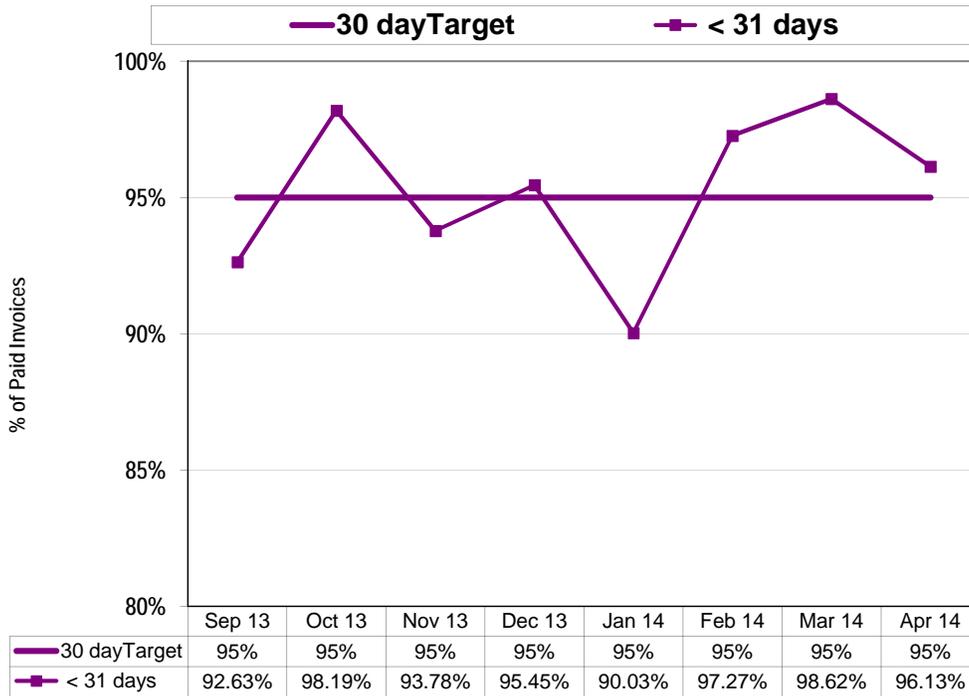
SUMMARY

Through April 2014, SCAG was over-recovered by \$282,289 due to the IC budget being underspent.

Office of the CFO  
Invoice Aging



INVOICE AGING



OVERVIEW

The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was met.

SUMMARY

96.13% of April 2014's payments were made within 30 days of invoice receipt.

At month-end, 29 invoices remained unpaid less than 30 days.

Actual

OVERVIEW

The percent of total invoices paid within 60 and 90 days. The target is to pay 98% of invoices within 60 days and 100% within 90 days.

