

# **South Bay Cities Council of Governments**

**Transportation Committee**  
SBCCOG Office, 20285 Western Avenue, Suite 100  
Torrance, Ca. 90501

## **REVISED AGENDA**

**Monday, February 12, 2018**

**10:30 a.m. – 11:45 a.m.**

- 10:30 a.m. Welcome / Self-Introductions
- 10:35 a.m. Consent Calendar – Receive and file
  - a. January 8, 2018 Transportation Committee meeting notes (Attachment A)
  - b. February 2018 Transportation Update (Attachment B)
- 10:37 a. m. SBCCOG Transportation Working Group Updates
  - a. Transit Operators Working Group Update
  - b. Infrastructure Working Group Update
- 10:45 a. m. Caltrans South Bay Projects Update – Jimmy Shih, Caltrans District 7
- 10:50 a. m. Caltrans I-110 Auxiliary Lanes Update – Isidro Panuco, L. A. Metro Highway Section
- 11:00 a. m. Measure M Guidelines Development and Metro Policy Advisory Council Updates
  - a. Metro Measure M Administrative Guidelines Update
  - b. SBCCOG Multi-Year Sub-Regional Programs (SB MSP) Public Participation Plan (Attachment C)
- 11:10 a. m. Measure R South Bay Highway Program Annual Performance Evaluation Report (to be distributed at meeting)
- 11:20 a. m. Metro ExpressLanes Surplus Revenue Allocation Update
- 11:30 a. m. **Metro I-105 ExpressLanes Project Update**
- 11:40 a. m. Metro Green Line / Crenshaw LAX Line Operating Plan Update
- 11:45 a. m. Announcements / Adjournment

Next Transportation Committee meeting –March 12, 2018, 10:30 a.m.

To include an item in the agenda, e-mail to: [lantzsh10@gmail.com](mailto:lantzsh10@gmail.com) by **March 2, 2018**.

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South Bay Cities Council of Governments

Transportation Committee  
January 8, 2018  
Minutes

COMMITTEE VICE CHAIR WEIDEMAN CALLED THE MEETING TO ORDER AT 10:32 AM

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

|  |                              |
|--|------------------------------|
| Christian Horvath, Chair (Redondo Beach) | Olivia Valentine (Hawthorne) |
| Kurt Weideman, Vice Chair (Torrance)     | Hany Fangary (Hermosa Beach) |
| Suzanne Fuentes (El Segundo)             | Jim Butts (Inglewood)        |

Non-Voting Representatives

Donald Szerlip, Metro South Bay Sector Council  
Stephanie Katsouleas, IWG (Manhattan Beach)  
James Lee, Transit Operators (Torrance Transit)

Also in attendance were the following persons:

|  |  |
|--|--|
| David Leger (SBCCOG)                     | Mike Bohlke (Metro)                                  |
| Jacki Bacharach (SBCCOG)                 | Isidro Panuco (Metro)                                |
| Steve Lantz (SBCCOG)                     | Catherine Saint (Metro)                              |
| Michael Ervin (Supervisor Hahn's Office) | Mark Dierking (Metro)                                |
| Orlando Rodriguez (El Segundo)           | Isaiah Ford (TRG)                                    |
| Frank Senteno (Lawndale)                 | Glenda Silva (LAWA)                                  |
| Craig Bilezerian (Torrance)              | Natasha DeBenon (Ghirardelli Assoc.)                 |
| Godfrey Offoegbu (Torrance Transit)      | Vic Nol (SCE)  |
| David Mieger (Metro)                     | Chris Buscarino (WSP)                                |
| Meghna Khanna (Metro)                    | David Grethen (Hermosa Bch. Public Works Commission) |
| Frank Ching (Metro)                      |  |

II. Consent Calendar - Approved Weideman/Butts

- A. Minutes of December 11, 2017 meeting
- B. January 2018 Transportation Update – received and filed.

MOTION by Committee Member Butts, seconded by Committee Vice Chair Weideman, to APPROVE the Consent Calendar. Approved without objection.

III. SBCCOG Transportation Working Group Updates

- A. Transit Operators Working Group Update – James Lee noted that there has been good discussion at the last several Transit Operators Working Group meetings.
- B. Infrastructure Working Group Update – No report given.

IV. Measure R South Bay Highway Program Annual Performance Evaluation (APE) Report

Mr. Lantz reviewed the APE report with the Committee. Mr. Lantz clarified for Committee Members that even though a project milestone may be late today, there is still time to catch up by the end of the fiscal year on June 30. The report is available online at:

[http://www.southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_December%20APE%20Report.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_December%20APE%20Report.pdf)

V. Measure R South Bay Highway Program FY 2018-19 Metro Budget Request

Mr. Lantz explained the difference between the one-year budget request (Exhibit A) that will get submitted to Metro and the five-year outlook (Exhibit B) that simply gives a projection of what current commitments will encumber during future year budget requests. Mr. Lantz noted that the SBCCOG

administrative costs are significantly lower this year than in previous years because no consultants are intended to be used in the upcoming fiscal year. Previously, consultants were hired to assist with the Metro Budget Request preparation and other related meetings. This year, the Metro Budget Request was updated only using SBCCOG staff resources.

