

**SBCCOG Transportation Committee Meeting
Monday, April 12, 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. April 11, 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/tJwkfuqrDsjEtXrrw8SuNAP0LjuhNntU3zV>

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. March 8, 2021 Transportation Committee Minutes (Attachment A) – **Approve**
 - b. April 2021 Transportation Update (Attachment B) – **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
- 10:42 a. m. Caltrans District 7 South Bay Projects Update
- 10:45 a. m. Measure M Metro Budget Request Amendment (Attachment C) – **Approve**
- 10:50 a. m. Metro Presentation on Draft Findings of Coordinate Public Transit – Human Services Plan
- 11:10 a. m. Metro Presentation on Airport Metro Connector Life of Project
- 11:30 a.m. Updates on Metro Projects, Programs, and Initiatives
 - a. Metro Fare Policy Changes: Fare Capping / Fareless System Initiative (Attachment D) – **Approve (REVISED)**
 - b. Traffic Reduction / Congestion Pricing Study Update
 - c. Crenshaw North Extension Project
- 11:43 a.m. Three Month Look Ahead (Attachment E) – **Receive and File**
- 11:45 a.m. Announcements / Adjournment

**Next Transportation Committee meeting – Monday, May 10, 2021, 10:30 a. m.
To include an item in the agenda, e-mail to: lantzsh10@gmail.com by April 30, 2021.**

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South Bay Cities Council of Governments

Transportation Committee
March 8, 2021
Meeting Minutes
(Held virtually via Zoom)

COMMITTEE CHAIR HORVATH CALLED THE MEETING TO ORDER AT 10:32 A.M.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Christian Horvath, Chair (Redondo Beach)	James Butts (Inglewood)
Chris Pimentel (El Segundo)	Luke Klipp (Supervisor Hahn's Office)
Olivia Valentine (Hawthorne)	

Non-Voting Representatives

Ted Semaan, IWG (Redondo Beach)	Leslie Scott, TOWG (Beach Cities Transit)
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Also in attendance were the following persons:

Elias Sassoon (El Segundo)	Jimmy Shih (Caltrans)
Lifan Xu (El Segundo)	Sergio Carvajal (Caltrans)
Ramzi Awwad (Rancho Palos Verdes)	Mark Dierking (Metro)
Steve Finton (Torrance)	Mike Bohlke (Metro Deputy to James Butts)
Shin Furukawa (Torrance)	Jamie Hwang (Supervisor Hahn's Office)
Art Reyes (Torrance)	Jim Hannon (SB Bicycle Coalition)
Joey Garcia (Torrance)	Jacki Bacharach (SBCCOG)
Jill Crump (Torrance)	Steve Lantz (SBCCOG)
Gregory Farr (Caltrans)	David Leger (SBCCOG)

II. Public Comment – no public comments received.

III. Consent Calendar

A. February 8, 2020 Transportation Committee Minutes - APPROVED

B. March 2021 Transportation Update – RECEIVED AND FILED

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

IV. SBCCOG Transportation Working Group Updates

A. Infrastructure Working Group Update

Mr. Semaan noted the IWG met on February 10th and discussed the C (Green) Line Scoping comments and the comment period deadline. The group also received a presentation by the Sanitation Districts of LA County on their ability to help cities comply with SB 1383, which requires reduction of organic waste going into landfills. The Sanitation Districts can help cities convert organic waste into renewable natural gas.

B. Transit Operators Working Group Update

Ms. Scott reported that the TOWG met on February 4th and discussed ongoing COVID-19 impacts on operations and service recovery efforts.

C. Metro Service Council

Mr. Szerlip's update for the South Bay Service Council meeting on February 12th was handed out and is available online here:

https://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Metro%20South%20Bay%20Service%20Council%20Monthly%20Meeting%20Review%20for%20February%2012%2C%202021.pdf

V. Caltrans Update

Mr. Shih reported that the I-405/I-110 interchange project is expected to be completed by the end of the 2021 calendar year. The I-405/Crenshaw Blvd. project is expected to be awarded in April 2021.

VI. Measure R SBHP / Measure M MSP Metro Budget Request Update

Mr. Lantz reported that the Metro Budget Requests were transmitted to Metro following SBCCOG Board approval at the February 25th meeting. The Measure R Decennial Transfer policy is expected to be approved by the Metro Board in July, upon completion of the one-year notice requirement to the Legislature.

VII. Updates on Metro Projects, Programs, and Initiatives

A. C (Green) Line Update

1. C (Green) Line SBCCOG Scoping Comment Letter - APPROVED

Mr. Dierking announced that Metro received a request to extend the comment period deadline until March 29th, which they will grant.

