

South Bay Cities Council of Governments

South Bay Transit Operators Working Group

AGENDA

**Thursday, November 12, 2020
3:00 p. m. - 4:00 p. m.**

Register in advance for this meeting:

https://scag.zoom.us/meeting/register/tJArc-urqDwiHtZboDXD5fxAGj3SE5gFe_ff

After registering, you will receive a confirmation email containing information to join the meeting.

- 3:00 p. m. Self-Introductions and Approval of the October 1, 2020 Meeting Notes (Attachment A)**
- 3:05 p. m. Transit Operator Issues and Concerns Including COVID-19 Impacts**
- 3:15 p. m. Measure R SBHP Decennial Transfer Update & Metro Budget Request Update**
 - **City of Torrance Request for Additional Funds Using Measure M Sub-Regional Funds (Attachment B)**
- 3:20 p.m. Updates on Metro Issues, Initiatives & Studies**
 - **NextGen Bus Plan Implementation: Overview of December 2020 South Bay service changes - Scott Greene (Metro).**
 - **Metro Free-Fare Service Initiative**
- 3:45 p. m. Inglewood Special Event Service Coordination Update**
- 3:50 p. m. November 2020 Transportation Report (Attachment C)**
- 3:55 p. m. Three Month Look-Ahead (Attachment D)**
- 4:00 p. m. Announcements / Adjournment**

Next Transit Operators Working Group meeting date –December 3rd?

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South Bay Cities Council of Governments
Transit Operators' Working Group
 October 1, 2020
Meeting Notes

Attendees: Joyce Rooney & Leslie Scott (Beach Cities Transit); Dana Pynn (GTrans); Steve Lantz & David Leger (SBCCOG)

1) Self-Introductions & Acceptance of the September 3, 2020 Meeting Notes

The virtual meeting was called to order at 3:08 p.m. Meeting notes were accepted as presented.

2) Transit Operator Issues and Concerns Including COVID-19 Impacts

Mr. Lantz opened up discussion for the agencies to share pandemic and general issues and concerns.

Ms. Pynn reported that not much has changed since the last meeting regarding COVID-19. New policies on returning to in-office work have been adopted and agency staff is almost 100% back in the office. Unrelated to COVID-19, GTrans is expecting delivery of 8 new CNG buses.

Ms. Rooney shared that Beach Cities Transit is also operating relatively similar to last month. Driver compartment barriers to facilitate front door boarding have been installed, but fare collection continues to be suspended. Until City Hall reopens, passes are unable to be sold. There have been minor glare complaints from drivers due to the barriers which are being addressed. Beach Cities Transit's Real Time portal will be launching officially on October 12th. Construction on the transit center is expected to begin in coming weeks.

3) Measure R SBHP Decennial Transfer Update & Metro Budget Request Update

Mr. Lantz reported that Metro has notified the Legislature and the one-year countdown has begun and will be completed in June 2021.

4) Updates on Metro Issues, Initiatives & Studies

Mr. Lantz provided the following updates:

- FY20-21 Budget: Metro recently approved a \$6B transit operating budget.
- NextGen Bus Study: The Metro Board will be considering approval of the NextGen route recommendations that would be implemented in December 2020, June 2021, and December 2021.
- Free Fare Proposal: Metro staff will be bringing back to the Metro Board a proposal on how to implement a free fare policy. Metro Board staff shared that a universal free fare proposal may not be widely supported, but free fares for subsets of riders, such as students, elderly, or low-income riders, could be more appealing. Mr. Lantz added that there is a lot of development and coordination that must take place before implementation because it will impact municipal operators, ASI, Metrolink, and others partnering with Metro on transfers. Staff will be evaluating impacts on other agencies, Metro's budget, and more.
- Traffic Reduction Study: Metro staff is considering congestion pricing as a strategy to promote other modes of transportation besides single-occupancy vehicles.
- BRT Visions & Principles Study: no discussion on this item.
- Long-Range & Short-Range Transportation Plans: Metro recently approved the 30-year Long-Range Transportation Plan which is the financially unconstrained program of projects and strategies that Metro thinks they might want to pursue in the next three decades. Metro will next prepare a Short-Range Transportation Plan that is a financially constrained compilation of programs and projects that can be implemented over the next decade.

5) Inglewood Special Event Service Coordination Update: No updates were given.

6) October 2020 Transportation Report: Item was distributed separately.

7) Announcements/Adjournment – Next Transit Operators Working Group meeting

The meeting was adjourned at 4:12 p.m. to November 12, 2020 at 3 p.m.