Committee Vice Chair Weideman asked Mr. Lantz why the annual totals in Exhibit B decline over the five-year outlook. Mr. Lantz explained that the projection includes projects that started four or five years ago are in the construction phase now, which tends to be the costliest phase, and will be completing construction over the next few years.

MOTION by Committee Vice Chair Weideman, seconded by Committee Member Valentine, to recommend Board of Director approval of the FY208-19 Metro Budget Request. Motion approved without objection.

Exhibit A can be viewed online at:

[http://www.southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_Attachment%20C%2C%20Exhibit%20A%20-%20FY%2018-19%20MBR.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Attachment%20C%2C%20Exhibit%20A%20-%20FY%2018-19%20MBR.pdf)

Exhibit B can be viewed online at:

[http://www.southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_Attachment%20C%2C%20Exhibit%20B%20-%20FY%2019-23%20MBR.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Attachment%20C%2C%20Exhibit%20B%20-%20FY%2019-23%20MBR.pdf)

#### VI. Caltrans South Bay Projects Update

Isidro Panuco reported that the I-405/Crenshaw Blvd project is currently in design and that monthly PDT meetings are being held. The I-110 auxiliary lane project is expected to begin construction by April. The I-110 ITS project is wrapping up. The PCH and arterials ITS project is currently in construction. Mr. Panuco will give a brief presentation on the I-110 auxiliary lane at the next Transportation Committee meeting.

#### VII. Measure M Guidelines Development and Metro Policy Advisory Council Updates

##### A. Draft Measure M MSP Administrative Procedures

Mr. Lantz reported that the administrative guidelines are expected to be released sometime in January which will allow the SBCCOG to sign a funding agreement with Metro to assist the lead agencies to develop a five-year list of projects for each of the four multi-year subregional projects (MSPs). There will be different project eligibility criteria for each of the programs. The South Bay project selection criteria and performance evaluation guidelines must be developed after Metro's administrative guidelines are finalized. The first step would be to create the project selection criteria. Ms. Bacharach noted that the selection criteria will only be developed for the programs that are known about, meaning all except for the Sub-Regional Equity Program. A MSP training session will be held during the March IWG meeting and an elected official briefing will be held immediately before the March 22<sup>nd</sup> Board of Directors meeting

Mr. Lantz added that the .5% administrative money that the SBCCOG will receive is intended to help develop the program as well as develop projects over the next five years, which means that PSRs could be partially funded using this money. However, this will reduce the amount of funding available to administer the programs, so the Board will need to approve a multi-year funding program that will be incorporated into the Metro / SBCCOG funding agreement.

##### B. SBCCOG Multi-Year Sub-Regional Programs (SB MSP) Implementation Plan Outline

Mr. Lantz asked that any action on this item be deferred at this point. Mr. Lantz explained that he felt it was premature to spend staff time on this item until the Metro Administrative Guidelines are finalized.

MOTION by Committee Member Valentine, seconded by Committee Vice Chair Weideman to defer action on this item to a future date. No objection. So ordered.

VIII. Paid Parking Policy at Metro Rail Stations

Frank Ching (Metro) presented on the Metro Parking Management Program, noting that the goal is to develop a program that ensures parking resources are available for transit patrons, to reduce increased commute time due to searching for a parking spot at transit stations, and to ensure that the new policy does not adversely affect ridership at the stations.

Paid parking will be instituted in all lots that are over 70% utilized on weekdays and in lots at adjacent stations to prevent deflection of overflows from the paid lots to other nearby lots. Metro will consider developing additional parking spaces if a paid lot continues to be more than 90% occupied on weekdays after the paid parking management program is implemented.

Parking will be paid via TAP card and inspected via a license plate photograph technology. License plate numbers will be tied to the patron's TAP card. Mr. Ching also noted that this policy has been in the works for approximately three years.

Committee Member Fuentes expressed her concerns with this policy because of its potential spillover impact on El Segundo neighborhoods. She explained that there is already significant overflow due to passengers arriving at LAX and parking for free in the neighborhoods surrounding the airport. Mr. Ching noted that it is possible to work on an enforcement plan with the City, including the option of the City giving Metro authority to do parking enforcement in the neighborhoods.

For more detail, Mr. Ching's presentation is available online at:

[http://www.southbaycities.org/sites/default/files/transportation\\_committee/PRESENTATION\\_Parking%20Management%20Program.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_Parking%20Management%20Program.pdf)

IX. Green Line South Study Updates

David Mieger and Meghna Khanna presented an update on the Green Line South alternatives analysis. This is Metro's second round of outreach, building upon outreach done in Fall 2017. There are currently 4 route alignments being studied based on discussions with the residents in the cities of Lawndale, Redondo Beach, and Torrance. Ms. Khanna reviewed the route alignments and explained the cost differences associated with each, but noted that overall ridership would be approximately the same no matter which alignment is ultimately selected.