Mr. Lantz briefly reviewed the SBCCOG’s proposed comment letter. Mr. Klipp asked if the letter should be clarified to specifically state what track profiles are supported. Chair Horvath added that cities along the proposed project may have differing preferences, depending on the final track alignment chosen. He also added that the City of Lawndale may now be interested in having a station if the project goes down Hawthorne Blvd. It was proposed that the letter be clarified to state the SBCCOG’s support for studying station locations and profiles requested by local jurisdictions.

MOTION by Committee Member Klipp, seconded by Committee Member Valentine, to **APPROVE** the SBCCOG comment letter as amended. Approved without objection.

B. Recovery Plan

Mr. Lantz reported that the Metro Board instructed staff to accelerate the staff recommended recovery plan to bring Metro back to 7 million annual service hours by September as opposed to the original staff recommendation of a December recovery date.

C. Traffic Reduction / Congestion Pricing Study

Mr. Lantz briefly reminded the group about the concept and the pilot areas being discussed. Metro will be doing initial planning and environmental work, along with some transit improvements with a pricing structure potentially in place by 2025. Ms. Bacharach added that at the Metro PAC meeting, it was mentioned that Metro intends on reinvesting the collected revenues in the areas they’re collected to help improve transit service and other ancillary projects. She noted that Metro had stated the same policy for 1-110 ExpressLanes revenues, the revenues from which are still being held by Metro and not being released back to the corridor for further improvements.

Committee Member Butts asked what the South Bay’s general sentiment is regarding congestion pricing. He expressed his concerns about the pricing policy on low and moderate-wage workers who must travel through these areas in personal vehicles for their work and are unable to trade their car for public transit. These individuals, including many Inglewood residents, may be unfairly burdened by this proposal. Mr. Lantz added that Metro Board Members Hahn and Solis also expressed concerns. Mr. Klipp noted that Supervisor Hahn’s concern was for those people whose car is their job. Committee Member Butts asked if the SBCCOG could poll its members to gauge their opinions on the issue.

VIII. Transit Project Metrics – Shifting from Ridership to Access

Mr. Lantz reported that Metro is considering a change to the way it evaluates project performance. Currently, it’s about ridership, passenger miles, and other quantifiable metrics. There is consideration of a shift to access, and running service to places where people need to go, and allowing ridership to follow that. This would impact new routes, future route changes, etc.

IX. Three Month Look-Ahead – Received and Filed

Ms. Bacharach announced that South Bay Fiber Network (SBFN) is nearing completion and SBFN 2.0 is beginning to be worked on. SBFN 2.0 will include applications that cities will use on the network, including those that are eligible for subregional transportation funding.

Ms. Bacharach also announced the SBCCOG has applied for a Caltrans planning grant that will implement the design of a micro-mobility hub/neighborhood center connected to the SBFN in Hawthorne, Gardena, and/or Carson.

X. Announcements / Adjournment

Committee Chair Horvath adjourned the meeting at 11:24 a.m. to April 12, 2021 at 10:30 am.

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March 31, 2021

TO: SBCCOG Transit Operators Working Group –4/1/21 meeting
SBCCOG Transportation Committee - 4/12/21 meeting
SBCCOG Infrastructure Working Group – 4/14/21 meeting
SBCCOG Board of Directors – 4/22/21 meeting

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering March 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

President Signs \$1.9 Trillion American Rescue Plan Including \$30 Billion For Transit

President Biden signed a \$1.9 trillion COVID relief bill in mid-March that provides over \$30 billion for transit agencies nationwide and includes a provision for existing New Starts transit projects. The plan also includes unemployment aid, direct payments, tax credit expansions, vaccine distribution funds and state and local government relief, among a range of other provisions.

The law includes the following for the transit industry:

- \$26.09 billion for urbanized area formula grants
- \$317.2 million for rural area formula grants, which includes:
 - \$30 million in formula funds for tribal governments;
 - \$5 million in competitive tribal government grants; and
 - \$6.34 million in formula Rural Transit Assistance (RTAP) formula funds.
- \$50 million for mobility for seniors and persons with disabilities grants;
- \$100 million for non-urbanized intercity bus program recipients;
- \$25 million for competitive planning grants; and
- \$2.21 billion in grants for recipients in need of financial assistance to maintain operations over and above the aid that has been provided.

LA Metro and other transportation agencies in the LA-Long Beach-Anaheim urbanized area will receive \$1.6 billion in relief funding under the allocation plan. The allocation methodology between counties within the urbanized area is still being negotiated. The Plan also includes \$1.68 billion in the Capital Investment Grants (CIG) Program, which includes \$250 million for Small Starts projects and \$1.43 billion for New Starts and Core Capacity projects. The 23 New Starts and Core Capacity projects in 13 states that will receive funding through the CIG Program allocation include four L. A. Metro rail projects (the Metro Regional Connector and 3 segments of the Purple Line Wilshire Subway between Alvarado and Westwood).

