

South Bay Cities Council of Governments

August 8, 2016

TO: SBCCOG Steering Committee

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update – July 2016

Adherence to Strategic Plan:

Goal A: Environment, Transportation and Economic Development. Facilitate, implement and/or educate members and others about environmental, transportation and economic development programs that benefit the South Bay.

FEDERAL

Protecting Pedestrians From Motor Vehicles Used as Deadly Weapons

Following the July 15th Bastille Day massacre in Nice, France, which set a record for deaths by use of a motor vehicle (84), it was determined that the weapon was a rented 19-ton refrigerated truck driven through a crowd of thousands that had gathered for fireworks and music. In the aftermath of the incident, Israel sent a message to France on July 18th titled, "Lessons on Living with Terror." The communication described how Israel protects mass gatherings of people at outdoor events from the intentional use of motor vehicles as weapons: "To secure a major event like Independence Day celebrations, when tens of thousands of people gather along the Tel Aviv seafront to watch an air and naval display, officers gather intelligence for weeks beforehand, and erect a 360-degree enclosure of the area, with layers of security around the perimeter."

As early as December 2010, the U.S. Department of Homeland Security issued an alert to law enforcement warning that such truck attacks could be used to target locations where large numbers of people congregate, including sporting events, entertainment venues, or shopping centers. The bulletin advised officers to be especially alert for "commercial motor vehicles or heavy equipment being operated erratically, at unusual times, or in unusual locations, particularly in heavy pedestrian areas."

AASHTO Releases Updated Draft Bikeway Guide That Includes Protected Bikeways

An advisory panel of The American Association of State Highway and Transportation Officials met on July 25th to review a draft of the association's new guidelines for the development of bicycle facilities. The update is intended to address the fact that, despite the U. S. having a comparatively high rate of helmet use (nearly 50%), the U. S. bike fatality rate has remained stubbornly higher than other countries.

The draft update provides more detailed design guidance for bike facility designs on a variety of facilities ranging from urban settings to rural roads. The new draft includes new sections on separated bicycle lanes, bicycle boulevards, intersection treatments and transition designs, wayfinding signage, bicycle traffic signals, and active warning devices.

AASHTO members could vote on the draft guidance next year with final adoption in 2018. The guidance update is important to AASHTO members since 78% of respondents to a recent survey use the current AASHTO policies on geometric designs of highways and streets (known as the “Green Book”) and 89% use the Manual on Uniform Traffic Control Devices (known as MUTCO).

Congress Shuts Southern California Out of Freight, Road Grants

A letter sent on July 15th to Anthony Foxx, Secretary of the U.S. Department of Transportation, authored by Rep. Janice Hahn, D-San Pedro, and signed by 15 other local Democrats including Ted Lieu, seeks to understand why Southern California was left out of the initial round of federal freight grants aimed at improving freight movement to and from ports, highways and rail.

U. S. DOT awarded \$759 million in grants to projects from Seattle to Louisiana. Although Southern California submitted more than 16 projects from the six-county region, only one project was funded in California — \$50 million for extending a freeway in San Diego County to the Mexican border crossing at Otay Mesa for enhanced truck movement.

The unhappy Southern California delegation also is contesting \$90 million going to revamp the Arlington Memorial Bridge over the Potomac River that connects cars and pedestrians from Washington, D.C., to Virginia since the project does not carry trucks or freight and therefore does not meet the criteria of the grant program.

The letter also was signed by Democratic representatives Lucille Roybal-Allard of Los Angeles, Brad Sherman of Sherman Oaks, Zoe Lofgren of San Jose, Linda Sanchez of Norwalk, Xavier Becerra of Los Angeles, Alan Lowenthal of Long Beach, Tony Cardenas of Van Nuys, Karen Bass of Los Angeles, Julia Brownley of Thousand Oaks, Judy Chu of Pasadena, Adam Schiff of Burbank, Steve Knight of Santa Clarita and Maxine Waters of Los Angeles.

STATE

State Senator Mendoza Offers Third Version of Metro Board Reorganization Bill

A third version of the bill that would change the balance of power on the Metro Board of Directors was introduced by State Senator Tony Mendoza on July 28th. Rather than expanding the size of the board, the re-tooled Senate Bill 522 would keep 14 members on the Metro Board. However, the appointing authority would be significantly changed, as follows:

- (a) Two members of the Los Angeles County Board of Supervisors would be appointed by the Board of Supervisors (a reduction of 3 from the current five seats). If the number of members of the Los Angeles County Board of Supervisors is increased, the authority shall, within 60 days of the increase, submit a plan to the Legislature for revising the composition of the authority.
- (b) The Mayor of the City of Los Angeles (no change).
- (c) Two members of the City Council of the City of Los Angeles appointed by the Mayor of the City of Los Angeles (one new council seat).
- (d) One member of the public, a resident of the City of Los Angeles, appointed by the Mayor of the City of Los Angeles (reduced from 2 seats)
- (e) The Mayor of the City of Long Beach (new seat).
- (f) Four members, one from each sector, each of whom shall be a mayor or a member of a city council, appointed by the Los Angeles County City Selection Committee (no change). For purposes of the selection of these four members, the County of Los Angeles, excluding the City of Los

Angeles and the City of Long Beach, shall be divided into the following four sectors with boundaries determined by the Los Angeles County City Selection Committee:

- (1) The North County/San Fernando Valley sector.
- (2) The Southwest Corridor sector.
- (3) The San Gabriel Valley sector.
- (4) The Southeast sector.

(g) One member of the public, a resident of the City of Los Angeles, appointed by President Pro Tempore of the California Senate, from a list submitted by the Mayor of the City of Los Angeles (new seat)

(h) One City Council member or Mayor appointed by the Speaker of the California Assembly from a list submitted by the Los Angeles County City Selection Committee that contains two or more candidates from each sector (new seat). The Los Angeles County City Selection Committee shall submit lists of candidates to the Senate Committee on Rules and the Speaker of the Assembly until the appointments are made. At the time a member is appointed pursuant to this subdivision, the member shall not reside in the same city as another member of the authority.

(i) One non-voting appointee of the Governor (no change). This has historically been the California Secretary of Transportation who has delegated attendance responsibility to the Caltrans District 7 Director.

ARB Issues Draft Regulations to Extend California's Cap-And-Trade Program to 2050

The California Air Resources Board issued its draft regulations on July 12th to extend the cap-and-trade program through 2050. With an emissions cap decline of about three and a half percent per year, the draft regulation has a goal of reducing cumulative statewide GHG emissions between 100 and 200 million metric tons of carbon dioxide equivalent (MMTCO₂e) from 2021 through 2030.

The new regulations would include various technical changes to increase ARB administrative authority, and link the California program to similar cap-and-trade systems in Ontario, Canada beginning January 2018 and continue a partnership with Quebec, Canada beyond 2020. The report also allows potential partnerships with Washington state and Mexico, each of which is developing its own carbon trading programs. In addition, the state could let California industries offset their carbon footprint by paying to preserve Amazonian rainforests in the giant Brazilian state of Acre.

The proposal would bring the state program in compliance with the federal Clean Power Plan, the Obama administration's proposed greenhouse gas reduction program that is being delayed by legal review at the Supreme Court. A state appeals court is expected to rule sometime this summer on a separate lawsuit from the California Chamber of Commerce that challenges parts of the California program.

The future of the program beyond 2020 may depend on the outcome of negotiations between Governor Brown and the oil industry about the cost effectiveness of further reducing carbon output from motor fuels within the State. The Brown administration hopes to reach agreement with lawmakers to extend the program before the Legislature adjourns at the end of August.

State Releases Final Sustainable Freight Action Plan, LRTP Update

State agency leaders have released the California Sustainable Freight Action Plan, a comprehensive blueprint for transforming the state's multi-billion-dollar freight transport system into one that is

environmentally cleaner, more efficient, and more economically competitive than it is today. The Action Plan was prepared by the California State Transportation Agency, California Environmental Protection Agency, California Natural Resources Agency, California Air Resources Board, California Department of Transportation, California Energy Commission and the Governor's Office of Business and Economic Development

The Action Plan includes a long term-2050 vision and guiding principles for California's future freight transport system along with these targets for 2030:

- Improve freight system efficiency 25 percent by 2030.
- Deploy over 100,000 zero-emission vehicles/equipment and maximize near-zero by 2020.
- Foster future economic growth within the freight and goods movement industry.

Caltrans also released the California Transportation Plan 2040, the state's Long Range Transportation Plan update, on June 28th. The plan takes a "whole system" approach toward the state's transportation system that integrates statewide long-range modal plans and programs with the latest technology and tools to articulate the State's broad vision for a single, seamless transportation system that complements regional transportation plans, sustainable communities' strategies and land-use visions for greater mobility choices.

Among the new goals are a strategic management goal of reducing bicycle and pedestrian fatalities by ten percent, and [tripling the number of bike trips and doubling the number of walking and transit trips made in California by 2020](#). To implement the new vision, Caltrans has hired a new Chief of Pedestrian and Bicycle Safety, Rachel Carpenter, an engineer who was formerly a project manager in the San Francisco MTA Livable Streets division

CTC Allocates Funding for 156 Transportation Projects, Slashes STIP by \$1.5 Billion

The California Transportation Commission (CTC) on July 14th allocated state funding for 156 projects, valued at \$583 million, to support needed upkeep on California's aging roads and bridges, make upgrades to transit and rail systems and encourage use of alternative forms of transportation, including biking and walking.