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South Bay Cities Council of Governments

REVISED

Attachment B

November 9, 2020

To: SBCCOG Transportation Committee (from October 12, 2020 meeting)

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

Subject: City of Torrance Request for Additional Funds

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

Due to a lack of a quorum at the October 12, 2020 Transportation Committee meeting, this item was discussed at the October 14, 2020 Infrastructure Working Group meeting and was carried over to the November 9, 2020 Transportation Committee meeting.

The City of Torrance is requesting SBCCOG approval of additional funding for two active Measure R South Bay Highway Program (SBHP) projects. The two projects are MR312.23, the Torrance Transit Park & Ride Regional Terminal, and MR312.60, Crenshaw Blvd. Improvements from Del Amo to Dominguez Street. These two projects have been bid and awarded as a construction package to increase efficiency but are funded through two separate funding agreements.

The City has requested an additional \$1,631,000 for MR.312.23, and \$609,000 for MR312.60, for a total request of \$2,240,000. The project cost increases are due to increases in material costs and delays caused by contractor issues. The project has been awarded to a new construction firm and is ready to move forward. Upon approval by the SBCCOG Board, the City and Metro will need to execute a Letter of No Prejudice to allow the City to continue working on the project pending formal Metro Board action on the source and timing availability for the additional funds. After consultation with Metro staff, SBCCOG staff is recommending the use of Measure M Multi-Year Subregional Program funding.

The Torrance Transit Park & Ride Terminal Project is a regionally significant project and will serve as a transit hub for Metro, GTrans, Beach Cities Transit, and Municipal Express Service and is the future terminal of the Green Line South Extension rail project. The accompanying Crenshaw Blvd improvements will ensure more efficient movement of vehicles in and around the Transit Center site.

RECOMMENDATION

The SBCCOG Transportation Committee recommends that the SBCCOG Board approve the City of Torrance's request for an additional \$2,240,000 and subsequently work with Metro and the City to identify the timing of the requested funds.

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November 1, 2020

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

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering October 2020

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

US DOE Launches \$100 Million Green Hydrogen Fuel Cell Plan For Long Haul Trucks

The U. S. Department of Energy on October 8th announced a new five-year, \$100 million green hydrogen and fuel cell truck plan aimed at driving down the cost and improving the efficiency of fuel cells in order to replace diesel with hydrogen for long-haul trucking.

To date, the Zero Emission Truck (ZET) initiatives have focused on battery electric trucks. However, Volvo and Daimler have just created a fuel cell partnership and others are considering hydrogen fuel cells for long-haul trucks.

The primary source of hydrogen today is natural gas, but the federal program is focusing on splitting hydrogen from water using electricity by making large scale electric hydrogen production systems more durable, efficient and affordable.

Because hydrogen can be transported by pipeline, vehicle, or watercraft without depending on the construction of major new electricity transmission lines, it raises the possibility of eventually positioning both large-scale and small-scale hydrogen fuel stations throughout the country.

State

California Energy Commission Approves \$384 Million For Zero-Emission Transportation

The California Energy Commission (CEC) approved a \$384 million plan for clean transportation investments to boost the adoption of zero-emission cars and trucks. The plan focuses on closing gaps in zero-emission fuels and infrastructure to support Governor Gavin Newsom's executive order phasing out the sale of new gasoline-powered passenger vehicles by 2035.

The 2020-2023 Investment Plan Update for the CEC's Clean Transportation Program prioritizes funding for zero-emission vehicle (ZEV) manufacturing, electric and fuel cell charging infrastructure, and related workforce development and manufacturing. The program will also

include \$10 mil to address COVID-19 recovery efforts and to provide state matches for related federal grants.

The funds will become available over the next three years and will be distributed to projects through a mix of competitive funding solicitations and direct funding agreements. In response to engagement with the program advisory committee and the Disadvantaged Communities Advisory Group, the CEC will seek to provide 50% of funds from this plan to projects that benefit low-income and disadvantaged communities.

Will EVs crash the State's grid?

An executive order signed by Gov. Gavin Newsom on September 23rd aims to ban the sale of new gasoline-powered cars and light trucks in the state by 2035. The new goal compounds an existing state mandate that all retail electric sales be 100% carbon free by 2045. And Southern California expects demand for electricity by its customers to rise by 60% by 2045.

In addition, Californians will still be allowed to drive gasoline-fueled vehicles after 2035, and to buy them in the used-car market or import new vehicles from other states. They just won't be allowed to buy new ones in-state.