L. A. Metro used the announcement of new funding to approve an accelerated service restoration plan on March 25th that returns Metro services to pre-COVID levels by September 2021 rather than the previously announced December 2021 schedule.

Biden Unveils His Vision For A Landmark 8-Year Infrastructure Funding Program

President Biden on March 31st provided details of his American Jobs Plan for revitalizing America's infrastructure. His recommended investments are separate from the American Rescue Plan. Broadly, the 8-year jobs bill would provide \$85 billion for thousands of new buses and rail cars, \$115 billion to modernize bridges, highways, roads and main streets, boost broadband access, and fund workforce development programs – among many other non-transportation policy priorities.

Democrats envision a plan that would not only create jobs but also address climate change through energy-efficient projects and racial equity issues by improving roads and other infrastructure in underserved areas. The President scaled the initiative to be comparable to past federal generational infrastructure initiatives like FDR's federal works projects of the 1930s, the interstate highway program, and the space program. He also framed the proposed projects with special attention to climate and clean investments, Buy America, disadvantaged communities and racial injustice.

The President's plan invests \$621 billion in transportation infrastructure and resilience. It would:

- Reconstruct the most economically significant large bridges in the country and repair the worst 10,000 smaller bridges.
- Provide \$20 billion to improve road safety for all users, including increases to existing safety programs and a new Safe Streets for All program to fund state and local "vision zero" plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- Invest \$85 billion to modernize existing transit and help agencies expand their systems to meet rider demand.
- Invest in reliable passenger and freight rail service, including \$80 billion for Amtrak's repair backlog, modernize the high traffic Northeast Corridor; improve existing corridors and connect new city pairs; and enhance grant and loan programs that support passenger and freight rail safety, efficiency, and electrification.
- Electrify vehicles by investing \$174 billion to spur domestic supply chains from raw materials to parts, retool factories to compete globally, and support American workers to make batteries and EVs. The proposal also gives consumers point-of-sale rebates and tax incentives to buy American-made EVs and will establish grant and incentive programs for state and local governments and the private sector to build a national network of 500,000 EV chargers by 2030.
- Replace 50,000 diesel transit vehicles, electrify at least 20 percent of the yellow school bus fleet, and electrify the federal fleet, including the United States Postal Service.

The infrastructure push has support not just from labor unions, traditionally a more Democratic constituency, but also the U.S. Chamber of Commerce, which is urging action by July 4. In response to Republican questions about how to pay for the massive investments, the administration claims the investments will be fully paid by revisions to corporate taxes within the next 15 years and will reduce deficits in the years after. They claim no increases in individual taxes would be needed.

Coalition Of Mayors Call For End Of Ban On Local Hires In Federal Infrastructure Projects

Los Angeles Mayor Eric Garcetti (D) and other elected officials are joining local leaders, labor unions and community organizations demanding the Biden administration overturn the 1986 ban on local hire programs in federally funded infrastructure projects. Jobs to Move America, a broad coalition of mayors, cities, labor unions and community organizations from 24 states, issued a letter calling on President Biden to end a decades-old federal regulation that prevents recipients of federal grant money

for infrastructure projects to include provisions requiring or promoting the hiring of local community members.

State

State Legislature Considers Budget Items for AB 1147

The Legislature has begun budget deliberations to implement greenhouse gas reduction goals. Among the appropriations requests are:

- \$250,000 for the Strategic Growth Council (SGC) to convene state, regional, local partners to review barriers and make recommendations for meeting VMT GHG targets;
- Two positions at the ARB for increased workload support the Sustainable Communities Strategy Program; and,
- \$250 million to the SGC to create the SCS Block Grant Program. The SCS Block Grant Program is for completing the necessary planning to identify transformative VMT reducing projects and carry out those projects; and,
- Additional funding for the Active Transportation Program for innovative pilot projects identified in AB 1147 such as bicycle highways and the 15-minute city concept.

California Lawmakers Push AB 556 To Make Streets Safer

A statewide pedestrian safety bill, AB 550, would allow cities to explore automated speed enforcement cameras and would require adherence to state guidelines. The bill also would direct the state's transportation agency to develop guidelines for speed camera pilot programs so local cities could launch their own technologies.

The bill would require the programs to be run by local transportation agencies, not police. The local jurisdictions would need to adopt strict privacy protections. Citations would be civil and not criminal, add no points to a driver's record, be capped at \$125 with alternative diversion programs for low-income drivers, and would be appealable at a hearing. In addition, facial recognition software would be banned from speed cameras and cameras would take photos of "just the license plate". Data from a camera system could not be used for any other purpose or shared with any other entity except in response to a court order or subpoena.

