Sustainability Planning Grant Program:  
2017 Active Transportation Call for Proposals  

July 20, 2017

Rye Baerg  
Senior Regional Planner  
Active Transportation and Special Programs

Grant Goals

- Increase the proportion of trips accomplished by biking and walking  
- Increase safety and mobility of non-motorized users  
- Continue to foster jurisdictional support and promote implementation of the goals, objectives, and strategies of the 2016 RTP/SCS.  
- Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applications.
**Project Types**

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

**Eligibility**

- Previous ATP Funding Awardees = Ineligible
  - Ineligible Agencies
- Plans must meet DAC and ATP Guidelines requirements
- Additional Resources Coming Soon
Ineligible Expenses

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

Scoring Criteria

<table>
<thead>
<tr>
<th>Topic</th>
<th>Criteria</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Topic 1</td>
<td>Project Need</td>
<td>50 Points</td>
</tr>
<tr>
<td>Topic 2</td>
<td>Goals, Objectives and Outcomes</td>
<td>35 Points</td>
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<tr>
<td>Topic 3</td>
<td>Partnerships and Leveraging</td>
<td>15 Points</td>
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</table>
SCAG Grant Administration

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

Application and Schedule
Application Questions

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

Application Questions

- Question A-1 (Mobility)
  - Non Infrastructure: Plan Implementation, Existing Conditions/Program Framework
Application Questions

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

Application Questions

- Question A-3 (Public Health)
  1. Indicators (Adult 2014)
  2. Location
Application Questions

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

Application Questions

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

**EXAMPLE:**

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

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

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

Active Transportation

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

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

Application Questions

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

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

Application Questions

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

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

Proposal Development Resources

- Model AT Plan SOW
- Model Go Human Event SOW
### Schedule

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>SCAG SPG AT-CFP Opens</td>
<td>7/6/17</td>
</tr>
<tr>
<td>Application Workshop</td>
<td>7/20/17</td>
</tr>
<tr>
<td>SCAG SPG Call for Project Application Deadline</td>
<td>8/31/17</td>
</tr>
<tr>
<td>SCAG Regional Council Approval of 2017 SPG AT-CFP Proposal Rankings</td>
<td>10/5/17</td>
</tr>
<tr>
<td>California Transportation Commission approves</td>
<td>12/6-7/17</td>
</tr>
<tr>
<td>SCAG’s 2017 Regional ATP Augmentation Program</td>
<td></td>
</tr>
<tr>
<td>Project Initiation</td>
<td>Spring 2018</td>
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</tbody>
</table>

### Case Studies and Best Practices
Active Transportation Plans

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

Non-Infrastructure

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

Open Streets/ Demo Projects

City of Westminster

Education/ Encouragement Campaign

GoHuman Campaign
Go Human Events

Resources
- Past Events
- Phase 1 Report
  - Planning Process
  - Demo Elements
  - Lessons Learned
- Survey Template
- GoHumanSocal.org

Reflective Bollards
The bollards were designed to separate a bike lane from automobile traffic, spaced approximately 10’ on center at the height of a typical bollard. The bollards should invoke feelings of safety for users, creating separation from automobile traffic without creating visual divides or blind spots. The bollards were designed as a family, taking cues from traditional traffic design and elevated with elements of play and dynamic color.
Cost: $57 per unit

Program Info:
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Active Transportation
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Road Repair and Accountability Act of 2017 (SB1) and 2017 Active Transportation Augmentation

July 20, 2017

Stephen Patchan
Active Transportation and Special Programs

Senate Bill 1 Overview

The Road Repair and Accountability Act of 2017
- $52.4 billion over 10 years.
- SCAG region should receive a minimum of $18.7 billion
- Competitive programs are subject to further analyses as guidelines are developed and are anticipated to yield the SCAG region additional funding.
Senate Bill 1 Programs

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

Senate Bill 1 Programs

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

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

Active Transportation Program

- ATP
  - Statewide 50%
  - Small Urban 10%
  - MPO 40%
  - SCAG Regional Program
Active Transportation Program

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

2017 ATP Augmentation: Statewide

- Eligible Projects:
  - Cycle 3 Awarded Advancement Requests
  - Cycle 3 Contingency List Projects
  - No “new” infrastructure proposals

- Advancement requests and re-submittals due to CTC on August 1
**2017 ATP Augmentation: Regional Program**

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

<table>
<thead>
<tr>
<th>Total Funding = $40 M</th>
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<tbody>
<tr>
<td><strong>Implementation</strong> = $38 M</td>
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<tr>
<td>- County-Based Funding Targets</td>
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<tr>
<td>- Eligible Projects</td>
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<tr>
<td>- Cycle 3 Advancement Requests</td>
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<tr>
<td>- Cycle 3 Contingency</td>
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<tr>
<td>- <strong>Cycle 3 Partially Funded Projects</strong></td>
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<tr>
<td>- No New Proposals</td>
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<tr>
<td><strong>Plans &amp; Programs</strong> = $2 M</td>
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<tr>
<td>- Geographic Equity Considered</td>
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<tr>
<td>- Eligible Projects</td>
</tr>
<tr>
<td>- Sustainability Planning Grant Phase 2</td>
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<tr>
<td>- Cycle 3 Advancement Requests</td>
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<tr>
<td>- <strong>New Proposals</strong>: Sustainability Planning Grant—2017 Active Transportation Call for Proposals</td>
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Next Steps

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

Thank you!

