

South Bay Cities Council of Governments

SBCCOG Transportation Committee Meeting Monday, September 13, 2021 @ 10:30 a.m. Conducted via Zoom

PUBLIC COMMENTS:

To address the SBCCOG Transportation Committee on any item or a matter within the Transportation Committee's purview, please provide written comments by 5 p. m. September 12, 2021 via email to davidl@southbaycities.org. All written comments submitted will become part of the official record. Unless otherwise noted in the Agenda, the Public can only provide written comment on SBCCOG related business that is within the jurisdiction of the SBCCOG and/or items listed on the Agenda which will be addressed during the Public Comment portion of the meeting.

ACCESSING THE MEETING:

Receive Zoom meeting credentials in advance of the meeting by using the below link:

<https://zoom.us/meeting/register/tJwkfuqurDsjEtXrrw8SuNAP0LjuhNNtU3zV>

OR to access the Zoom meeting, visit <https://zoom.us/join> or call (669) 900-9128 and use Meeting ID: 989 9362 0981; Passcode: 722264

AGENDA

- 10:30 a.m. Welcome / Self-Introductions
- 10:32 a.m. Public Comment
- 10:34 a.m. Consent Calendar
 - a. July 12, 2021 Transportation Committee Minutes (Attachment A) – Approve
 - b. September 2021 Transportation Update (Attachment B) – Receive and File
 - c. August-week 1 Metro South Bay Ridership Report (Attachment C) – Receive and File
- 10:35 a.m. SBCCOG Transportation Working Group Updates
 - a. Infrastructure Working Group
 - b. Transit Operators Working Group
 - c. Metro Service Council
- 10:40 a.m. Caltrans District 7 South Bay Projects Update
- 10:43 a.m. Measure R and Measure M Updates
 - a. Measure R South Bay Transit Investment Program approval by Metro
 - b. FY 22-23 Measure R & Measure M South Bay Metro Budget Request Process (Attachment D) – Recommend Board Approval
- 10:50 a.m. Metro Updates
 - a. I-405 Comprehensive Multimodal Corridor Plan
 - b. I-405 ExpressLanes Update
 - SBCCOG Letter to Metro re: I-405 ExpressLane Study Scope (Attachment E) – Recommend Board approval
- 10:55 a.m. Presentation: Metro Fareless System Initiative – Devon Deming, LA Metro
- 11:20 a.m. Presentation: Connected Travel Data Tool by Alan Clelland, DKS Associates
- 11:44 a.m. Three Month Look Ahead (Attachment F) – Receive and File
- 11:45 a.m. Announcements / Adjournment

Next Transportation Committee meeting – Monday, October 11, 2021, 10:30 a. m.

*To propose an item for the agenda, e-mail to: DavidL@southbaycities.org by **October 1, 2021.***

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South Bay Cities Council of Governments

Transportation Committee
July 12, 2021
Meeting Minutes
(Held virtually via Zoom)

COMMITTEE CHAIR HORVATH CALLED THE MEETING TO ORDER AT 10:31 A.M. A QUORUM WAS ESTABLISHED AT 10:37 A.M.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Christian Horvath, Chair (Redondo Beach)
Chris Pimentel (El Segundo)

James Butts (Inglewood) (10:37am arrival)
Luke Klipp (Supervisor Hahn's Office)

Non-Voting Representatives

Leslie Scott, TOWG (Beach Cities Transit)

Don Szerlip (Metro South Bay Service Council)

Also in attendance:

Diane Amaya (Beach Cities Transit)
Jason Jo (Carson)
Lifan Xu (El Segundo)
Selena Acuna (Hawthorne)
Peter Puglese (Inglewood)
Julian Lee (Lawndale)
Ramzi Awwad (Rancho Palos Verdes)
David Wahba (Rolling Hills Estates)
Shin Furukawa (Torrance)
Art Reyes (Torrance)
Jimmy Shih (Caltrans)
Sergio Carvajal (Caltrans)
Kelly Lamare (Caltrans)

Maryam Adhami (LA County DPW)
Maggie Cheung (LA County DPW)
Mark Dierking (Metro)
Mike Bohlke (Metro Deputy to James Butts)
Lilly O'Brien (Supervisor Mitchell's Office)
Shay Roehm (Aescit)
Vikas Manocha (Econolite)
Avygail Sanchez (HNTB)
Jacki Bacharach (SBCCOG)
Steve Lantz (SBCCOG)
David Leger (SBCCOG)
Graham Jenkins (Public)

II. Public Comment – no public comments received.

III. Consent Calendar

A. May 10, 2021 Transportation Committee Minutes - APPROVED

B. July 2021 Transportation Update – RECEIVED AND FILED

MOTION by Committee Member Pimentel, seconded by Committee Member Butts, to **APPROVE** the consent calendar. Approved without objection.

IV. SBCCOG Transportation Working Group Updates

A. Infrastructure Working Group Update – no update given

B. Transit Operators Working Group Update

Ms. Scott reported that the working group met the previous week and discussed operations returning to normal levels, slow but steady ridership returning, and coordination with Metro on the Fareless System Initiative.

C. Metro Service Council

Mr. Szerlip noted that there was a meeting last week where the Council received an update from the Metro Streets Safety Policy team. Metro staff presented on ridership numbers which are showing an increase in ridership, but still nowhere near pre-pandemic levels. The Service Council will not be meeting in August.