Fortunately, in the short term the California Energy Commission has seen less than 2% growth in electric demand since 2009 while the population has grown by almost 7%. Increases in demand at the grid level have been held down by improved efficiency in electric equipment and appliances and the growth of "behind-the-meter" solar residential installations. And demand may ramp up slowly. SCE projects that EV ownership will rise to about 7.5 million vehicles, or about 25% of the state's vehicles, based on expectations that about two-thirds of new-vehicle sales will be EVs by 2030.

Experts believe there is no technical or economic reason the grid can't support full electrification of vehicles in the next decade. However, post 2030, California's current electrical grid capacity today wouldn't be sufficient to provide power for a projected 26 million EV cars and light trucks by 2035.

So what needs to be done in the state to accommodate the policy shifts and consumption growth? Meeting projected increased demand while also weaning California away from natural gas will require several inter-related strategies to be successfully implemented over the next 15-20 years. Improved efficiency of battery storage technology at the grid level and at the consumer products level will need to become significantly more efficient.

Planning must also become more granular. Knowing how much more electrical capacity California will need is a complex calculation of many variables, including the mix of battery-powered, hydrogen, or other technologies, continued growth in solar power (particularly for residential uses), continued increases in efficiency, expanded charging infrastructure, and improved understanding of the time of day that vehicle and grid batteries are being charged.

Because solar is bringing the cost of daytime charging down and changing peak pricing periods, the state's electrical grid will have to be reconfigured to serve workplaces rather than homes and workplace owners and operators will need to provide charging stations for those vehicles. Edison projects that the necessary change would require about \$75 billion in transmission and distribution investment at California ISO's level.

The most important element in the state's transition to EVs may well be coordination, to counteract the effect of fragmented responsibilities in the state for electrical generation, distribution and planning. The various state agencies will need to work together to balance the costs of growing power generating capacity with the pace of growing demand.

CA Program Helps Low-Income Californians Afford Cleaner Cars (and Now, E-Bikes)

The Clean Cars 4 All program — basically California's "cash for clunkers" — gives low-income Californians a chance to trade in their older car for a hybrid or all-electric vehicle. Or, residents can opt to go car free and receive vouchers for transit passes or car sharing programs, and most recently, rebates on electric bikes.

The program is administered by the four air quality districts in the State, locally by the SCAQMD. Across the board, residents can choose to either scrap and replace their car, or scrap and receive a voucher for alternative transportation. All districts have income-based eligibility requirements and require that the car is in running condition and is 1995 or older. Grants vary between \$4,000 and \$9,500, depending on the applicant's household income and preference for vehicle replacement or alternative mobility option.

Last year, Senate Bill 400 expanded the Clean Cars 4 All program to allow electric bikes and bike-sharing to be included as mobility options in the grant program, meaning that participants can choose to trade in their gas-guzzler for an e-bike or public transportation voucher.

Region

Metro Board Approves Microtransit Pilot Areas With \$1 Fare; Launches TAPforce App

The fare structure and first service areas for the three-year MicroTransit Pilot Project, a ride-hailing program that will be operated by L. A. Metro, were approved on September 24th by the L. A. Metro Board of Directors. One of the initial zones will include LAX and the core of Inglewood.

Metro Micro will offer on-demand, shared ride service for short trips within designated service zones in Los Angeles County at an introductory rate of \$1 per ride (transfer not included) during the six-month pilot projects.

A new fare payment and trip planning technology behind the project will allow riders who have TAP accounts to plan entire trips — both on Metro Micro and other mobility options— using real-time booking and payment through a new cloud-based mobile app on their smart phone or internet browser that Metro has named TAPforce, or by using Metro's call center. Riders will be able to pay by using their TAP card, a TAPforce account on their iPhone (and soon on their Android phone), or with a debit, credit or prepaid credit card.

The TAPforce collaborative payment and trip-planning technology also enables participating agencies and private sector partners to offer a wide range of promotions, discounts, and rewards programs on their individual systems and for interagency mobility programs.

The TAPforce application is already being used for non-transit modes. For example, on the first day of the new program, LA Metro signed up 1,000 new Metro Bike Share customers. Once the six-month pilot programs are completed, Metro staff will return to the Board to consider

potential microtransit service area and fare adjustments. Metro is also interested in expanding rider options even further through innovative partnerships.

Publicis Sapient provided LA Metro with TAPforce, a cloud-based Salesforce Community and Commerce application that turns traditional fare cards into digital accounts, giving patrons access to more mobility options more easily through integrated, customized applications accessible through each customer's TAPforce account.