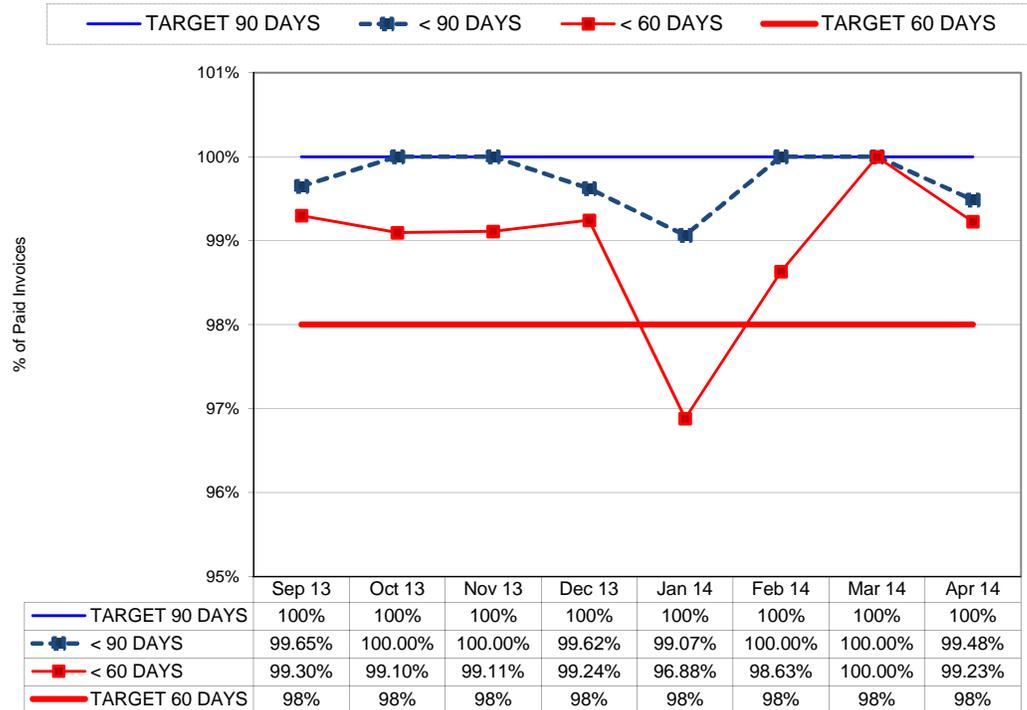
SUMMARY

These goals were partially met during this period.

99.23% of April 2014's payments were within 60 days of invoice receipt and 99.48% within 90 days. Invoices unpaid 30-60 days totaled 13; 60-90 days: 3; >90 days: 7.



INVOICE AGING



	3/31/2014	4/30/2014	Incr (decr) to equity	COMMENTS
Cash at Bank of the West	\$ 1,877,919	\$ 1,325,574		
LA County Investment Pool	\$ 10,141,683	\$ 10,215,087		
Cash & Investments	\$ 12,019,602	\$ 11,540,661	\$ (478,941)	Reflects growth in AR
Accounts Receivable	\$ 4,440,901	\$ 4,837,023	\$ 396,122	CPG billings increased \$400K in April
Fixed Assets - Net Book Value	\$ 551,101	\$ 551,101	\$ -	No change
<b>Total Assets</b>	<b>\$ 17,011,604</b>	<b>\$ 16,928,785</b>	<b>\$ (82,819)</b>	
Accounts Payable	\$ (204,165)	\$ (74,927)	\$ 129,238	Outstanding invoices were reduced.
Employee-related Liabilities	\$ (323,422)	\$ (432,761)	\$ (109,340)	April had 8 working days unpaid, March had 6.
Other Current Assets	\$ (1,015,907)	\$ (1,030,961)	\$ (15,054)	Minimal change
Deferred Revenue	\$ (708,657)	\$ (708,657)	\$ -	No change
<b>Total Liabilities and Deferred Revenue</b>	<b>\$ (2,252,150)</b>	<b>\$ (2,247,307)</b>	<b>\$ 4,844</b>	
<b>Fund Balance</b>	<b>\$ 14,759,453</b>	<b>\$ 14,681,478</b>	<b>\$ (77,975)</b>	
			-	
<b>WORKING CAPITAL</b>				
	3/31/2014	4/30/2014	Incr (decr) to working capital	
Cash	\$ 12,019,602	\$ 11,540,661	\$ (478,941)	
Accounts Receivable	\$ 4,440,901	\$ 4,837,023	\$ 396,122	
Accounts Payable	\$ (204,165)	\$ (74,927)	\$ 129,238	
Employee-related Liabilities	\$ (323,422)	\$ (432,761)	\$ (109,340)	
<b>Working Capital</b>	<b>\$ 15,932,916</b>	<b>\$ 15,869,995</b>	<b>\$ (62,921)</b>	