V. Caltrans District 7 South Bay Projects Update

Mr. Shih provided an update on various Caltrans projects taking place in the South Bay. He noted that on his report, the column marked “CCA” is the anticipated construction completion date. His report with detailed project updates is available here:

https://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Caltrans%20Projects%20Update%20July%202021.pdf

VI. Updates on Metro Projects, Programs, and Initiatives

A. SBCCOG FY 22 Metro Budget Request

Mr. Lantz reported that the Metro Board is anticipated to act on the Measure R Metro Budget Request this month, along with the Measure R Transfer. The Measure M MSP budget request will likely be acted upon in September.

B. Subregional Funding Framework

Mr. Lantz reviewed current and anticipated funding levels for the South Bay Measure R and M programs. He noted that after the Measure R Transit Transfer of \$400M is approved, there will be approximately \$75M in funding remaining in Measure R South Bay Highway Program, which is expected to be needed to complete projects already underway, essentially meaning that the Measure R program has been expended. For Measure M MSPs, there is a new annual allocation provided by Metro each year. SBCCOG staff anticipates approximately \$100M in funding available in the three MSPs.

Mr. Lantz added that staff is working on a MSP Implementation Framework so the cities are all on the same page regarding the types of projects the South Bay wants to complete, criteria for those projects, etc. He shared that the Measure R South Bay Highway Program has an implementation plan, but there is not yet one for Measure M MSPs.

Chair Horvath shared that he thinks cities and the SBCCOG need to start thinking regionally or cross-jurisdictionally, such as a corridor project that improves signal synchronization across multiple cities. He added that fiber-based projects would be ideal so Metro understands why the SBFN was such a smart investment.

C. Highway Program Modernization

Mr. Lantz briefly noted that the Metro Board approved a modernization of the Highway Program that allows it to fund standalone active transportation and transportation demand management projects. Previously, those projects were potentially eligible as elements of larger traditional road improvement projects.

D. Metro Measure R Subfund Transfer Policy

Mr. Lantz reported that the Metro Board is expected to approve the Measure R ordinance amendment at the July meeting which would officially create the South Bay’s Measure R transit capital program.

E. Metro Fareless System Initiative

Mr. Lantz shared that Metro has been working on a strategy to eliminate fares for some of its riders. They have decided to implement the first phase, K-12 and community college students, as early as August for a period between 18-24 months using federal COVID-19 economic relief funds. The pilot period would allow Metro to identify ongoing funding sources that would replace the emergency funding. Board Member Butts added that he thinks it’s a great aspirational goal, but because of the unfunded aspect of it, he is hesitant to support an expansion of the pilot.

VII. “EV Charging Innovations: Creating New Revenues and Resources”

Ms. Roehm presented on EV Charger and Digital Signage technology developed by Aescit that provide a way of not only charging EVs but also sharing dynamic wayfinding, PSAs, advertising, and more. As EV adoption grows, there will be more and more need for charging stations throughout the community. This EV charging kiosk provides cities an opportunity to create a revenue stream from ad space, cross-promotion, data collection, and energy consumption. Ms. Roehm’s full presentation is available online here:

https://www.southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_Aescit%20Unified%20EV%20Presentation%20SBCCOG%20v27%20July%2012.21.pdf

VIII. Three Month Look-Ahead – Received and Filed

IX. Announcements / Adjournment

Mr. Lantz reported that staff is proposing to go dark in August and meet next on September 13th. There was no objection from the committee members.

Committee Chair Horvath adjourned the meeting at 11:15 a.m. to September 13, 2021 at 10:30 a. m.

South Bay Cities Council of Governments

September 1, 2021

Attachment B

TO: SBCCOG Transit Operators Working Group
SBCCOG Infrastructure Working Group
SBCCOG Transportation Committee
SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering August 2021

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

Senate Approves \$1.2 Trillion Infrastructure Bill, \$3.5 Trillion Budget Reconciliation Plan

The U. S. Senate approved a sweeping \$1.2 trillion infrastructure bill on August 10th that includes a substantial increase in funding for roads, broadband, water and energy projects. Immediately after approving the \$1 trillion infrastructure bill, the Senate approved a \$3.5 trillion budget reconciliation blueprint.

Nineteen Republicans joined Democrats to pass the Infrastructure Investment and Jobs Act, HR 3684, which would infuse \$550 billion in new one-time funding and set the rules for core federal transportation programs for the next five years. The Congressional Budget Office (CBO) released an analysis saying the \$1 trillion bipartisan infrastructure package would add \$256 billion to the federal deficit over the next decade.

The bill would provide new funding for a wide range of national programs, including:

- \$110 billion for road and bridge repair and other major surface transportation projects
- \$73 billion to expand clean energy sources and modernize the nation's aging electric grid
- \$66 billion for AMTRAK maintenance and modernization of key corridors
- \$65 billion to connect rural and low-income neighborhoods with broadband
- \$55 billion to modernize water systems and expand water recycling / storage projects
- \$55 billion for safety programs for highways
- \$39 billion for buses and rail transit repair and transit expansion to underserved areas
- \$15 billion to replace about 1/3 of lead pipes across the country
- \$11 billion for pedestrian safety, including a \$5 billion Safe Streets For All program
- \$7.5 billion for 250,000 electric vehicle charging stations across the country
- \$7.5 billion to convert school buses and ferries to use electric power
- \$3.2 billion to upgrade dams, canals and water infrastructure
- \$2 billion to expand roads, bridges and rural transportation projects
- \$1.2 billion for wildfire risk reduction and restoration of damaged public assets
- \$1 billion to re-connect neighborhoods severed by freeways

Immediately after approving the \$1 trillion infrastructure bill, the Senate approved a budget reconciliation blueprint that includes a \$3.5 trillion top line and broad instructions for drafting the spending plan Democrats want to pass this fall without GOP votes. The spending plan includes many of progressives' top policy priorities, such as paid family leave, a universal prekindergarten program, expanded Medicare, combating climate change, and legislating a pathway to citizenship for some immigrants. The Senate voted 50-49 on August 10th to take up a budget resolution that includes instructions on how to draft the spending package. No Republicans voted to start the budget debate.