Privacy rights advocates and civil liberties groups defeated similar legislation proposed in 2017.

CA Transportation Agency Releases Plan to Support, Promote Sustainable Transportation

In response to several executive orders from Governor Gavin Newsom calling for California to reduce greenhouse gases in the transportation sector, the California State Transportation Agency (CalSTA) on March 12th released a plan to guide California transportation investments towards sustainable, clean transportation options.

The Climate Action Plan for Transportation Infrastructure (CAPTI) is intended to identify near term actions, and investment strategies, to improve clean transportation, sustainable freight, and transit options while maintaining the "fix-it-first" approach that stems from the backlog of maintenance needed to keep current transportation infrastructure in good repair.

The Plan's guiding principles call for supporting "an integrated, statewide rail and transit network," "networks of safe and accessible bicycle and pedestrian infrastructure," and zero-emission vehicle infrastructure. Investments should take climate risk into account, help reduce fatalities, promote projects that do not increase vehicle travel, support infill development, and protect natural and working lands. The plan also calls for considering the state's "commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits."

The draft plan and more information can be found [here](#), and CalSTA is taking feedback on it until May 4 (via email to: CAPTI@calsta.ca.gov).

Freedom to Walk Act Seeks To Decriminalize Jaywalking In California

The Freedom to Walk Act (AB 1236) was introduced at the behest of the California Bicycle Coalition to address arbitrary enforcement and disproportionate impacts on people of color. The proposed bill would make it legal for a person to cross a street outside of a sidewalk or against a traffic light, when safe. It would eliminate fines for jaywalking. Active transportation advocates contend that law enforcement ticketing pedestrians rather than drivers behaving dangerously on streets does not make any sense and creates an opportunity for law enforcement to racially profile.

A report issued by the Lawyers' Committee for Civil Rights of the San Francisco Bay Area, which looked at data collected through the state's Racial Identity and Profiling Act, found that, of non-traffic infractions between July 2018 and December 2019 from 15 major law enforcement agencies, Black adults were 9.7 times more likely to be cited by law enforcement than white adults. Latinos were 5.7 times more likely to be cited than white adults.

California's Senators Ask Biden To Ban Sale Of Gas-Powered Cars

California's two U. S. Senators are pushing the Biden Administration to set a date after which automakers would no longer be allowed to sell gasoline-powered cars anywhere in the United States. Although the federal government hasn't set a date for the ban, several automakers, including Ford, Honda, Volkswagen and BMW, reached a deal with California saying they would comply with tougher regulations than prescribed by the EPA.

The California senators said that "at an absolute minimum" the new federal regulations should follow the agreement between California and those automakers. They are also seeking to once again grant California the right to set tougher emissions rules than set by the EPA.

Today, electric vehicles make up less than 3% of US vehicle sales, far lower than some other countries. Some automakers have announced plans far more ambitious than those proposed by the industry trade group. General Motors said recently that it has an "aspiration" to sell only emission-free cars by 2035. Ford is also seeking to shift its car models in Europe to pure electrics by 2030, although it expects to continue to sell gasoline powered trucks and vans after that date in Europe. It has yet to set any time frame for when it expects to sell only electric vehicles in the US market.

Region

Metro releases Draft Coordinated Public Transit-Human Services Plan

The 2021-2024 Draft Coordinated Public Transit-Human Services Transportation Plan for L.A. County was released by L.A. Metro on March 21st. The plan addresses regional transportation needs of target populations including seniors, persons with disabilities, low-income individuals and veterans. This plan fulfills a requirement of the Federal Transit Administration's Section 5310 program. Key areas the plan covers include:

- Current and future mobility needs of target populations.
- Goals and strategies to address gaps in transportation services.
- Prioritized projects and programs to improve mobility for target population groups.

L.A. Metro also conducted an extensive survey to understand how municipalities and transit service providers are currently operating during COVID-19 restrictions. The survey revealed that although most service providers have less ridership than prior to COVID-19, they are seeing an increased demand for day-of services, longer trips and greater safety concerns.

The plan update will be available for review and public comment for 30 days until April 19, 2021. A community meeting is planned for April 7, 2021. Public comments will be accepted through April 19, 2021, and can be submitted by email, voicemail or U.S. post.

Mask Dispensers Now Available On Metro Buses And Trains

Both Metro and the U.S. Centers for Disease Control and Prevention require riders to wear face masks on public transit (except for those with a medical excuse). To make it easier for riders who may have forgotten or misplaced their masks, Metro will be installing more than 2,000 mask dispensers on board our trains and buses, Metro Micro vehicles, and at Metro Rail stations.