The newly allocated funding includes:

- \$267.8 million from the State Highway Operation and Protection Program (SHOPP) for 38 "fix-it first" projects that will repair bumpy pavement, preserve roads that are in good condition from deteriorating and upgrade bridges to make them safer and stronger.
- \$169.7 million for 29 capital improvement projects both on and off the state highway system as part of the State Transportation Improvement Program.
- \$52 million toward 71 Active Transportation Program projects.
- \$40.6 million for Transit and Intercity Rail Program projects.
- \$15.5 million from Proposition 1B, a transportation bond approved by voters in 2006.

Among the projects in the Los Angeles area that received funding allocations were:

- \$38.5 million to Metro for improvements to the 20-year-old Blue Line.
- \$9.6 million for stormwater mitigation treating 118 acres near Hidden Hills, from Parkway Calabasas in Los Angeles County to Hampshire Road in Ventura County.
- \$1.1 million to the city of Simi Valley for a 12-mile pedestrian and bike trail.

Despite allocating the new funding, the CTC adopted a five-year State Transportation Improvement Plan (STIP) that cut \$754 million and delays another \$755 million in previously planned highway, rail, transit, bicycle and pedestrian project spending. These cuts are due in large part to the steady loss of gas tax revenue over the past two years because of the drop in gasoline prices. These reductions and cuts mark the largest of their kind since the current state transportation funding structure was adopted 20 years ago.

State Launches Test of Per-Mile Road Use Fee For Drivers

For the next nine months, up to 5,000 volunteers will report their driving miles to the state – or have their mileage monitored by the state – and will be “charged” a fee per mile they drive. Volunteers in the test program aren’t actually paying the road-use fees. They’ll get simulated monthly statements telling them how much they would pay if there were a pay-by-mile fee system.

The state is trying out a handful of ways to collect mileage data. Some volunteers are “purchasing” a permit for unlimited road use. Some buy a block of miles, based on their guess of how much they will drive each month. Some volunteers are using a plug-in device in their vehicle that records their travels.

The state has set the “fee” at 1.8 cents per mile, which equates to the average annual tax revenue the state has gotten over the last five years from the fuel excise tax. The state legislature would have to authorize the program and set the per-mile fee.

Bike Share Projects Now Eligible for Car Share and Mobility Pilot Cap-And-Trade Program

The California Air Resources Board (CARB) in July agreed to include bike-share in its Car Sharing and Mobility Options pilot program. That means that areas that are figuring out how to get bike-share into low income areas now have a new funding option. Pilot programs created last year provided grants and rebates to buy electric motorcycles and electric “neighborhood vehicles”—basically golf carts—but not bikes.

The planned Car Sharing and Mobility Options program budget is \$8 million, but that depends on CARB receiving the full \$500 million it hopes to get for the overall Low Carbon Transportation Investments program, of which the Mobility Options is just one part. Because the legislature and the governor have not yet agreed on the investment plan for this year’s cap-and-trade investments, which is the source of funding for the Low Carbon Investments program, there is uncertainty about how much money it will ultimately get. At its meeting, the CARB board decided it would scale back individual parts of the program proportionally if the full amount is not forthcoming from the administration—except it would protect those that focus on low-income communities.

REGION

Electric Vanpooling, Carsharing Service To Open in L. A.

Green Commuter is introducing an all-electric carsharing and vanpooling service in Los Angeles with a fleet of Tesla Model X vehicles starting August 2nd. The company’s software will allow the fleet to be used as a commuter van and as a carshare vehicle when not needed by the vanpool participants. Vanpool users will be able to lease the vehicles on a monthly basis, with total commuting costs comparable to current vanpools that use standard vans or SUVs. Car share users will initially be charged \$10 an hour and \$150 per weekend.

TOMORROWLAND TODAY – *With the increase in the pace of technical innovations in transportation, this new section has been added to the Transportation Update.*

GSA and San Francisco Open Superpublic Innovation Lab

Federal technologists, change makers and academics joined the city of San Francisco in a ribbon cutting ceremony on July 14 for Superpublic, San Francisco's new civic innovation lab. The General Services Administration (GSA) is providing the lab a 5,000-square-foot operating space in the heart of San Francisco's downtown and support from its digital consultancy 18F, housed in the same building, which supports a number of innovation projects in federal agencies to build, buy and share modern technology. Other partners include UC Berkeley, the Center for Design Research at Stanford University, the MIT Media Lab, Microsoft and Deloitte. The lab's supporting nonprofits include the City Innovate Foundation and the Local Government Commission, both with missions to drive public private partnerships to provide urban innovation.