To pay for the new infrastructure spending, President Biden has previously called on Congress to raise the corporate tax rate from 21 percent to 28 percent. The Democrats' budget resolution would raise taxes on the American corporations and on families earning more than \$400,000 annually while providing tax relief for families and low-income individuals, including extending the child tax credit. However, the specifics of the sources of new taxes needed to fund the \$3.5 trillion programs will be worked out by Congressional committees responsible for the various program budgets.

Buried in the Senate infrastructure bill is another funding source, a new pilot project in which the federal government will study the feasibility of a vehicle mile tax or VMT. The purpose of the VMT is to charge a tax for every mile driven to fund the Federal Highway Trust Fund which is in danger of being insolvent.

The pilot program will solicit volunteers from diverse areas in all 50 states, Washington D.C., and Puerto Rico. These volunteers will install a mileage tracking program in their cars. The bill states that mileage can be tracked a number of ways including smartphone apps, third-party on-board diagnostic (OBD) devices, and data collected by automakers and insurance companies. The amount of the VMT will be based on the type and weight of the vehicle based on their estimated impacts on infrastructure, safety, congestion, and the environment.

The House interrupted its previously scheduled seven-week summer recess and returned to session on August 23rd to consider the budget resolution and a voting rights bill. Democratic leaders in the House are expected to link passage of the \$1 trillion infrastructure bill to the \$3.5 trillion reconciliation bill.

State

Prop. 22 Is Ruled Unconstitutional, A Blow To Independent Contracting In California

A California Superior Court judge in Alameda County ruled on August 20th that parts of Proposition 22, which allowed app-based ride-hailing and delivery companies to classify their workers as independent contractors, are unconstitutional, rendering the ballot measure unenforceable.

The judge also noted that, by including language aimed at preventing drivers from unionizing, Proposition 22 also violated a constitutional provision that requires laws and initiatives to be limited to a single subject.

The judge's opinion held that the law infringes on the power of the Legislature explicitly granted by the state Constitution to regulate compensation for workers' injuries. So, changing the law would require a constitutional amendment rather than an initiative statute. And, since a ballot initiative cannot be amended after it is passed by voters, any unconstitutional provision renders it unenforceable.

Ride-hailing company Uber vowed to appeal. Uber and other gig economy companies spent more than \$220 million last year in the nation's costliest-ever ballot initiative campaign to exempt their drivers from a 2019 law, AB 5, that requires gig workers across many industries to be classified as employees with benefits such as minimum wage, overtime and workers' compensation in case of injury.

After consideration by the state court of appeals, the judge's ruling will likely be decided by the California Supreme Court.

Caltrans Approves \$82 Million For 134 Projects To Reduce GhG Emissions And Improve Transportation Options For Low-Income Communities

Caltrans announced on August 5th \$82 million in Low Carbon Transit Operations Program (LCTOP) grants to 134 local public transportation projects throughout the state. The LCTOP funds are targeted to reduce greenhouse gas emissions and improve transportation sustainability by providing new and expanded bus and rail service for disadvantaged and low-income communities.

LCTOP is funded by the Cap-and-Trade Program from the Greenhouse Gas Reduction Fund. The Cap-and-Trade Program is one of many programs developed under AB 32, the California Global Warming Solutions Act of 2006, implemented to fight climate change.

The only project approved in L. A. County during this cycle is \$21 million to L. A. Metro for a fare-less system pilot project for low-income riders and K-12 students on the Crenshaw/LAX light rail line. Around the state, Caltrans funded the following types of projects from the LCTOP program:

- 31 projects offering free or reduced fares to encourage lifelong transit users, including young riders, seniors, veterans and persons with disabilities
- 31 projects providing new and expanded transit service for better access to jobs and educational sites, as well as expanding transit options that serve priority populations
- 22 projects purchasing zero-emission vehicles and related equipment/infrastructure
- 16 projects purchasing, constructing or installing infrastructure, equipment, or facilities to support zero-emission vehicle(s)

Autonomous Ride-Hailing Gets The Go-Ahead In California From CPUC

The California Public Utilities Commission (CPUC) in June 2021 gave the authority to Cruise, a subsidiary of General Motors, to operate an autonomous-vehicle car service on a pilot basis in the nation's first ride-hailing operation using driverless vehicles.

Vehicles will be limited to a maximum capacity of 15 passengers, and the service will be free for riders to use. As part of the permit, Cruise will submit data on vehicle operations to the CPUC each quarter and will submit plans to minimize risk to passengers while in the vehicles, how it will allow passengers to safely board and exit, and how it will educate the public about the vehicles and their use.

The announcement follows the CPUC's issuance last fall of a permit to Nuro, an operator of driverless delivery vehicles, to operate a fee-based delivery service in the state.

Region

Free Gameday Bus Shuttle To Run Between Sofi Stadium And Hawthorne/Lennox Green Line Station

Visitors to SoFi Stadium during pre-season and regular Rams and Chargers NFL games will be able to take a free Metro bus shuttle from and to the Hawthorne/Lennox C (Green) Line Station or a \$4 GTrans Stadium Express bus from the Harbor Gateway Transit Center. Metro bus lines 115, 117 and 212 also serve the Inglewood Entertainment District.