Stephen Patchan
[patchan@scag.ca.gov](mailto:patchan@scag.ca.gov)
Southern California Active Transportation Safety & Encouragement Campaign

July 2017

Julia Lippe-Klein
Active Transportation & Special Programs

Campaign Objectives

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

- Advertising Campaign
- Open Streets & Temporary Events
- Bike Rodeos/Safety Programming

Advertising Campaign: (NEW) Driver Ads

- Give even more room. Switch lanes to pass safely.
- Slow down. She’s going places.
- Reduce la velocidad. Ellos llegarán lejos.
- Life moves fast. Slow down to keep her safe.
Advertising Campaign: (NEW) Driver Ads

Slow down and stop. Every intersection is a crosswalk.

Reduce la velocidad y para. Cada intersección es un cruce peatonal.

3 FEET
It's the law
Da más espacio. Cambia vías para adelantarse con seguridad.

Ads in the Community
Campaign Accomplishments

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

Keys to Success: Partnerships
Open Streets & Demonstration Projects

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

[Images of people riding bikes and bike lane improvements]

Demonstrate Infrastructure

[Images of people riding bikes and bike lane improvements]
Demonstrate Place Making Design Features

Education and Encouragement
Event Outcomes –To Date

Community Input

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

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

Project/Event Opportunities

• Sustainability Planning Grants – Call for Proposals
• 2019 ATP
  o Application opens March 2018
  o Eligible Project Types
    • Infrastructure
    • Safe Routes to School
    • Planning
    • Go Human events
  o Project Awarded in 2019
Join Us!

2017 Advertising Campaign

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

Thank You!

Julia Lippe-Klein
Active Transportation & Special Programs
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@GoHumanSoCal
Today’s Purpose

- Catch up with the previous Plan
- Inform you that the process is beginning for 2020 Plan development
- Begin the process on gathering your thoughts on what SCAG should be focusing on in Plan development
2016 Plan Strategies

- Regional
  - Regional Bikeways
  - Regional Greenways

- Access to Transit
  - First Mile/Last Mile
  - Bike Share
  - Livable Corridors

- Short Trips
  - Sidewalks
  - Local Bikeways
  - Neighborhood Mobility Areas

- Education/Encouragement
  - Safe Routes to School
  - Safety/Encouragement Campaigns

2017 Progress Since Last Plan
- Inventory Local AT Plans
- Update Inventory of Bikeways
- Update Inventory of sidewalks where available
- Update expenditures
- Report: Progress on Last Plan

2018 Existing Conditions
- Map existing Bikeways/sidewalks
- Identify gaps
- Review national survey data
- Report: Existing Conditions Report

Report on Short-Term Strategies
- Identify local AT expenditures (ATP/FTIP)
- Identify projects that further the 2016 plan.
- Report: Short-term Implementation Report

2019 Long-Term Strategies Development
- Finalize Goals and objectives
- Incorporate Safety Targets
- Update Regional Networks
- Update First/Last Mile Strategies
- Update Neighborhood Greenway Strategies

Forecast and Modeling
- Begin Reviewing assumptions and data needs for modeling

Safety
- Update Safety Data in coord with Caltrans
- Develop Safety Targets
- Report: Transportation Safety

Local Plans
- ATWG and PHWG input on establishing Goals and strategies
- County Transportation Commissions on goals/strategies
- Tech Memo: Local Plans, Policies and Objectives

Report Preparation
- Complete Draft Reports
- Present to Policy Committees
- Public Outreach on Report
- Finalize Active Transportation Plan

Incorporate into Draft 2020 RTP/SCS
Thinking about the Process...

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

Thinking about the Product...

- How can we make this plan more relevant to your work?
- What planning issues are on the horizon that we should consider?
- Any research topics, case studies?
- What data is needed or should be included?
- What new strategies should be incorporated?
RTP/SCS Questions & Info:
Alan Thompson
Active Transportation
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State of the Region: Safety
Active Transportation Working Group
July 20, 2017

Courtney Aguirre, Senior Regional Planner
aguirre@scag.ca.gov

Overview

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

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

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

State Targets

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

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

FHWA Target Achievement Evaluation

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

a) are met
   -- or --

b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State’s target
FHWA Target Achievement Evaluation

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

Existing Conditions

[Graph showing existing conditions]
What are the overall trends?

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

Target Setting
State Targets – Calendar Year 2018

- Number of Fatalities = 3,590.8 (-7.69%/yr)
- Rate of Fatalities per 100 Million VMT = 1.029 (-7.69%/yr)
- Number of Serious Injuries = 12,823.4 (-1.5%/yr)
- Rate of Serious Injuries per 100 Million VMT = 3.831 (-1.5%/yr)
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) = 4,271.1 (-10%/yr)

Note: Referred to as aspirational/vision-based/Towards Zero Death targets. Serious injuries targets consistent with SHSP

Next Steps

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