**Office of the CFO**  
*Fiscal Year-To-Date Expenditure Report Through April 30, 2014*



**COMPREHENSIVE BUDGET**

		<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	Staff & Allocated Fringe Benefits	149,472	294,765	264,837		29,928	89.8%
2	51001 Allocated Indirect Costs	130,526	257,402	230,938		26,464	89.7%
3	54300 SCAG Consultants	324,000	253,711	73,700	180,012	0	29.0%
4	54340 Legal costs	25,000	135,000	33,540	101,460	0	24.8%
5	54350 Professional Services	120,000	13,500	11,319	2,182	0	83.8%
6	55441 Payroll, bank fees	13,000	13,000	4,679		8,321	36.0%
7	55510 Office Supplies		15,387	15,387	0	0	100.0%
8	55600 SCAG Memberships	135,300	83,789	29,723	20,000	34,066	35.5%
9	55610 Professional Membership		20,000	10,155	531	9,314	50.8%
10	55730 Capital Outlay	677,106	619,868	-		619,868	0.0%
11	55860 Scholarships		14,000	14,000		0	100.0%
12	55910 RC/Committee Meetings	50,000	-	-	0	0	
13	55914 RC General Assembly	330,000	330,000	24,200	276,616	29,183	7.3%
14	55915 Demographic Workshop		12,000	5,000	0	7,000	41.7%
15	55916 Economic Summit	-	64,951	64,951		0	100.0%
16	55917 Labor Summit	-	12,538	12,538	0	1	100.0%
17	55920 Other Meeting Expense	90,000	97,000	52,838	36,091	8,071	54.5%
18	55930 Miscellaneous other	319,374	89,735	18,967	20,071	50,697	21.1%
19	55940 Stipend - RC Meetings	180,000	180,000	141,590	0	38,410	78.7%
20	55972 Rapid Pay Fees	975	975	-		975	0.0%
21	56100 Printing	6,000	6,500	1,252		5,248	19.3%
22	58100 Travel - outside SCAG region	37,200	39,550	25,199	0	14,351	63.7%
23	58101 Travel - local	21,100	22,469	15,229	0	7,240	67.8%
24	58110 Mileage - local	14,000	15,000	14,374	0	626	95.8%
25	58150 Staff Lodging Expense	3,500	2,555	1,592		963	62.3%
26	58800 RC Sponsorships	66,400	71,300	71,300		0	100.0%
27	<b>Total General Fund</b>	<b>2,692,953</b>	<b>2,664,995</b>	<b>1,137,308</b>	<b>636,961</b>	<b>890,726</b>	<b>42.7%</b>
28				-			
29	Staff & Fringe Benefits	12,164,400	12,313,751	9,569,376		2,744,375	77.7%
30	51001 Allocated Indirect Costs	10,622,486	10,837,406	8,344,496		2,492,910	77.0%
31	54300 SCAG Consultants	11,818,643	13,937,628	2,420,838	9,456,563	2,060,227	17.4%
32	54350 Professional Services	889,000	944,000	376,244	412,732	155,024	39.9%
33	55210 Software Support	188,059	206,973	206,973	0	0	100.0%
34	55220 Hardware Support	120,000	120,000	12,021	8,975	99,004	10.0%
35	55280 Third Party Contribution	3,170,438	3,208,308	-	126,397	3,081,911	0.0%
36	55520 Graphic Supplies	30,000	30,000	2,082	2,650	25,268	6.9%
37	55620 Resource Materials - subscrib	205,000	347,485	47,187	25,474	274,824	13.6%
38	55810 Public Notices	28,000	28,000	14,240	172	13,588	50.9%
39	55830 Conference - Registration	10,500	10,500	9,954	546	0	94.8%
40	55920 Other Meeting Expense	96,000	168,326	6,499	890	160,937	3.9%
41	55930 Miscellaneous - other	135,953	362,066	29,218	13,354	319,493	8.1%
42	56100 Printing	105,000	109,000	7,591	0	101,409	7.0%
43	58100 Travel	170,700	200,052	98,531	0	101,521	49.3%
44	<b>Total OWP</b>	<b>39,754,179</b>	<b>42,823,495</b>	<b>21,145,249</b>	<b>10,047,754</b>	<b>11,630,491</b>	<b>49.4%</b>
45				-			
46	<b>Comprehensive Budget</b>	<b>42,447,132</b>	<b>45,488,490</b>	<b>22,282,557</b>	<b>10,684,716</b>	<b>12,521,217</b>	<b>49.0%</b>