The Metro bus shuttles will arrive every 5-8 minutes starting about three hours before kick-off and ending about 1 1/2 hours after each game. The service will also be run "as needed" during games. The shuttle will be available for a total of three pre-season games and 18 regular season games.

The Metro shuttles will load and unload on northbound Hawthorne Boulevard, just south of the Hawthorne/Lennox Station. The Metro C Line typically runs every 15 minutes between Norwalk and Redondo Beach, and many stations along the line have free parking on weekends.

Beginning Sept. 12th, GTrans will offer its Line 7X Stadium Express bus service to Inglewood Sports and Entertainment District and SoFi Stadium from the Harbor Gateway Transit Center every Sunday. Service begins at 9 am and runs through 10 pm. For more info visit ridegtrans.com.

LADOT Releases Study On Improving Transportation For Women In LA; Pilots Variable Stops

Hoping to identify improvements that could better tailor transit systems to meet the needs of women, the Los Angeles Department of Transportation released a study on July 30th, on mobility challenges women face. The study focused on women in Sun Valley, Watts and Sawtelle, who were chosen to represent different demographics in Los Angeles.

According to “Changing Lanes: A Gender Equity Transportation Study,” women are less likely to have a driver’s license and access to a vehicle than men. More than half the women on the L. A. Metro system have children. At the same time, they’re more likely to take trips that require multiple stops because they are often responsible for a larger share of household and childcare-related duties. They’re also more likely to be carrying strollers and shopping bags, as well as to be accompanied by children. According to the study, even transit infrastructure is designed using men’s bodies instead of women, which makes grab bars, handles, ramps, curbs and seats less effective for women.

The “Changing Lanes” study listed recommended LADOT goals for implementing programs to improve women’s safety when traveling. In addition, the department announced an “on demand” pilot program to make DASH service more convenient and to address safety concerns. The pilot program, which began in August for Panorama City, Watts, Pico-Union and El Sereno DASH routes, enables riders to get off their bus anywhere along the route, instead of only at designated bus stops.

Trends

Toronto Signals Give Pedestrians A Head Start To Improve Safety

Over the past three years, Toronto has installed a new road safety measure at hundreds of intersections. More than 150 walk signals give pedestrians a 5-second head start at busy intersections before vehicles are permitted to enter the intersection in a bid to decrease traffic deaths and injuries.

There’s no data available yet on the impact of advanced pedestrian walk signals in Toronto’s streets but research from the National Association of City Transportation Officials suggests they can reduce collisions involving pedestrians by up to 60 per cent simply by making pedestrians more visible to drivers.

As Workers Are In The Office Fewer Days, The Rush Hour Commute Could Change For Good

An upheaval in commuting patterns may be afoot as employees change how often they return to their office desks — if at all. With more offices expected to slowly re-open after Labor Day, transportation experts have predicted that up to 18% will work remotely at least some days each week. And the pace of re-opening offices may be further tamped down by the appearance of the Delta variant and the new CDC indoor mask rules.

The questions being pondered by traffic and transit planners is how fast folks come back, how frequently they come back, and whether there’s flexibility on when they must be in the office. In addition, the rise of the delta variant highlights planners’ commuting concern: Calling people back to the office before they are ready to ride increasingly crowded buses and trains could lead many to drive solo, potentially canceling out any traffic relief that increased teleworking would bring.

In addition to tracking transit ridership and roadway congestion, planners are monitoring parking transactions in several large cities with major mass-transit systems. Their data points to the possibility that more commuters are driving (filling spaces to between 70 and 90% of pre-COVID levels), but they are not purchasing as many monthly parking passes. Instead, they are asking for a more flexible price break that matches their new hybrid schedules.

If employer-provided parking becomes more available because some workers stay home, previous Metro riders would have a new incentive to drive, officials say. Others might be more willing to pay hefty

private parking fees if they only have to do so a couple times a week. And there is a hopeful theory that workers will be more willing to bike or walk to work if they only have to do so a few days per week.

Experts say they expect a gradual increase in commuters over the coming months, rather than a sudden rush back to the office, assuming the spread of the delta variant doesn't push back re-openings. However, traffic volumes are expected to be spread more throughout the day, revealing more flexible commute times and teleworkers escaping home computers midday to work out or run errands. Even a slight reduction in traffic has an outsized impact on heavily congested roads, experts say, because traffic flows freely once it drops below about 80 percent of a road's capacity. Increasing teleworking has long been viewed as a relatively simple way to ease backups because it removes vehicles from the morning and evening rush, when road capacity is most overtaxed.

Afternoon traffic is expected to bounce back faster than in the mornings, experts say, because commuters typically tack on more personal trips, such as a grocery store run, on their way home. Transit ridership has produced another surprise. Although weekday ridership is slowly rising, weekend ridership has grown significantly faster.

Employees That Work Remotely From The Office May Face A Pay Cut

Employers and employees alike are needing to consider previously work/life balance issues that were not significant before work-from-home became a reality. Employee compensation is just one of the challenges needing to be addressed if employers allow or encourage flexible work locations.

For example, Google employees may have to take a pay cut to change their permanent work location. To attract the most qualified employees in the Silicon Valley's hyper-competitive human resource market place, Google has a policy that its pay rates factor in the actual cost differences of working at differing Google worksites. Google pays the top rate specific to the city and state where the employee permanently works.