Superpublic's projects have yet to be announced, but officials mentioned a number of possible issues for the lab to consider. Transportation was one, poverty and homelessness was another, support for small businesses was brought up more than a few times, as well as bridging the digital divide with tech accessibility and educational resources. 18F will try to take the projects and find avenues to scale them to other cities through open source code and by applying some of the innovation models.

At a hearing in June, IT lobbyists said their members, which include enterprise companies like IBM, SAP, Xerox and Cisco Systems, were concerned about 18F's growing scope in the industry.

Pokeman Go Brings Active Transportation / Economic Opportunity to Communities

In the past month, Pokémon Go has transformed millions of people's relationships to where they live just by getting people to venture into their community. Players are gathering in public places, talking to neighbors they hadn't met before, discovering buildings they never knew existed, making a few very awkward discoveries, and probably shedding a few pounds and spending locally in the process. And this all has happened with no public health initiative, no economic development marketing campaign, and no infrastructure changes.

Pokémon GO is a smart phone-based "augmented reality" game that uses real-world mapping and overlays the magical, slightly deranged world of Pokémon in a thinly-veiled ploy to get people out of their houses to capture all of the 151 creatures. You find Pokemon at Pokéstops, points of interest in the real world, ranging from historical landmarks, public art, statues, parks, and businesses. The game gives you a limited amount of Pokéballs. You can trap wild Pokémon by throwing balls at them using a flicking motion with your finger. Catch them and you are rewarded points and other goodies. The most visible goodies are "eggs," which are unhatched Pokémon you can acquire at Pokéstops. In order to hatch the eggs, you have to walk to "incubate" them; 5 kilometers, 10 kilometers, etc. Playing the game also will net you things like potions and stardust and candy. There are Pokemon fights, teams, and the potential for evolving Pokémon and trading them. And there is a wristwatch in development that alerts players of nearby Pokémon even without a phone in hand.

Pokeman Go provides a serious chunk of civic information and may prove valuable to the cities where people are playing. The gamification of civic improvement is of great interest to Ben Berkowitz, the founder of SeeClickFix, a city service request app that's used by almost 300 cities nationwide. The "search and destroy" functionality of filing 311 reports through an app is so similar

to catching Pokémon that Berkowitz is already thinking about how the two could work together. “If there was an open API for Pokémon Go where we could feed SeeClickFix issues to the dataset, citizens looking to capture the nearest Pokémon could discover how the city has improved the public space,” he says.

City leaders are already looking at ways to capitalize on this phenomenon, with some cities going to great lengths to promote the locations of nearby PokéStops. National parks are organizing Pokémon hikes and cultural institutions are holding themed tours that throw in a bit of education on the side. Transit agencies may be one of the biggest winners in the civic realm, because it’s much easier (and safer) to spot Pokémon while riding buses and trains instead of driving. After Angelenos started tweeting their transit-accessible Pokémon discoveries on the Metro website, Metro created a separate Twitter account just to track and promote Pokémon play with the hope the many players will boost transit ridership.

In addition to spotlighting local attractions, Pokéstops can be annotated to provide information on attractions near each location, allowing people to learn more about the place. For 99 cents, anyone can purchase a “lure module” from the Pokemon website that lasts ½ hour. When a lure is created, every player in the area sees the lure and players congregate since lures attract Pokemon. The creator of the lure can also highlight immediate offers to players.

Autonomous Courier Bots Take to European Streets

Beginning in July, pedestrians in the United Kingdom, Germany and Switzerland will begin sharing their sidewalks with self-driving robot couriers designed for delivering packages, groceries and food to consumers in a 2-3-mile radius at a "brisk walking speed" of 4 mph (6 km/h) on average.

When a customer in one of the served pilot areas orders something from one of the partners online or via an app, they will be offered Starship delivery as an option. They will then be alerted via their mobile phone when their package is ready for delivery and they will be able to choose a time for the robot to make the delivery. The robot will take between 15-30 minutes to arrive and, once it has arrived, the customer will be sent a unique PIN code with which to open the lid of the robot and take their goods. The robot will then return to its base.

The delivery bots are built to navigate autonomously, but are monitored by human operators in control centers who can take control at any time if required. In addition, they feature two-way audio so that operators in the control room can speak with people who might approach the robots. Location tracking is said to be to the nearest inch, so they could be easily found if stolen.

The partners for the pilot are the developer of the delivery robot, Starship Technologies, and food delivery companies Just Eat and Pronto.co.uk, German courier Hermes and German retailer Metro Group. Robot operation, maintenance and the provision of any human operation that is required will be handled by Starship.