Trends

Lime To Spend \$50 Million On A Huge E-Bike Expansion And A Re-designed Bike

The scooter company is investing \$50 million to grow its shared electric bicycle network, including adding a new model of bike and expanding into a dozen new cities in North America by the start of 2022.

The \$50 million investment will largely go toward designing, manufacturing, and assembling its next-generation bike, which will start rolling out this summer. The new model will come with a more powerful 350-watt motor, a 2-speed gearbox, an electronically-controlled hub lock, and a swappable battery capable of up to 25 miles of range. The battery is also interchangeable with the ones that power Lime's Gen4 electric scooters, allowing for a standardized battery charging operation. The bikes will be able to hit speeds of up to 20mph (depending on local regulations).

U.S. Commuting At Highest Since Last March As Covid Cases Slow

In the last week of February, the average number of visits to U.S. places of work hit the highest level since March 20 of last year, according to Google Community Mobility Reports [data](#). At the same time, the rate at which people are staying home fell to the lowest since Nov. 12.

The Pandemic Prompts Cities To Rethink The Parking Spot

Nearly one year after parking meters were bagged and street furniture filled parking spaces, cities are deciding whether the impromptu COVID-related parking restrictions should be lifted or whether to make the policy permanent. A 15-minute take-out and delivery curb may be designated as a public space with protected lanes for slow speed neighborhood human-powered or electric vehicles replacing private parking spots. Projects in San Francisco, Oakland and Boston are being studied for applicability in communities across the country.

Change your city's parking policies, goes the logic, and you just might change the city. Doing away with spaces might disinvite car travel and build support for more emissions-friendly bicycles and transit.

In January, the Charleston, South Carolina City Council voted to use its emergency powers to do away with parking-minimum policies to help businesses lease vacant storefronts during an economic downturn. Two businesses have taken the city up on the offer, and the council has discussed making the change permanent. But other cities have had to convince the community that a parking spot is not the highest and best use of the curb.

As businesses have transformed to pickup and drop-off, and to a kind of hybrid between online and brick-and-mortar, businesses understand that how cities look at parking code requirements may need to

change, especially since 8 parking spots can be used to seat almost 100 outside dining patrons with space for take-out pick-ups.

New Tool Measures The Environmental Implications Of The Return To The Office

Telecommuting can save energy and reduce emissions — unless it doesn't. A new tool can help companies measure workplace carbon emissions, and figure out if going remote is easier on the planet. The expected shift away from pandemic-era remote work policies that several major employers have announced could have climate implications. There are software programs available that evaluate how transitioning to a fully remote or hybrid workspace could reduce a company's overall carbon emissions — but at the expense of increasing their employees' own footprints.

Companies like Microsoft Corp., Facebook Inc. and Google have pledged to become carbon neutral by 2050. But traditionally, such promises from businesses only cover their own workplaces, not the homes of their employees. Remote work shifts carbon: Emissions from energy and food still exist, but at employees' homes, where they may be better or worse than in the office.

Also, while a company can source clean power for the office, the energy burden for working from home falls on the employee, especially if the workforce can live far from the office. Telecommuting can be a green choice, but it requires buy-in and climate consciousness from both the employer and the worker. Important telework strategies include limiting long-haul flights to company-wide meetings; encouraging less sprawl by offering better subsidies for public transit than parking; buying carbon offsets to account for employees' extra home energy use; or, spending money once spent on office snacks on a clean power upgrade.

South Bay SBHP & MSP Candidate Project Application & Fact Sheet

LEAD AGENCY: South Bay Cities Council of Governments (SBCCOG)

STAFF CONTACT:

- **Name:** Aaron Baum
- **Email:** aaron@southbaycities.org
- **Phone:** 310 371-7222 x207
- **Mailing Address:** 2335 S. Crenshaw Blvd. – Suite #125, Torrance CA 90501

PROJECT TITLE: Wayfinding and Sharrow Design and Siting Plan for the South Bay Local Travel Network (LTN)

PROJECT LIMITS:

- The project is located in the service territory of the South Bay Cities Council of Governments in Los Angeles County (see attached project map).
- The project limits are defined by the route segments described for the Proposed Local Travel Network in the South Bay of Los Angeles County

NEXUS TO HIGHWAY OPERATION, DEFINITION/PROJECT PURPOSE:

The purpose of this project is to complete the design and siting elements for wayfinding and sharrow treatments that will be used (by South Bay cities) for implementation of the Local Travel Network. The LTN, is a sharrowed system that supports the goals of active transportation, lowering vehicle miles travelled (VMT), and adoption of zero-emission of vehicles to reduce greenhouse gas (GHG) emissions

PROJECT BACKGROUND:

In 2017, Metro, on behalf of the SBCCOG, developed a conceptual plan to support local mobility in the South Bay – a sustainability strategy to lower VMT and GHG through the use of slow-speed zero-emission vehicles (for short trips). Using this as a starting point, the SBCCOG has recently completed a Caltrans’ funded, “Route Refinement” study that has yielded a proposed network of safe slow-speed, low-stress, streets called the South Bay Local Travel Network.