A Google employee who decides to ditch their two-hour commute to permanently work in a remote Google office or from home could see their commute costs drop dramatically, but they face a pay cut by about 5-25% because their remote site is a less expensive work location than the previous office location. Facebook and Twitter also cut pay for remote employees who move to less expensive areas, while smaller companies including Reddit and Zillow have shifted to location-agnostic pay models, citing advantages when it comes to hiring, retention and diversity.

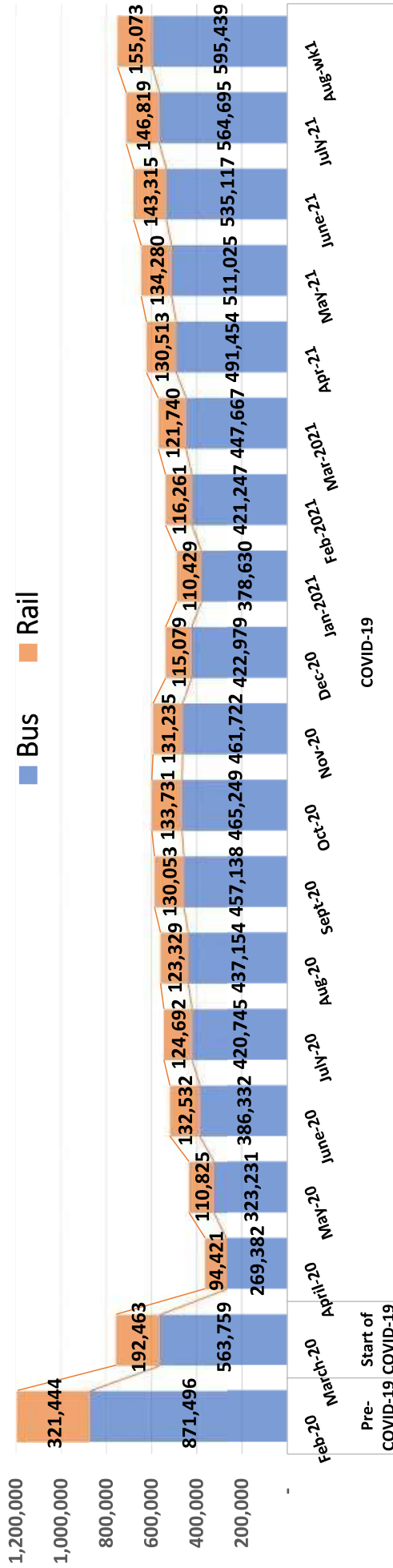
Google launched a Work Location Tool in June to assist employees in calculating the potential salary effect of changing their work location. The pay calculator analyzes the financial impacts of a potential Google employee's move from working at the office to working from a remote location using U.S. Census Bureau metropolitan statistical areas, or CBSAs. The company will not change an employee's salary based on them going from office work to being fully remote in the same statistical area where their current office is located.

It will be interesting to monitor how compensation and other obsolete human resources policies at Google and other forward-thinking employers are modified to account for changing work pattern of their employees who permanently are allowed to work remotely either full time or part time. Although the employee will certainly save commute costs and the environment will benefit from reduced work-related VMT, employers like Google will need to adapt their human resources policies to reflect the new work / life balance options to attract and retain top drawer talent.

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Systemwide Weekly Ridership Update



Ridership	Pre-COVID-19	Feb-20	Mar-20	Apr-20	May-20	June-20	July-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-wk 1 (8/1-8/7)
TOTAL	1,192,940	756,222	363,803	434,056	518,864	545,437	560,483	587,191	598,980	592,957	538,058	489,059	537,508	569,407	621,967	645,305	678,432	711,514	750,512	

6/27/21

- Increased overall service from 5.6 million revenue service hours (annualized) as of December 2020 to 6.5 million revenue service hours
- Resumed front door boarding in addition to keeping rear door boarding
- Issued & clarified instructions to operators that buses are free

9/12/21 (Upcoming)

- Increase overall service from the 6.5 million revenue service hours (annualized) as of June 2021 to 7.0 million revenue service hours

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South Bay Cities Council of Governments

September 1, 2021

Attachment D

TO: SBCCOG Transit Operators Working Group – 9/2/21 meeting
SBCCOG Infrastructure Working Group – 9/8/21 meeting
SBCCOG Transportation Committee – 9/13.21 meeting
SBCCOG Board of Directors – 9/23/21 meeting

FROM: Jacki Bacharach, Executive Director
Steve Lantz, Transportation Director
David Leger, Analyst / Assistant Board Secretary

SUBJECT: Initiation of FY 2022-23 Subregional Transportation Funding Call for Projects

BACKGROUND

The SBCCOG administers an annual South Bay Metro Budget Request (MBR) to allocate uncommitted funds generated by Measure R and Measure M sales taxes and assigned to the following South Bay programs:

- Measure R I- 405, I-110, I-105, and SR-91 Ramp and Interchange Improvement (South Bay), (also known as the South Bay Highway Program or SBHP)
- Measure M Highway Efficiency and Operational Improvements Program (HEOIP)
- Measure M Transportation System and Mobility Improvement Program I (TSMIP I)
- Measure M Transportation System and Mobility Improvements Program II (TSMIP II)
- Measure M Subregional Equity Program (SEP)

SBCCOG Metro Budget Request (MBR)

The SBCCOG's annual MBR development process begins in September in anticipation of an annually updated five-year funding forecast that Metro provides each October. SBCCOG is required to submit an updated 5-year programming plan by the subsequent February. Known in the South Bay as the Metro Budget Request (MBR), the annual update for the Measure R SBHP, Measure M HEIO, and two Measure M TSMIPs must include active project cashflow and funding modifications, project deletions, and new projects. The MBR development process also must include a transparent public participation element. Metro includes eligible projects in its subsequent annual fiscal year budget which runs from July to June. Following approval of the annual Metro budget, funding agreements are executed or amended between the lead agency for the project and Metro.