For more detail, the presentation can be viewed online at:

[http://www.southbaycities.org/sites/default/files/transportation\\_committee/PRESENTATION\\_SB%20Light%20Rail%20Extension.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_SB%20Light%20Rail%20Extension.pdf)

X. Metro Green Line / Crenshaw LAX Line Operating Plan Update

Committee Member Fangary expressed his frustration that it feels like Metro is giving the Committee the runaround by not providing an update. Mr. Lantz explained that Metro Operations staff feels it is premature to discuss the issue since staff has yet to develop the operating plans. The committee asked for the item to be placed on each future Transportation Committee agenda until Metro presents its plan to the Committee.

XI. Metro Express Lanes Surplus Revenue Allocation Update

Ms. Bacharach reported that a meeting is scheduled for this Friday with Mayor Butts, Supervisor Hahn, John Fasana and representatives from the relevant COGs to discuss the issue. An update will be provided at the next meeting.

XII. Announcements / Adjournment - The Next Transportation Committee is scheduled February 12, 2018 at 10:30 a. m.

MOTION by Committee Vice Chair Weideman, seconded by Committee Member Fuentes, to ADJOURN the January 8<sup>th</sup> meeting of the Transportation Committee. Approved without objection.

Committee Chair Horvath adjourned the meeting at 11:45 a. m..

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South Bay Cities Council of Governments

February 12, 2018

TO: SBCCOG Transportation Committee  
FROM: Steve Lantz, SBCCOG Transportation Director  
RE: SBCCOG Transportation Update – January 2018

**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

**Trump Administration’s \$ Trillion Federal Infrastructure Initiative Outline Leaked**

Although Trump’s conceptual plan announced in his January 30<sup>th</sup> State of the Union Address proposes to generate \$1 - \$1.7 trillion in infrastructure spending over 10 years, the administration is only seeking \$200 billion in new federal dollars. A leaked internal draft outline of the plan is available at: <https://www.politico.com/f/?id=00000161-1ee5-da76-abed-7eef69230000>).

The outline, which relies on state and local governments and private investors to come up with most of the money, includes eight new or revised programs and more than 50 new federal policies related to infrastructure investment. The eight programs under consideration by the administration are:

Infrastructure Incentives Initiative program: - provides grants to encourage state, local and private investment in core infrastructure. Federal incentive funds would be conditioned on achieving milestones within an identified timeframe. The federal share of an individual project would be limited to 20% of total project cost. No individual state could receive more than 10% of the amount available. The biggest factor in deciding which projects would get that money would be their potential to draw “new, non-federal revenue to create sustainable, long-term funding.” Another major factor would be the applicant’s ability to get new, non-federal money for operations, maintenance and rehabilitation. Accounts for 50% of the appropriation.

Transformative Projects Program: competitive federal funding and technical assistance program for innovative and transformative infrastructure projects that are unable to secure financing through private sector due to the uniqueness of the program. Applicable projects must be exploratory and ground-breaking ideas that have more risk than standard infrastructure projects but offer a larger reward profile. Covered sectors include: transportation, clean water, drinking water, energy, and commercial space / telecommunications. The maximum federal share of project costs would rise from 30% in planning phase to 80% of construction phase costs. Private investment would be required and the applicant enter into a financial partnership agreement with

the Federal Government requiring that if a project begins to generate value, the Federal Government would have rights to share in the project value. Accounts for 10% of total appropriation.

Rural Infrastructure Program: block grants to states for rural areas under 50,000 population to fund transportation, broadband, water and waste, power and electric and water resources infrastructure projects. 80% of the program funds are for rural block grants based on lane miles and population; 20% is reserved for rural performance grants. Accounts for 25% of total appropriation.

Federal Credit Programs: designed to increase the capacity of existing Federal lending programs to increase investment by funding through 2028 the Transportation Infrastructure Finance and Innovation Act, Railroad Rehabilitation and Improvement Financing, Water Infrastructure Finance and Innovation Act, and United States Department of Agriculture, Rural Utilities Lending Programs. Accounts for 7.05% of total appropriation.

Public Lands Infrastructure Fund: would create a new infrastructure fund in the U.S. Treasury called the Interior Maintenance Fund comprised of additional revenues from the amounts due and payable to the U.S. from mineral and energy development on Federal lands and waters.

Disposition of Federal Real Property: would establish through executive order the authority to allow for the disposal of Federal assets to improve the overall allocation of economic resources in infrastructure investment.

Federal Capital Financing Fund: creates a funding mechanism similar to a capital budget but that operates within the traditional rules used for the Federal budget by establishing a mandatory revolving fund to finance purchases of federally owned civilian real property. Once approved in an Appropriations Act, the revolving fund would transfer money to agencies to finance large dollar real property purchases. Purchasing agencies would then be required to repay the fund in 15 equal annual amounts using discretionary appropriations. Accounts for 5% of total appropriation.