Ninety-one percent of the proposed Network would be composed of a 222-mile “sharrow system” requiring painted treatments on the street as well as wayfinding signage to describe the LTN to the users. As a new sub-regional Network, branded signage will need to be created. Additionally, in support of city-specific implementation projects, a treatment analysis to recommend striping/painting specifications as well as

the siting of wayfinding signage will be necessary. Neither exists and would be a necessary product to support cities' implementation of the LTN.

REQUESTED FUNDING SOURCE:

Please indicate the program from which you are requesting funds.

Measure R South Bay Highway Program (SBHP)

Measure M Highway Efficiency and Operational Improvements Program (HEOIP)

Measure M Transportation System and Mobility Improvements Program (TSMIP)

CONCEPTUAL PROJECT BUDGET:

Funding Source	Amount
Measure R SBHP	\$
Measure M HEOIP	\$
Measure M TSMIP	\$ 100,000
Local/Other	\$
Total	\$ 100,000

SCOPE: [in a narrative, please describe the scope of the proposed improvements. The proposed improvements should directly address the deficiency and problem identified above]

The Wayfinding and Sharrow Design and Siting Project will yield “branded” wayfinding signage, design plans for sharrow markings, and a siting analysis for implementation that will be used for implementation (by South Bay cities) for the South Bay Local Travel Network (LTN) within their jurisdictions. The scope of work addresses the need for common sub-regional wayfinding signs that will identify and support the safe use of the LTN.

Three tasks are envisioned for this design phase of the project. The first task will be to create a process that will engage City and Community Stakeholders to develop and approve a South Bay LTN Brand (logo) that will be used for all signage. The logo will include the option for cities to co-brand the signs for use within their jurisdiction. The work products will include: approved logo/brand; sign mock-ups; production specs; and, cost analysis.

The second task will be a siting analysis to indicate where wayfinding signs should be placed across the LTN. Work products will include GIS maps; a memo on best-practices

for installation of wayfinding signage; a memo on issues, obstacles, and concerns for implementation of wayfinding signage.

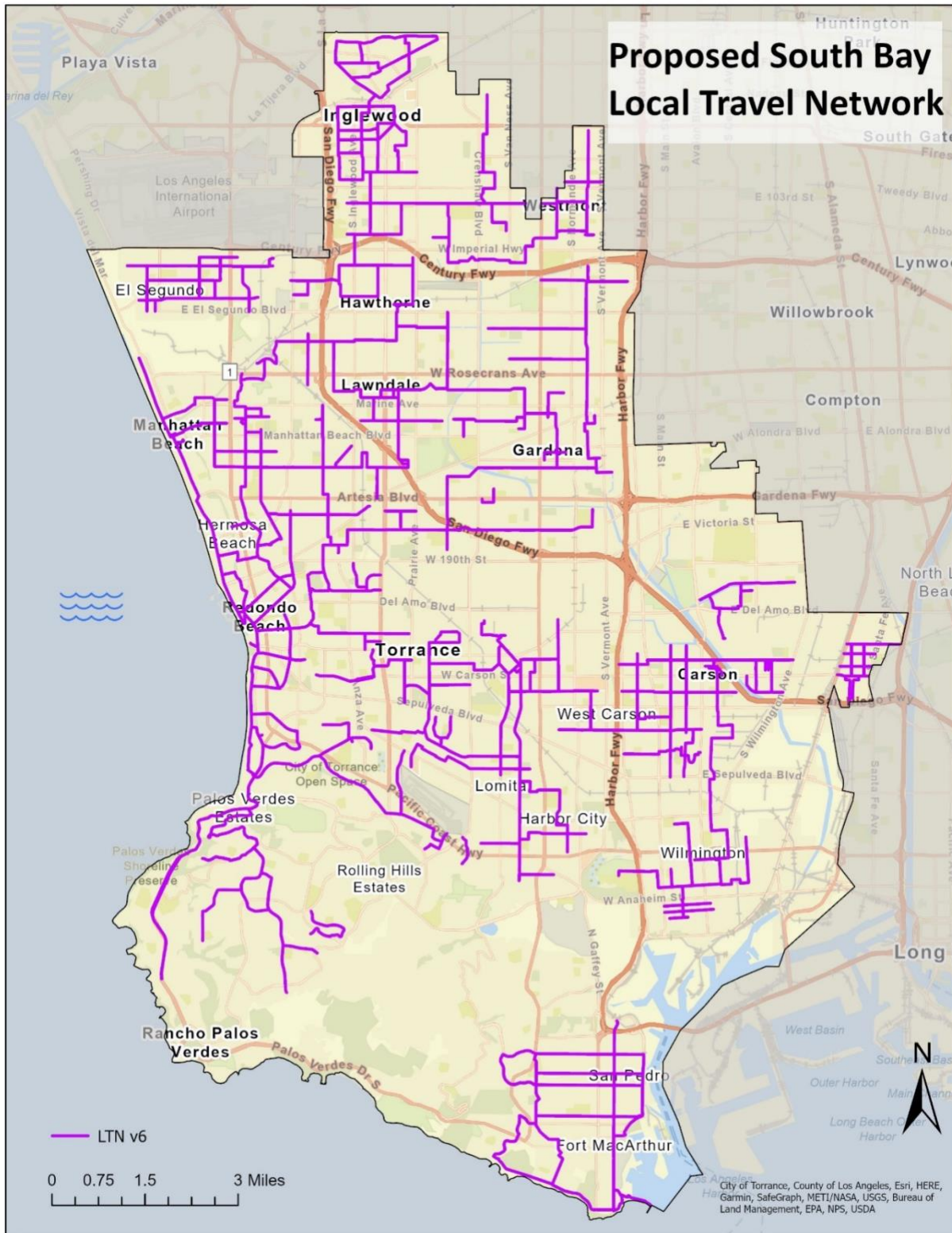
The third task will be an analysis of the best practices and projected costs associated with installation of a sharrow and wayfinding signage system. This task’s goal will be to provide a roadmap for cities to use as a planning element for implementation of these road treatments. Deliverables will include: a memo on best practices for construction of a sharrow systems (as a stand-alone project vs. an integrated capital improvement project); associated specs and costs for implementation of sharrow and signage treatments; a review of South Bay cities’ public works projects to discern opportunities (present and future) for implementation as an element of a larger project.