Measure R SBHP

Per the 2008 Measure R Ordinance Expenditure Plan, up to \$906 million (unescalated) in Measure R funds can be allocated through expiration of the measure in 2039. SBCCOG assists local jurisdictions to develop their Measure R projects and Metro directly oversees Caltrans projects that use South Bay subregional funds. For the past several years, funding needs have been identified through the annual MBR process in which funding is committed to complete a specific multi-year phase of the project delivery process (e.g.: Environmental, Right of Way, Construction). The MBR includes updated funding modifications for previously approved project phases, project deletions, and initial funding for new projects. Funds not needed to complete an active project are returned to the subregional fund source from which they were allocated.

In 2020, the SBCCOG approved a one-time transfer of \$400 million of SBHP funds to a new Measure R South Bay Transit Investment Program (SBTIP). SBCCOG has recommended MBR allocations within the SBTIP for the designated list of transit projects. Metro approved an allocation of \$233 million for the Inglewood Transit Connector project in July 2021 and is expected to consider the balance of the one-time SBTIP project list in September 2021.

Concurrent with the Measure R Transfer program development, SBCCOG changed its policy regarding funding of Caltrans projects. Rather than fund Caltrans projects through construction, the SBCCOG reverted to its initial policy of providing funding during the project identification phase to strategically position a project for further development, but requiring Caltrans to internally fund environmental/design of those projects with the understanding that the SBCCOG would assist Caltrans to find outside funds to deliver required rights of way and to construct the projects.

South Bay Measure R Subregional Funding Status

SBCCOG staff estimates that costs to complete the future phases of active SBHP and SBTIP projects, with a 10% contingency reserve, will consume \$892 million of the \$906 million allocated in Measure R to the SBHP and SBTIP programs, leaving only \$14 million in uncommitted funding through 2039.

Many of the projects have yet to begin their construction phase. Construction costs currently are very volatile due to labor and material cost uncertainty associated with the COVID-19 pandemic. With only \$14 million uncommitted before Measure R expires in 2039, SBCCOG staff believes it is prudent to not commit to any new local or Caltrans projects funded within the two Measure R programs during FY 2022-23. Instead, staff proposes to annually update uncommitted Measure R SBHP and SBTIP funding, monitor active project progress and changing funding needs, and to determine when a sufficient uncommitted subregional funding balance is available to justify a new call for projects using for the remaining Measure R SBHP funds.

Measure M South Bay Programs

SBCCOG assists local jurisdictions to develop eligible subregional projects and annually updates the 5-year Measure M HEOI, TSMIP I and TSMIP II funding programs to reflect active project modifications, project deletions and new projects. The program and project updates are submitted to Metro in February in the annual MBR. Metro reviews the projects for eligibility and incorporates the programming for eligible projects in its subsequent annual budget.

The South Bay Measure M HEOI Program is intended to supplement the ½-cent Measure R SBHP until 2039 when Measure R expires and Measure M is raised from ½-cent to 1-cent. The two South Bay Measure M TSMIP Programs allow a broader range of projects that improve mobility on the South Bay transportation network. TSMIP I funding allocations end in 2036. TSMIP II funding allocations will continue indefinitely, or until Measure M is rescinded by L. A. County voters.

Although some projects are eligible for both Measure R and Measure M subregional funds, transit projects are not eligible for Measure M funds unless Metro adopts a South Bay Measure M Transit Improvement Program, which, per the Measure M ordinance, cannot occur prior to 2028. Examples of potentially-eligible Measure M HEOI and TSMIP projects (regardless of whether the projects are allocated TSMIP I or TSMIP II funds) are included in Exhibit A.

South Bay Measure M HEOI and TSMIPs Programs Funding Status

Because Measure M funding has been accumulating during the first years of the program and is committed through the annual MBR and Metro's budget process, the South Bay has a significant uncommitted balance in its subregional Measure M programs. Through FY 2026-27, the uncommitted balances total \$167.8 million, as follows:

- Measure M HEOI - \$78,658,049
- Measure M TSMIPs (I and II) - \$92,155,577

Measure M South Bay Subregional Equity Program (SEP)

The Measure M Ordinance includes a Subregional Equity Program that includes \$133 million (un-escalated, available after 2043). The SBCCOG originally committed the entire \$133 million to provide a share of funding for the Centinela Grade Separation project.

More recently, Metro staff has recommended \$22 million of the South Bay SEP funding be used to reimburse Metro for cost-overruns on the Crenshaw/LAX project. The SBCCOG is discussing use of a to-be-determined portion of South Bay SEP funding for the Crenshaw/LAX cost overrun with the conditions that the SEP funds are a one-time contribution and that the City of Los Angeles provides its proportionate share of the cost overrun (based on the proportion of Crenshaw/LAX line route miles in L.A. and Inglewood). In addition, SBCCOG concurrence would need to be contingent on Metro finding regional, state or federal funding to fully fund the estimated \$235 million grade separation project cost including replacement of the portion of the \$133 million in South Bay SEP funds that is being requested by Metro for the Crenshaw/LAX project overrun. Metro will also need to determine how to accelerate the availability of the South Bay SEP funds from 2043 to the year the funds are needed or will need to identify a bridge funding or financing strategy.