**Office of the CFO**  
Fiscal Year-To-Date Expenditure Report Through April 30, 2014

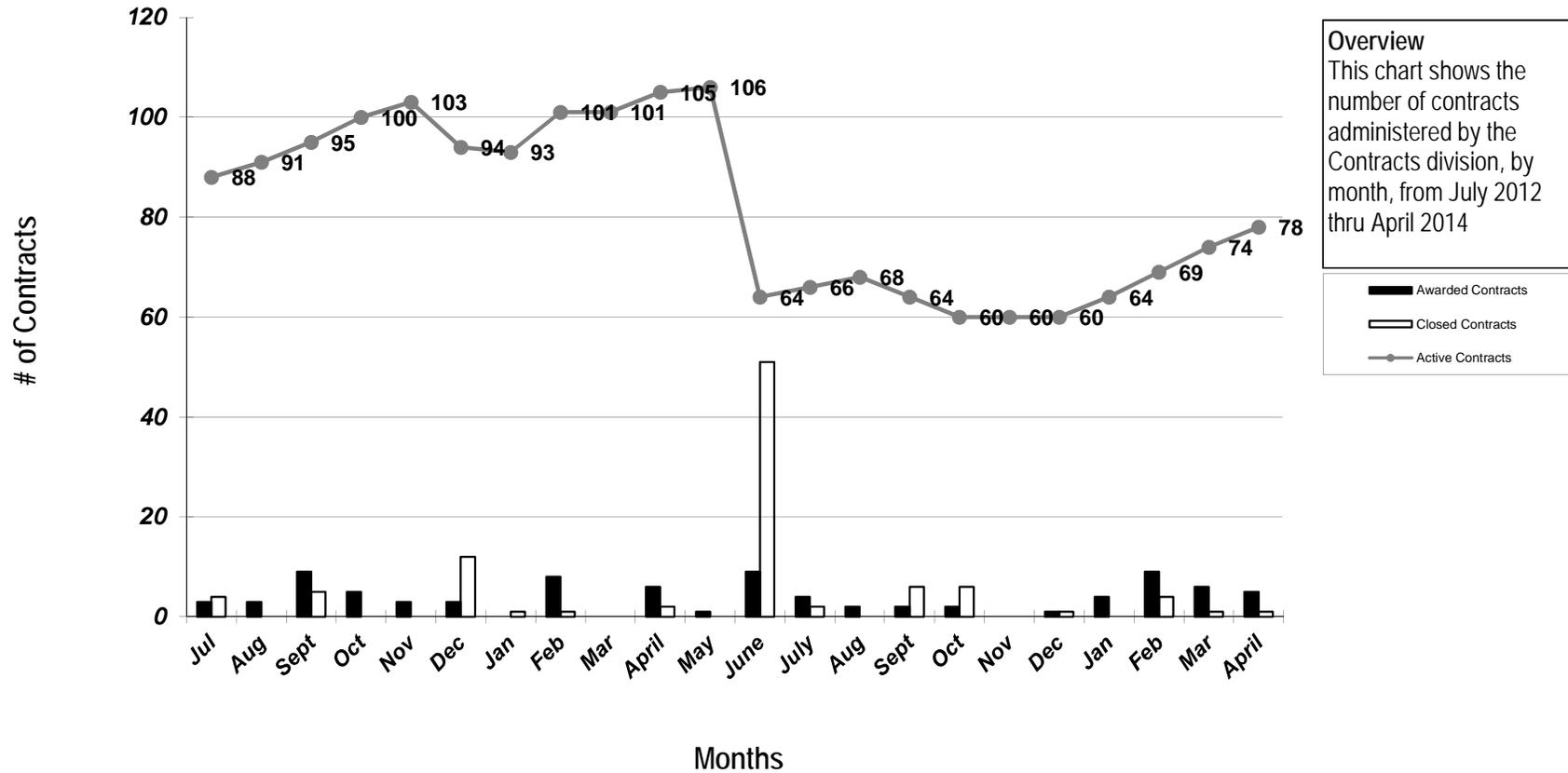


**INDIRECT COST EXPENDITURES**

			<b>Adopted Budget</b>	<b>Amended Budget</b>	<b>Expenditures</b>	<b>Commitments</b>	<b>Budget Balance</b>	<b>% Budget Spent</b>
1	50010	Regular Staff	3,435,840	3,453,683	2,776,315		677,368	80.4%
2	50013	Regular OT	-	4,317	4,317		0	100.0%
3	50014	Interns, Temps, Annuit	20,000	63,800	41,021		22,779	64.3%
4	50030	Severance	-	2,629	2,629		0	100.0%
5	51000	Allocated Fringe Benefits	2,407,072	2,421,986	2,002,916		419,070	82.7%
6	54300	SCAG Consultants	117,271	305,345	162,060	143,284	0	53.1%
7	54340	Legal	150,000	75,926	16,623	59,304	0	21.9%
8	54350	Prof Svcs	1,498,594	1,219,584	691,368	528,216	0	56.7%
9	55210	Software Support	343,305	368,747	262,473	106,274	0	71.2%
10	55220	Hardware Supp	98,512	69,499	59,005	10,494	0	84.9%
11	55230	Computer Maintenance		17,338	17,338	0	0	100.0%
12	55240	Repair & Maint Non-IT	20,000	29,848	29,848	0	0	100.0%
13	55270	Software Purchases	-	3,060	3,060	0	0	100.0%
14	55400	Office Rent 818 Offices	1,582,877	1,582,877	1,269,747	313,130	0	80.2%
15	55410	Office Rent Satellite	220,328	220,328	135,584	62,717	22,026	61.5%
16	55420	Equip Leases	117,979	117,979	59,878	52,975	5,125	50.8%
17	55430	Equip Repairs & Maint	35,000	15,267	13,935	1,333	0	91.3%
18	55440	Insurance *	(126,622)	(126,622)	138,695	1,216	10,857	-109.5%
19	55441	Payroll / Bank Fees	10,000	10,000	6,672		3,328	66.7%
20	55460	Mater & Equip < \$5,000	93,600	47,276	14,026	18,535	14,714	29.7%
21	55510	Office Supplies	130,000	112,615	59,524	53,090	0	52.9%
22	55530	Telephone	184,800	203,206	143,542	59,664	0	70.6%
23	55540	Postage	20,000	20,000	14	200	19,786	0.1%
24	55550	Delivery Services	8,500	8,500	3,552	4,947	0	41.8%
25	55600	SCAG Memberships	-	72,548	72,548	0	0	100.0%
26	55610	Prof Memberships	1,850	2,030	180	75	1,775	8.9%
27	55620	Res Mats/Subscrip	36,200	39,658	33,458	6,013	186	84.4%
28	55700	Deprec - Furn & Fixt	43,700	43,700	41,101		2,599	94.1%
29	55710	Deprec - Computer Equipment	95,000	95,000	91,112		3,888	95.9%
30	55720	Amortiz - Leasehold Improvement	5,300	5,300	3,965		1,335	74.8%
31	55800	Recruitment Notices	10,000	10,000	8,022	1,978	0	80.2%