CONCEPTUAL SCHEDULE:

Note: Measure R project funding agreement annual allocations expire 5 years from the allocation year. Measure M project funding agreement annual allocations expire 3 years from the allocation year.

<u>PHASE</u>	<u>START DATE</u>	<u>END DATE</u>
PA/ED		
PS&E	September 1, 2021	June 30, 2022
ROW		
CONSTRUCTION		

Exhibit 1- Location Map(s)



South Bay Cities Council of Governments

REVISED
Attachment D

April 12, 2021

TO: SBCCOG Transportation Committee

FROM: Steve Lantz, SBCCOG Transportation Director

RE: Metro Fare Capping and Fareless System Initiative Updates

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.

Background

Metro staff is proposing simultaneous Board consideration of two policies: Free fares and Fare Capping that could be mutually exclusive or become synergistic enabling policies.

Fareless System Initiative (FSI)

The fare free program has a goal of eliminating fares in some or all cash and pass fare categories (cash, senior pass, student passes, low income passes, disabled passes, regular daily pass, regular weekly pass, regular monthly pass, etc.). The action would affect federal and state operating subsidy allocations that are calculated within the L. A. County Formula Allocation Program for Metro, the municipal transit operators, Access Services fares, and Metrolink transfer reimbursements. The Metro Board is considering a pilot project to eliminate fares for low-income LIFE passes and student riders (K-12 and College passes).

SBCCOG staff collaborated with other COGs to develop a set of directions to directions to the Metro CEO that will drive further analysis of the FSI proposal. The board adopted motion 43.1 on March 25, 2021 related to the proposed FSI which directs the Chief Executive Officer to:

1. Report back at the April 2021 Board Meeting on the following regarding a possible FSI:
 - a. How Metro is including municipal operators in the planning process, including what it would cost to fully include them and how many of their riders would qualify;
 - b. All the subsidies Metro, Municipal Operators, and Cities already offer, including LIFE and U-Pass, and how those programs play a role in and inform a fareless initiative;
 - c. How fareless will impact the Formula Allocation Procedure (FAP), state and federal grants, and ACCESS Services;
 - d. What Metro's customer surveys tell us about fareless and other priorities; and,
 - e. Potential cost savings and implications for what can be realized through a fareless program for all residents through elimination of TAP infrastructure, administration of pass and subsidy programs, etc.
2. As part of any recommendation to implement a fareless initiative, provide the following:
 - a. Funding source details, including what those funds could go to if not fareless transit;

- b. A plan to decide how to evaluate the success of the program, including permanent funding sources and what would trigger an end to or continuation of the program;
- c. A commitment to not cut service, state of good repair, or customer experience priorities; and
- d. If a FSI pilot is approved, regular reports back to the Board on how the initiative is impacting ridership, equity, Metro's finances, and the customer experience.