Private Activity Bonds: would amend 26 U.S.C. 142 to allow broader categories of public purpose infrastructure, including reconstruction projects, to encourage more private investment in projects to benefit the public.

The Administration also proposes more than 50 new federal policies to encourage infrastructure investments in all infrastructure categories. For example, the policies would allow states to charge tolls on Interstate Highways and to commercialize Interstate rest areas. Federal law presently allows tolling only on newly constructed Interstate segments. Another proposed policy would remove federal “constraints” currently in place on public-private partnerships for transit systems.

### **Trump Plan Is Silent On Highway Trust Fund’s “Hole In The Bucket”**

The administration is not saying where it expects to find the \$20 billion a year to pay for its Infrastructure Initiative, beyond unspecified budget cuts. Perhaps the lack of specificity is due to the fact that the Highway Trust Fund that pays for most federal highway and transit aid is forecast to go broke in 2021 since the federal government is currently spending \$15 billion a year more than the Highway Trust Fund takes in through gasoline and diesel taxes.



As of July 2017, 26 states and the District of Columbia have raised their own fuel taxes since 2013. But Congress hasn't passed a gas tax increase since 1993. Instead of raising taxes, Congress typically discusses potential cuts in popular programs like public transit subsidies, AMTRAK subsidies, or the Transportation Investment Generating Economic Recovery (TIGER) grants program, which offers \$500 million per year in discretionary (and highly competitive) grants for state and local governments. Then they approve a budget using general funds in addition to the Highway Trust Fund.

But this year could be different. The U.S. Chamber of Commerce on January 18<sup>th</sup> called for a 25-cent increase to the federal gas tax to shore up the Trust Fund either over five yearly increments or in a single increase. The business group is also calling for a more efficient permitting process in addition to increased private partnerships to fund infrastructure projects. In addition, the American Trucking Association which usually opposes gas tax increases has proposed generating about \$340 billion over 10 years by increasing the wholesale transportation fuels tax by 5 cents a gallon a year over four years which would be less visible than a retail tax at the pump.

## STATE

### **Governor Raises 2030 Electric Vehicle Sales Goal; Bill Would Ban Gas-Powered Vehicle Sales By 2040**

California is on pace to exceed its goal of 1.5 million electric cars on the streets by 2025.

California currently has about 350,000 electric vehicles, far more than any other state, and 2017's growth rate in California EV sales was almost 30% higher than 2016's rate.

To turbocharge the EV adoption rate, Governor Jerry Brown issued an executive order on January 26<sup>th</sup> that upped the 1.5 million vehicles by 2025 goal to 5 million electric vehicles on the state's roads by 2030. To achieve the new goal, 40% of all passenger vehicles would need to be electric by 2030, a daunting increase over the current 4.5% of sales in the state.

The executive order also calls for the state to spend \$2.5 billion between now and 2025 to dramatically expand the number of electric vehicle charging stations from roughly 14,000 now to 250,000. The number of high-speed charging stations would increase from roughly 1,500 now to 10,000, and the number of hydrogen fueling stations would jump statewide from 31 now to 200 in 2025.

State lawmakers will be considering an even more aggressive proposal on electric cars this year. Assembly Bill 1745, introduced on January 3<sup>rd</sup> would require all new cars sold in the state after 2040 to be zero emission. The zero emission requirement would mean that even hybrid vehicles would be prohibited under the new bill.

If the bill were to pass, California would join countries like the United Kingdom and France, which have recently announced plans to phase out gasoline and diesel powered cars by 2040. Norway, which has plans to ban the sale of fossil fueled vehicles by 2025, has seen the use of electric vehicles (EVs) skyrocket in recent years, with EVs making up 37 percent of the country's car market as of 2017.

## **State Legislature Considers Remedies For Overly-Successful Cap-And-Trade Program**

The state's cap and trade program was criticized when only 11% of available emission allowances were sold in the May 2016 auction and only one-third of the inventory was sold at the next auction three months later. Yet, since May 2017, every allowance put up for auction has been snapped up.

With this success, criticism has now pivoted to another concern: Industries could buy and hoard so many allowances to emit greenhouse gases now that they might not need to actually reduce emissions in the future, when the state's emission target becomes especially stringent. So an Assembly Hearing was held on January 4<sup>th</sup> to consider changes to the Cap and Trade law and regulations.

Pursuant to a 2016 law that established an ambitious target of reducing greenhouse gas emissions to 40% below 1990 levels by 2030, the California Air Resources Board has established a statewide limit on emissions from the industries covered by the law, which produce about 80% of the state's output of carbon dioxide and other greenhouse gases. The payments collected for allowances must be spent on programs battling climate change. Through 2017, that sum came to \$6.5 billion.