Metro has identified additional remediation work that must be completed by the Crenshaw/LAX line contractor prior to final pre-revenue testing, but has yet to adopt a timeline or funding source for resolution of the outstanding issues nor committed to the SBCCOG that no additional subregional funds will be used for project completion.

RECOMMENDATION

Staff recommends committee and board approval to:

- a. Initiate a call for an updated FY 2022-23 5-year program of Measure M HEOI and TSMIP projects, including project modifications, project deletions, and new projects by December 1, 2021 to allow the SBCCOG MBR to be submitted to Metro by February 2022 with an aggregate amount not to exceed \$75,658,049 in Measure M HEOI funding and \$92,155,577 in Measure M TSMIP I and II funding; and
- b. Not initiate a call for projects using the funding within the two Measure R programs during FY 2022-23. Instead, staff will update uncommitted SBHP and SBTIP funding and monitor active project progress and change funding needs annually to determine when a new SBHP call for projects should be held for uncommitted funding available through 2039.
- c. Seek clarification from Metro of the updated Crenshaw/LAX line projected revenue operation date and confirmation that no additional sub-regional funds will be used to fund any project cost increases beyond those identified in 2020.

Potentially Eligible Projects For Funding From Revised Measure M Guidelines, Section X Multi-Year Programs (Highway Efficiency And Operational Improvement Subfunds)

Revisions approved by the Metro Board in June 2021 replaced subsection 'A. "Highway Efficiency and Operational Improvements " definition: ' in its entirety. The updated language is as follows:

Highway Efficiency and Operational Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance multimodal efficiency, safety, equity, and sustainability; improve traffic flow, trip reliability, travel times; and reduce recurring congestion, high-frequency traffic incident locations, and operational deficiencies on State Highways. Similarly, improvements which achieve these same objectives are eligible on major/minor arterials or key collector roadways.

Highway subfunds are eligible for pre-construction and construction related project phases as referenced in Sections IX and X and are subject to eligibility criteria and phasing thresholds that will be developed within 6 months as part of the applicable administrative procedures. In accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds. Other projects could be considered on a case-by-case basis as long as a nexus to Highway Efficiency and Operational Improvements can be shown, such as a measurable reduction in Vehicle Miles Traveled.

Examples of potentially-eligible HEOI Projects include:

- System and local interchange modifications
- Ramp modifications/improvements
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Alignment/geometric design improvements
- Left-turn or right-turn lanes on state highways or arterials, intersection and street widening/improvements
- New traffic signals and upgrades to existing signals, including left turn phasing, signal synchronization, and all supporting infrastructure
- Turnouts for safety purposes
- Shoulder widening/improvements for enhanced operation of the roadway
- Local travel network infrastructure
- Safety improvements
- Freeway bypass/freeway to freeway connections providing traffic detours in case of incidents, shutdowns or emergency evacuations
- ExpressLanes
- On-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements
- Class 1, 11, 111, or IV bikeways
- Sidewalk improvements, including but not limited to widening, shade trees, and curb ramps

- Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks
- Transportation Demand Management infrastructure that supports the implementation of TDM strategies in a public right-of-way, including associated software, licensing, and related one-time support costs, to the maximum extent permitted by the Measure M Ordinance.

Active transportation, transit and TDM projects that reduce Vehicle Miles Travelled are eligible either as ancillary elements of highway projects or as stand-alone projects. Using Measure M subregional highway funds for active transportation / transit capital / TDM projects must be at the discretion of the Sub-Regional COGs, are permissive. Neither Metro staff nor the Metro Board and shall require use of these funds for active transportation / transit capital / TDM projects or establish a mandatory use through guidelines that limit the flexibility allowed in the Measure M Ordinance and the Metro Highway Modernization policy.

Potentially Eligible Projects for Funding From Measure M Transportation System and Mobility Improvement Programs (TSMIP I, II) Subfunds

- Signal Synchronization
- Intelligent Transportation Systems
- Autonomous Vehicle Infrastructure System
- Broadband Regional Connectivity Infrastructure
- Bikeways and Bike Route/Slow Speed Infrastructure
- Pedestrian Infrastructure / ADA Improvements
- Complete Streets
- Local travel network infrastructure
- Transportation Enhancement / Beautification Elements of Transportation Improvements
- Transportation Management Systems (Traffic Operations Centers, Emergency Management)
- Goods Movement on CSTAN network
- Paratransit (Dial-a-Ride, Senior / Disabled Capital Projects)
- Metro / Municipal Transit Capacity Expansion
- Transit Centers / Park and Ride Lots and Parking Structures
- Car Sharing / Ridesharing / Vanpool / Telecommuting Capital Projects
- Sustainable SB Plan (Neighborhood-Oriented Development, First / Last Mile Infrastructure)
- Vehicle Conversion (Electric Vehicle Charging Infrastructure)
- Land Use and Transportation Projects that reduce vehicle miles travelled
- Transportation Demand Management infrastructure that supports the implementation of TDM strategies in a public right-of-way, including associated software, licensing, and related one-time support costs, to the maximum extent permitted by the Measure M Ordinance.

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South Bay Cities Council of Governments

Attachment E

September 4, 2021

To: SBCCOG Transportation Committee – September 13, 2021 meeting
SBCCOG Board of Directors – September 23, 2021 Meeting

From: Jacki Bacharach, SBCCOG Executive Director
Steve Lantz, SBCCOG Transportation Director

Subject: I-405 ExpressLane Transit Elements

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. Strategy 5 – Actively pursue opportunities for infrastructure funding for member agencies.