32	55801	Recruitment - other	22,000	19,349	11,833	7,516	0	61.2%
33	55810	Public Notices	25,000	25,000	9,996	14,732	272	40.0%
34	55820	Training	65,000	129,000	44,801	62,673	21,526	34.7%
35	55830	Conference/workshops	25,850	17,713	6,699		11,014	37.8%
36	55920	Other Mtg Exp	1,200	2,700	1,999	480	221	74.1%
37	55930	Miscellaneous - other	13,500	10,704	1,455	9,249	0	13.6%
38	55950	Temp Help	23,500	10,500	2,966	7,534	0	28.2%
39	56100	Printing	7,500	9,500	3,302	6,198	0	34.8%
40	58100	Travel - Outside	91,850	91,650	23,531		68,119	25.7%
41	58101	Travel - Local	9,950	10,750	4,654		6,096	43.3%
42	58110	Mileage - Local	40,375	42,575	16,528		26,047	38.8%
43	58150	Staff lodging Expense	3,000	2,400	(150)		2,550	-6.2%
44	58200	Travel - Reg Fees		566	541		25	95.6%
45	58450	Fleet Vehicle	6,500	6,500	461	6,039	0	7.1%
46		<b>Total Indirect Cost</b>	<b>10,894,331</b>	<b>10,894,331</b>	<b>8,293,145</b>	<b>1,537,869</b>	<b>1,063,317</b>	<b>76.1%</b>

\* Negative budget reflects the refund that SCAG earned from CalJPIA. The refund itself was booked in FY13 in the Accounting records.

## SCAG Contracts (Year to Date)



**Overview**  
 This chart shows the number of contracts administered by the Contracts division, by month, from July 2012 thru April 2014

- Awarded Contracts
- Closed Contracts
- Active Contracts



**Summary**

The chart shows that the Contract Division is managing 78 active consultant contracts. Thirty of these are Cost Plus Fixed Fee contracts, 13 are fixed price contracts, and the remaining 35 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately 90 contracts during FY 2013-14. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

Office of the CFO  
Staffing Report as of May 1, 2014

<b>GROUPS</b>	<b>Authorized Positions</b>	<b>Filled Positions</b>	<b>Vacant Positions</b>
Executive	5	4	1
Legal	2	2	0
Strategy, Policy & Public Affairs	20	19	1
Administration	42	36	6
Planning & Programs	65	61	4
<b>Total</b>	<b>134</b>	<b>122</b>	<b>12</b>

**OTHER POSITIONS**

<b>GROUPS</b>	<b>Limited Term Positions</b>	<b>Temp Positions</b>	<b>Agency Temps</b>
Executive	0	0	0
Legal	0	0	0
Strategy, Policy & Public Affairs	0	5	0
Administration	1	4	0
Planning & Programs	0	14	0
<b>Total</b>	<b>1</b>	<b>23</b>	<b>0</b>