By law, the "cap" must be reduced annually. In 2018, the "cap" for allowances is 358.3 million metric tons of carbon dioxide. The "cap" falls to 346.3 million in 2019 and 334 million in 2020. In addition to lowering the cap, the minimum price of a permit, \$14.76 per reduced ton in last November's auction, rises at 5% per year plus inflation. Theoretically, a company that estimates its cost for pollution control equipment at less than \$14.76 per reduced ton presumably would buy and install the equipment; if the cost would be higher, it would buy the needed allowances.

But the purchased allowances don't expire, and there have been more sold than are needed now to meet near term reduction goals. The fear is that the accumulation of allowances will more than offset the 2030 reduction targets making the incentive to further reduce emissions disappear.

Some believe that the problem will go away since the allowance holding cost for hoarders will be too high over the long term. (At \$15 per allowance, the 11 million allowances that any individual business is permitted to hold at any one time cost that buyer \$165 million.) Others believe the legislature needs to consider raising the allowance price, accelerating the annual cap reduction, or reducing the value of allowances as they age and are not used.

## **Bill Spiked That Would Have Allowed Bikes To Treat Stop Signs As Yield Signs**

A state bill (A.B. 1103) that would have allowed bikes to legally proceed through a stop sign without stopping when it is safe to do so was pulled by the authors prior to the January 31<sup>st</sup> deadline for each house to pass bills introduced in that house. The proposed change to state law would have recognized that stop signs are part of a traffic control system designed for cars, which approach and move through intersections differently than people on bikes. The authors had previously modified the bill to merely allow a pilot study of the concept but that was also opposed.

Supporters of the proposed law claimed allowing a bicycle to yield at a stop sign rather than stopping brings many benefits to all road users: it can help a bicyclist maintain momentum, keep better control of the bicycle, and move through an intersection more quickly and efficiently, avoiding unnecessary collisions because of the physics of riding bikes.

Opponents of the proposed law, including the Teamsters and AAA, said that changing the rules as they now stand would be unsafe and “detrimental” to all road users. Rather than seeing that a pilot program could test the idea and provide important safety data, the opponents charged that creating “different rules across local jurisdictions” during a pilot study would just confuse people.

### **Rival Initiatives To Overturn SB 1 Gas Tax Are Merged Behind One Ballot Measure**

Two initiatives to overturn the fuel tax and vehicle fee increases in California’s new transportation funding law (SB 1) have been merged into a single initiative by their respective authors.

One of the two measures was delayed in the signature gathering process due to a legal battle over how voters would see it described on the ballot. So its author, Travis Allen, is now endorsing a different initiative backed by his GOP rival in the governor’s race, John Cox, who contributed \$250,000 in campaign funding in exchange for being named campaign chairman of the surviving repeal initiative.

The surviving measure would require voter approval for any gas tax or vehicle fee increases and would apply that constitutional mandate retroactively to January 1st of 2017, effectively repealing SB 1 and requiring that any increase in those taxes go back to the voters

The initiative is reported to have gathered more than 400,000 of the 585,407 signatures needed to qualify for the November 2018 ballot as of January 12<sup>th</sup>. Backers of the initiative have until mid-May to turn in their voter signatures. If the measure qualifies for the November ballot, it’s expected to face strong opposition – including from Gov. Jerry Brown.

## REGION

### **L. A. Traffic Deaths Continue To Exceed Vision Zero Reduction Goals**

In 2015, Los Angeles City adopted a Vision Zero program to reduce the annual traffic fatalities from 186 in 2015 to zero by 2025. But in 2016 there were 264 deaths and 244 in 2017.

While installing some of the Vision Zero initiative measures (such as diagonal crosswalks, signal timing adjustments, and public education), city officials set the 20 percent reduction goal on the assumption that road diets (lane reconfigurations) would play a greater role. Supporters blame the failure to meet the goal on the intense opposition to proposed “road diet” lane re-configurations. Supporters of road diets also say reducing vehicle speeds is the number one factor in reducing fatalities.

Opponents have accused city leaders who do champion Vision Zero’s road diet measures of exploiting the stories of pedestrians while failing to prove how the changes would have prevented their deaths.

Funding has also been a challenge. Planners in 2015 estimated the L. A. City Vision Zero initiative would need about \$80 million to reach a 20 percent fatality reduction goal for 2017, but a “compromise” amount allocated by L. A. City Council for Vision Zero in the latest fiscal year was \$27 million.

### **L.A. Transit Ridership Drops 15 Percent In 5 Years Despite New Rail Extensions**

Despite a growing population and an improving economy, the number of trips taken on Los Angeles County’s bus and rail network in 2017 fell to the lowest level in more than a decade.

The Los Angeles County Metropolitan Transportation Authority, the region's largest carrier, lost more than 10% of its boardings from 2006 to 2015, a decline that appears to be accelerating. Despite a \$9-billion investment in new light rail and subway lines, Metro now has fewer boardings than it did three decades ago, when buses were the county's only transit option. The drop is consistent with other major U. S. transit systems with the exception of Seattle.