BACKGROUND

L. A. Metro and Caltrans are initiating two simultaneous studies related to converting the bi-directional High Occupancy Lanes to ExpressLanes to enable key segments of an I-405 ExpressLane to be in service before the 2028 Olympics. The first study is an environmental impact report for the segment of the I-405 between SR-101 freeway in the San Fernando Valley and the I-10 freeway in West Los Angeles. The second study, the [I-405 Comprehensive Multimodal Corridor Plan \(CMCP\)](#), has an objective “to create a holistic, innovative planning vision for the I-405 corridor communities” between Saugus and the South Bay.

SBCCOG has provided comments to Metro and Caltrans previously in connection with the design and use of ExpressLane net revenues on the I-110 and I-105 ExpressLanes. In both corridors, the SBCCOG has expressed a concern that transit capital and operating funding and parallel street improvements must be included in the ExpressLane project scope of work. Staff has drafted a letter to Caltrans and Metro to place on the record our similar concern with the I-405 project scopes (see Exhibit 1).

RECOMMENDATION

That the Board approve the letter as drafted below.

Attachment

September 24, 2021

Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Tony Tavares
District 7 Director
California Department of Transportation
100 S. Spring St.
Los Angeles, CA 90012

Dear Ms. Wiggins and Mr. Tavares:

The South Bay Cities Council of Governments has for several years provided input on the scope and design of ExpressLane projects relevant to the South Bay. We understand that L. A. Metro and Caltrans are initiating two simultaneous studies related to converting the I-405 High Occupancy Vehicle lanes to ExpressLanes to be in service before the 2028 Olympics. The first study is an environmental impact report for the segment of the I-405 between SR-101 freeway in the San Fernando Valley and the I-10 freeway in West Los Angeles. The second study, the [I-405 Comprehensive Multimodal Corridor Plan \(CMCP\)](#), has an objective “to create a holistic, innovative planning vision for the I-405 corridor communities.”

The SBCCOG wants to ensure that both studies adequately provide for a robust level of transit service in their design and funding plans. The current ExpressLanes were marketed to the public as providing transit alternatives and the I-405 should not be an exception.

Additionally, while we understand there are design constraints, particularly through the Sepulveda Pass, we strongly believe based on current usage and congestion, that a successful I-405 ExpressLane corridor from Saugus through the South Bay will need two dedicated standard lanes in each direction to safely accommodate the buses, vans, and commercial trucks that will choose to use the toll facility to serve LAX, Olympic venues and other major activity nodes within the corridor for decades to come. We believe that the alternatives being considered in the Sepulveda Pass EIR must consider the aggregate corridor-long travel demand that we expect will be documented in the CMCP study.

And finally, when developing guidelines for the South Bay Measure R Highway Program, Metro included Pacific Coast Highway as a freeway reliever in our area. With that in mind, we also support inclusion of the area between the I-405 and Pacific Coast Highway through the South Bay in the CMCP as we are very concerned with the need to mitigate potential spill-over traffic effects of dedicating two ExpressLane toll lanes within the existing freeway right of way.

In summary, we strongly urge Metro and Caltrans to design the facility including parallel street improvements while providing for adequate alternate transit service for the anticipated growth in demand as the ExpressLanes are expanded throughout the L. A. County network.

Sincerely,

Drew Boyles, SBCCOG Chair
Mayor, City of El Segundo

c.c.: Alice Tolar, LA Metro Project Manager
Los Angeles Metro
One Gateway Plaza, MS 99-11-1
Los Angeles, CA 90012

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SBCCOG 3-Month Look Ahead

September 2021	October 2021	November 2021
<p>2. Transit Operators Working Group Meeting</p> <ul style="list-style-type: none"> • Measure R/M Metro Budget Request Call for Projects planning & initiation discussion <p>2. Metro South Bay Service Council Meeting</p> <p>8. IWG Meeting</p> <ul style="list-style-type: none"> • Measure R/M Metro Budget Request Call for Projects planning & initiation discussion • Moonshadow Travel Data tool presentation <p>13. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> • Measure R/M Metro Budget Request Call for Projects planning & initiation discussion • Metro Fareless System Initiative Presentation <p>13. SBCCOG Steering Committee Meeting</p> <p>23. Metro Board Meeting</p> <ul style="list-style-type: none"> • SB Transit Projects List approval • SB MSP Projects Lists approval <p>23. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> • Measure R/M Metro Budget Request Call for Projects planning & initiation discussion/direction 	<p>7. Transit Operators Working Group Meeting</p> <ul style="list-style-type: none"> • Measure R/M Metro Budget Request process update <p>8. Metro South Bay Service Council Meeting</p> <p>11. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> • SBFN Phase 2 / MBATS Project Presentation • Measure R/M Metro Budget Request process update <p>11. SBCCOG Steering Committee Meeting</p> <p>13. IWG Meeting</p> <ul style="list-style-type: none"> • Measure R/M Metro Budget Request process update • SBCCOG Local Travel Network implementation <p>28. Metro Board Meeting</p> <p>28. SBCCOG Board Meeting</p>	<p>4. Transit Operators Working Group Meeting</p> <p>8. SBCCOG Transportation Committee Meeting</p> <p>8. SBCCOG Steering Committee Meeting</p> <p>10. IWG Meeting</p> <p>12. Metro South Bay Service Council Meeting</p> <p>18. SBCCOG Board Meeting</p> <p>23. Metro Board Meeting – DARK</p>

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