Metro To Offer Free Rides, Ballot Drop Off Boxes On Election Day

Metro will offer free service on its rail and bus lines on Election Day, Nov. 3rd. In addition, vote-by-mail ballot drop-off boxes have been placed at 19 rail and bus stations and L. A. Union Station and El Monte Station are being used as official vote centers from Oct. 24 through Nov. 3.

The following Metro rail and bus stations will have vote-by-mail ballot drop-off boxes:

- El Monte Station and Union Station
- North Hollywood
- 7th Street Metro Center
- Hollywood/Western
- Vermont/Santa Monica
- Wilshire/Vermont
- Expo/Vermont
- La Cienega/Jefferson
- Downtown Santa Monica
- Willow
- Willowbrook/Rosa Parks stations
- Mariachi Plaza
- Sierra Madre Villa
- Aviation/LAX
- Harbor Freeway
- Norwalk
- Harbor Gateway Transit Center
- Sepulveda

ALERT! It's Time To Start Following LA City's Parking Rules Again

The bad news: the City of Los Angeles ended its COVID-19 moratorium on issuing parking tickets on October 15th. The good news: LADOT will delay booting and impounding of "scofflaw vehicles" until Jan. 1. And the city will not impound vehicles when someone is living in them. The following city rules are back:

- **72-hour rule:** In the city of L.A., you don't have the license to park in a public spot forever. You have a maximum of 72 hours before your car can get towed. It doesn't matter if you're in a residential street with no signage for miles.
- **Overnight parking:** It's technically allowed in the city of L.A. But in several other cities, including Pasadena, Alhambra, Beverly Hills and Culver City, overnight parking is not allowed unless you have a permit.
- **The street sweeping guardians have no mercy:** Street sweepers came and left? Street sweepers don't even show up? Doesn't matter. In L.A. city, if you're parked in a street sweeping spot during designated "no parking" hours, you're still eligible to get a ticket.

TRENDS

Autonomous Cars Are Slowly But Surely Gaining Momentum In California

Remember the predictions that held 2020 was meant to be the year robot cars went mainstream? Those 2020 hopes dashed in the avalanche of unmet New Year resolutions. The principal reason is that machine learning needed for cars to be autonomous and safely operated without a human backup driver is much more complex than initially thought by optimistic engineers.

Despite the engineering challenges, regulatory progress is being made for paid rides in autonomous cars — with and without backup drivers. However, the 130-page proposal from the California Public Utilities Commission still needs to go through months of comments from the public and the companies.

Two years ago, Waymo was the first company to get a permit to test robot cars without a driver on California roads. But it has never done so. Waymo says the roadblock is adoption of state guidelines for running an autonomous ride service. Waymo won't say when it will do no-driver tests here, but meanwhile it's ramping up city testing in San Francisco, in addition to Mountain View; opening a new facility in the Bayview; and embarking on a hiring spree.

General Motors subsidiary Cruise, the other company that's furthest along in self-driving, received permission in October to operate its Chevy Bolts without humans aboard. It plans to do so by year end — the first company to operate truly driverless cars in San Francisco.

Besides Cruise and Waymo, three other companies — Zoox, AutoX and Nuro — have California's OK to test cars without backup drivers. Lyft, which has centered California testing of its robotaxi pilot around Palo Alto, is now expanding to San Francisco. It also just resumed its robo-taxi rides in Las Vegas after pausing for several months during the pandemic.

Despite the entrepreneurial optimism and investment, some experts think robot cars are more likely first to be used in theme parks and sports venues rather than on public streets.

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South Bay Measure R / Measure M Highway Programs

November 2020	December 2020	January 2021
<p>9. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> Torrance request for additional funds <p>9. SBCCOG Steering Committee</p> <p>11. IWG Meeting – DARK – 1-on-1 meetings with project lead agencies</p> <p>12. Transit Operators Working Group</p> <p>13. Metro South Bay Service Council</p> <p>X. Metro Board meeting - DARK, combined November/December mtg. on 12/2</p> <p>19. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> Torrance request for additional funds 	<p>3. Metro Board Meeting</p> <p>9. IWG Meeting - if needed</p> <p>11 Metro South Bay Service Council</p> <p>14. SBCCOG Transportation Committee</p> <p>14. SBCCOG Steering Committee</p> <p>TBD. Transit Operators Working Group</p> <p>X. SBCCOG Board Meeting - DARK</p>	<p>8 Metro South Bay Service Council</p> <p>9. IWG Meeting</p> <p>11. SBCCOG Transportation Committee</p> <p>11. SBCCOG Steering Committee</p> <p>TBD. Transit Operators Working Group</p> <p>28. Metro Board Meeting</p> <p>28. SBCCOG Board Meeting</p>

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