Metro's bus system, which carries about three-quarters of the system's passengers, has seen a drop of nearly 21%. Although LA rail ridership increased 3.6 percent over five years due to the new Exposition Line and Gold Line extension to Azusa, the Blue and Green light rail lines saw ridership drop 21 percent and 26 percent, respectively.

Experts and officials have attributed the decline to a combination of factors, including the difficulty and inconvenience of transit service, changes to immigration policy that allow undocumented immigrants to obtain drivers licenses, competition from new rideshare options like Uber and Lyft, concerns for security, and, with the improving economy, more people buying cars. More than 8 million cars, trucks, trailers and motorcycles were registered in the county in 2016, an increase of more than 6% from a decade earlier,

To address rider concerns, Metro has beefed up security by adding new LAPD and Long Beach Police Department officers to the LA County Sheriff Officers that patrol the system. In addition, Metro has commissioned a study on how to improve their service, which spans 170 lines and 15,000 stops. The results are expected in April 2019.

#### **Metro Eliminates Tokens And Day Passes, Shifts Marketing Of TAP Cards**

Pending approval by the Metro Board in March, transit tokens will be eliminated from fareboxes and ticket vending machines by the end of 2019. Metro also plans to eliminate day passes from Metro buses.

Metro distributes subsidized TAP cards and tokens to 500 or more health and wellness centers, shelters and community based/social service agencies. Seniors, the disabled and students are also provided discounts when loading TAP cards; if they use a token, they miss out on those savings. Ten tokens are sold in a bag for \$17.50, with each token priced at Metro's regular one-way \$1.75 fare. Because fares paid using tokens are not discounted and token users do not receive free transfers within the Metro system, sales of tokens have declined.

LA Metro has given away 55,000 free TAP cards and plans on distributing 1 million more free cards starting in May. But Metro's transition plan also includes a TAP card purchase price increase at ticket vending machines from \$1 to \$2. TAP cards currently are sold for \$2 by phone, at service centers and online. The agency wants to charge \$2 per card across the board.

#### **Metro May Distribute Pre-Loaded TAP Cards To The Homeless, Domestic Violence Victims**

Supervisor Janice Hahn asked Metro staff on January 25<sup>th</sup> to look at providing pre-loaded TAP cards to individuals experiencing homelessness or domestic violence victims throughout the county. The motion was added to a motion for an aggressive campaign to promote a discount fare program known as LIFE. Supervisor Hahn wants the pre-loaded TAP cards to be issued without having to fill out the customary LIFE paperwork to qualify.

While Metro staff were directed to begin outreach efforts with local community colleges, homeless service providers, the county's Department of Disability and Aging and the

Department of Family Services to increase awareness of LIFE, they will need to come back to present a plan on the feasibility of providing pre-loaded TAP cards countywide.

### **Metro Plans To Roll Out New Smartphone Fare Payment App Later This Year**

At the same time Metro is encouraging riders to convert to its TAP card system, the agency has announced it will introduce a smartphone fare payment application this fall. The app will allow users to purchase rides on buses and trains operated by all 24 of the LA-area transit agencies that accept payment through the TAP card. Additionally, users will be able to use the service to pay for Metro's new bike share program and even certain ride hailing services (Metro is now mulling its own "microtransit" system similar to Uber or Lyft that would provide users with on-demand rides).

One of the potential benefits of the smartphone app is that it will be able to offer ad hoc fare promotions which might include incentives for users choosing to ride public transit on smoggy days or a system by which riders could earn points when paying for trips. Incentives could also encourage those using the app to take multiple modes of transportation that might include a discount for a bikeshare ride after a user pays for a transit ride. Passengers will also be able to plan trips using the app, which will provide real-time updates on when buses and trains will be arriving at a particular stop.

In London, riders on the city's buses and trains have been able to pay fares with smartphones for several years. More locally, riders on the Metrolink commuter rail can now purchase and download tickets through the Metrolink mobile app. Last month, Metro began installing optic scanners at gated rail stations so that users of the app can easily transfer to local trains and buses. Similar smartphone programs are now being developed for transit systems in New York, Boston, and Atlanta.

## TRENDS

### **New Federal Policy Being Developed To Regulate Autonomous Trucks, Buses**

Federal regulators are taking the first step toward creating a policy guiding the development of autonomous transportation beyond self-driving cars to include trucks, buses and other ground-based modes. The U.S. Transportation Department will soon publish four requests for public comment on how to cast aside roadblocks for transportation advancements in vehicles, trains, buses, commercial trucking and transit systems, Transportation Secretary Elaine Chao announced at the Consumer Electronics Show on January 10<sup>th</sup>.

The request for input will help the government identify which regulations, parts of regulations or terminology need to be updated to allow for innovation to move forward. Industry advocates are pushing for the federal regulations to create consistent national standards to supercede emerging state regulations. Opponents fear the national standards will not provide sufficient safety for congested urban operation of the new technology.