Fare Capping

At its March 25, 2021 meeting, the Metro Board of Directors also the concept of fare capping and further work on the Fare Capping Project to develop TAP software and specifications for integrating fare capping with the Metro Fareless System Initiative (FSI).

The fare capping proposal would create a "fair" fare in which riders would pay the cash fare for each ride using a TAP card rather than purchasing a pass. Once a rider's cumulative payment reached the cost of a Metro pass for which they are eligible, payments would be capped by TAP and the rider would ride without further TAP deductions during the remainder of the pass period (e. g: daily, weekly, monthly). The TAP software would calculate aggregate TAP payments for the fare type embedded in each TAP card. This application could also work on TAP applications loaded on smart phones and smart watches. Although the technology could enable elimination of cash, the proposed policy envisions continuation of acceptance of cash for those that do not purchase an appropriate TAP card.

Fare capping could enable the Metro Board of Directors to stay within Metro's annual budget constraints by implementing reduced (or free) fares selectively for riders that most need them. If fares were reduced to free in any fare category, there would no need to implement a fare capping strategy for that fare category.

SBCCOG staff is recommending that both the FSI and fare capping options be examined independently and in tandem to better understand the benefits, costs, budget ramifications for all L. A. County transit operators, and potential and limitations of TAP technology.

RECOMMENDATION

Approve submitting the following additional questions when Metro staff returns to the Board with its Report on a proposed FSI project:

1. How much annual fare revenue is being collected for each fare category and what proportion of total revenue is generated by each category?
2. What is the projected fare revenue in the proposed FY 21-22 budget?
3. What fare collection and enforcement equipment **cannot** be eliminated by FSI?
4. What is the estimated savings in net annual operating cost of fare collection for each fare category: fare revenues minus (fare media printing and distribution, fare collection and enforcement, fare collection equipment maintenance and operations, TAP card administration)?
5. What ridership growth could be anticipated from a free fare **or** from just capping fares respectively?
6. What incremental service and cost of the service would be required to accommodate either fare policy under pre-COVID 19 bus load social-distancing assumptions and long-term load assumptions?
7. What funding sources and amounts are proposed for Metro, municipal operators, Access Services, and Metrolink budgets to replace forgone fare revenues?

SBCCOG 3-Month Look Ahead

April 2021	May 2021	June 2021
<p>1. Transit Operators Working Group Meeting</p> <ul style="list-style-type: none"> • SCAG CRRSA / ARP Allocations • Metro FSI / Fare Capping Update <p>9. Metro South Bay Service Council Meeting</p> <p>12. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> • Airport Metro Connector (Metro presentation) • Crenshaw North Extension Scoping Period announcement • Metro FSI / Fare Capping Update <p>12. SBCCOG Steering Committee Meeting</p> <ul style="list-style-type: none"> • Recommend to SBCCOG Bd nominees for 3 seats on Metro Service Council <p>14. IWG Meeting</p> <ul style="list-style-type: none"> • EV Charging Innovations: Creating New Revenues and Resources <p>22. Metro Board Meeting</p> <p>22. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> • Send nominees for 3 seats on Metro Service Council to Metro • Approve SBCCOG Position on Metro FSI / Fare Capping • Clearwater Tunnel Presentation 	<p>6. Transit Operators Working Group Meeting</p> <ul style="list-style-type: none"> • Measure R Transfer Policy Update <p>10. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> • Measure R Transfer Policy Update • EV Charging Innovations: Creating New Revenues and Resources <p>10. SBCCOG Steering Committee Meeting</p> <p>12. IWG Meeting</p> <ul style="list-style-type: none"> • Caltrans Ambassador Program Quarterly Update • Measure R Transfer Policy Update <p>14. Metro South Bay Service Council Meeting</p> <p>27. Metro Board Meeting</p> <p>27. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> • Local Travel Network Update 	<p>3. Transit Operators Working Group Meeting</p> <ul style="list-style-type: none"> • Measure R Transfer Policy Update <p>9. IWG Meeting</p> <ul style="list-style-type: none"> • Measure R Transfer Policy Update <p>11. Metro South Bay Service Council Meeting</p> <p>14. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> • Measure R Transfer Policy Update <p>14. SBCCOG Steering Committee Meeting</p> <p>24. Metro Board Meeting</p> <ul style="list-style-type: none"> • Approve SBCCOG Metro Service Council 3 members / 3 year terms <p>24. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> • Election of SBCCOG officers

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