The National Highway Traffic Safety Administration has asked for comment on unnecessary regulatory barriers for self-driving vehicles and how their safety should be tested and certified. The Federal Transit Administration is looking for feedback on two fronts related to automated buses, and the Federal Highway Administration will seek public input on how driverless transportation modes should be accommodated on U.S. highways.

The comments will be used to develop the third iteration of the department's Federal Automated Vehicle Policy, which Chao said would be released this summer. The current version, released in September 2017, relates only to autonomous automobiles, not buses, trains or other forms of surface transportation.

### **Metro Will Test Bus Crash Avoidance Technology**

L. A. Metro has received a federal grant to test on buses sensor-based collision-avoidance systems commonly used on self-driving vehicles. Smart cameras and audio-visual modifications that will assist bus drivers with pedestrian and cyclist warnings as well as blind-spot alerts are among the systems the demonstration will test for their cost effectiveness and practicality.

Specific technology suppliers will be selected this spring. The buses should be equipped with the sensors by the end of 2018 and to run the evaluation for 18 months. Of the 60 buses that will be used for the demonstration, 20 will be equipped with sensors from one provider, 20 will be equipped with sensors from another provider and 20 buses will remain unchanged. Although the safety demonstration project is the first step toward the use of autonomous buses, fully driverless buses are still at least 15 years from mass deployment.

In addition to Metro, the \$2 million demonstration project has three other partners: the Federal Transportation Administration, the nonprofit Center for Transportation and Environment, which is serving as the project's manager, and New Flyer, a bus manufacturer that will provide the 60 buses.

South Bay Cities Council of Governments

DATE: February 12, 2018

TO: SBCCOG Transportation Committee

FROM: Jacki Bacharach, Executive Director

RE: Measure M Subregional Funds; Public Outreach Program for initial Five-Year Programming Plan

**BACKGROUND**

In June, the Metro Board of Directors adopted the Measure M guidelines establishing a process by which subregional funds under Measure M will be programmed by the subregional entities, including the SBCCOG, through the development of a five-year subregional fund programming plan for each of the South Bay Measure M Multi-Year Subregional Programs. In accordance with Metro administrative MSP guidelines expected to be released in February, five-year project specific programming plans will have to be submitted to the Metro Board of Directors for adoption, which will subsequently guide the annual cashflow committed by Metro to specific projects that fall within each of the South Bay MSP programs.

Under the adopted Measure M Guidelines, SBCCOG is responsible for developing a Public Participation Element that will cover how potential project sponsors and stakeholders are to be engaged in the development of the 5-year plan and the specific projects. To guide the required documentation, Metro has suggested a set of questions that must be answered in advance of a Metro/SBCCOG funding agreement being executed, and included within, the MSP 5-Year Plan “Public Participation Element.”

This Public Participation Element must be included in the MSP 5-Year Plan adopted by the SBCCOG Board and subsequently adopted by the Metro. At a minimum, the public participation element must address the interests of:

- The Subregion represented by the SBCCOG Cities;
- Potentially-eligible MSP Project Lead Agencies (L. A. County and other South Bay local jurisdictions
- Stakeholders. (Stakeholders may vary by program and MSP focus, but could include advocacy organizations, non-profits representing community interests, business interests, potential service providers and/or funders for the MSP program or project, etc.

Finally, the Public Participation Element must reference if, and to what extent, the subregion will address performance measurement as part of the MSP 5-Year Plan.

Staff recommends that the SBCCOG implement the following Public Participation Plan for the development of the South Bay Multi-Year Subregional Programs:

1. Staff will develop draft project selection criteria for each of the South Bay MSPs for which funding is projected to be available between FY 2019 and 2024. The criteria will be reviewed by the Infrastructure Working Group, the Transit Operators Working Group, and the Senior Services Working Group. The Transportation Committee will review all comments from the Working Groups and make a recommendation to the Board of Directors. The criteria will be approved by the Board of Directors.
2. SBCCOG Staff will distribute to eligible project sponsors the list of candidate projects that was included in the 2015 South Bay Mobility Matrix along with the project selection criteria and request candidate project descriptions from eligible project sponsors. Since the Mobility Matrix projects are already deemed eligible by Metro, project sponsors will be encouraged to give priority to these projects. However, the SBCCOG will also consider candidate projects that were not included in the Mobility Matrix project list. Project sponsors will be encouraged to engage community stakeholders in the development of their candidate projects and will be asked to describe their public outreach / participation process when they submit their candidate project list.
3. SBCCOG staff will develop a preliminary proposed 5-year project list using the South Bay Mobility Matrix list of projects and project lists submitted by eligible project sponsors for each sub-fund based on annual cash flow availability.
4. This preliminary list will be distributed to SBCCOG member agencies and other stakeholders and posted on the SBCCOG's website for comment.
5. The proposed project list, as well as any comments received, will be agendized for the Infrastructure Working Group, Transit Operators Working Group and Senior Services Working Group for discussion and public input.
6. Recommendations from the working groups will be forwarded to the SBCCOG Transportation Committee and agendized for discussion and public input.
7. Final recommendations from the SBCCOG Transportation Committee will be forwarded to the SBCCOG Board of Directors for public input and final approval.
8. The SBCCOG Board-approved 5-Year MSP funding plans will be transmitted to the Metro Board of Directors for approval.
9. Upon approval of the MSP 5-Year Plan by the Metro Board and subsequent execution of funding MOU's with each individual project implementing agency, further outreach regarding the design, environmental clearance and construction of those projects will be handled individually by the implementing agency in accordance with funding guidelines and local policies.

As shown in Exhibit 1, this proposed approach provides numerous opportunities for public participation and stakeholder engagement, and therefore, conforms to the requirements and intent of Metro Board direction.

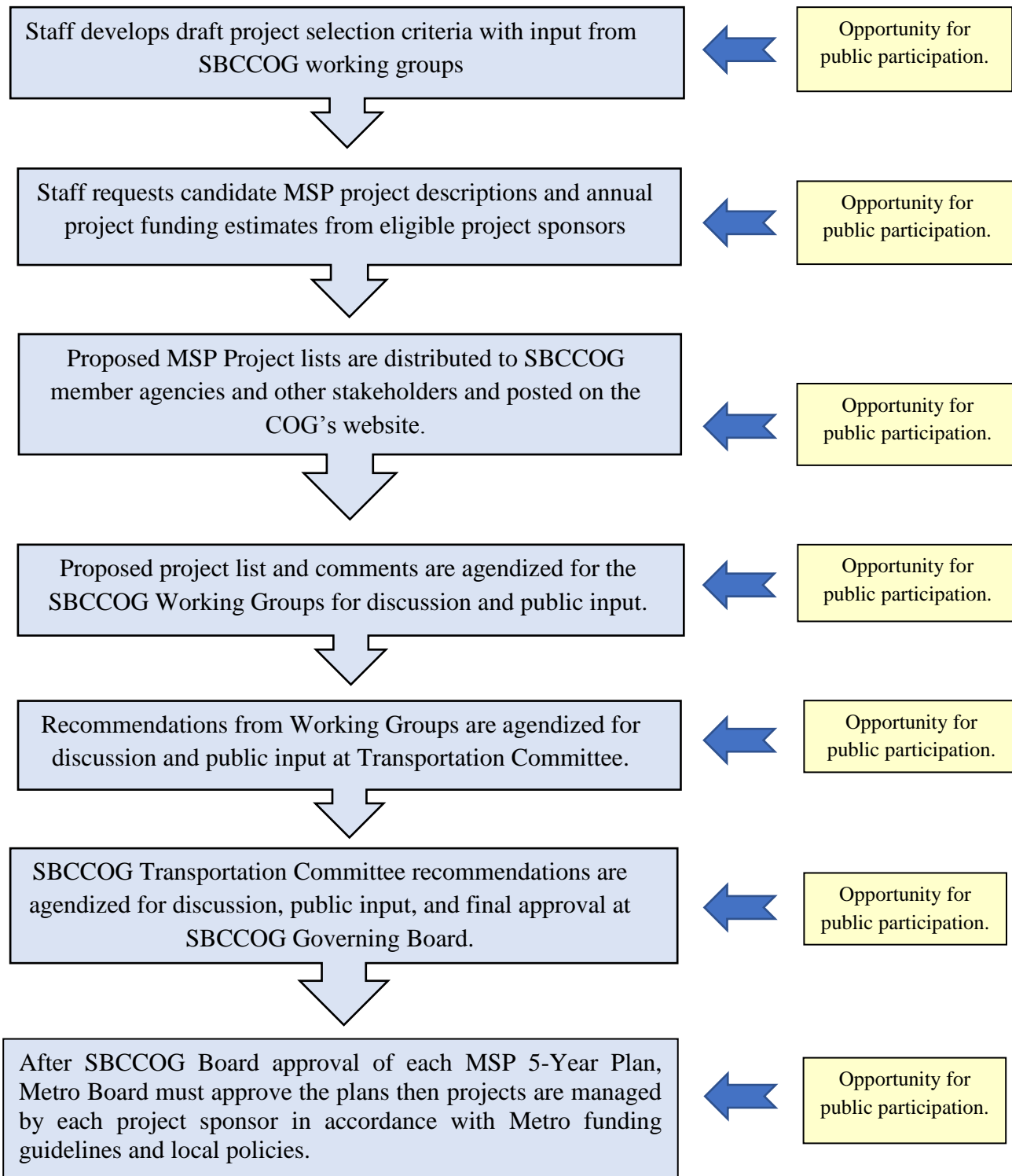
### **RECOMMENDATION**

SBCCOG staff recommends that the Transportation Committee recommend approval of the public participation process as described above and illustrated in Exhibit 1.



Exhibit 1

SBCCOG Plan for Public Participation and Stakeholder Engagement



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