

South Bay Cities Council of Governments

Transportation Committee Meeting Monday, November 14, 2022 @ 10:30 a.m. Virtually via Zoom

This virtual meeting is held pursuant to AB 361 (Chapter 165, Statutes of 2021) issued by Governor Gavin Newsom on September 16, 2021. Committee members may participate by teleconference/virtual meeting due to state and local officials recommending measures to promote social distancing. Members of the public may participate by teleconference/virtual meeting in order to restrict the imminent risk to the health and safety of attendees.

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 9 a.m. on the day of the meeting 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://us06web.zoom.us/meeting/register/tZYpdOyvqzstHdxcNhUBqDIFEZxtJ-UBdOcl>

OR to access the Zoom meeting, visit <https://zoom.us/join> or call (346) 248-7799 and use Meeting ID: 824 3575 0778; Passcode: 722264

AGENDA

- 10:30 a.m. Welcome / Self-Introductions
- 10:31 a.m. Confirm Posting of the Agenda
- 10:32 a.m. Public Comment
- 10:35 a.m. Consent Calendar
 - a. October 10, 2022 Transportation Committee Minutes (Attachment A) – **Approve**
 - b. Transportation Report covering October 2022 (Attachment B) – **Receive and File**
- 10:36 a.m. SBCCOG Transportation Working Group Updates
 - a. Infrastructure Working Group – Chair Ted Semaan, Redondo Beach
 - b. Transit Operators Working Group – Chair Dana Pynn, GTrans
 - c. Metro Service Council – Chair Don Szerlip, Metro South Bay Service Council
- 10:50 a.m. Caltrans District 7 South Bay Projects Update – Sergio Carvajal, Caltrans
- 10:55 a.m. Measure R/M Annual Update Process & Lead Agency One-on-One meetings– Steve Lantz, SBCCOG
- 11:05 a.m. Presentation: Long Beach-East LA Corridor Mobility Investment Plan – Metro staff
- 11:40 a.m. Three Month Look Ahead (Attachment C) – **Receive and File**
 - a. Possible future discussion topic: Lead Air Pollution Surrounding Small Airports – **Provide Direction**
- 11:45 a.m. Announcements / Adjournment

*Next Transportation Committee meeting – Monday, December 12, 2022, 10:30 a.m. or dark?
To propose an item for the agenda, e-mail to: DavidL@southbaycities.org by **December 1, 2022.***

THIS PAGE LEFT INTENTIONALLY BLANK

South Bay Cities Council of Governments

Transportation Committee
October 10, 2022
Meeting Minutes

(Held at 2355 Crenshaw Blvd, #125, Torrance, CA 90501 & virtually via Zoom)

COMMITTEE CHAIR PIMENTEL CALLED THE MEETING TO ORDER AT 10:35 A.M.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Chris Pimentel, Chair (El Segundo)
Olivia Valentine (Hawthorne)

Jim Butts (Inglewood)
John Cruikshank (Rancho Palos Verdes)

Non-Voting Representatives

Don Szerlip (Metro South Bay Service Council)

Also in attendance:

Leslie Scott (Beach Cities Transit)
Jason Jo (Carson)
Elias Sassoon (El Segundo)
Jill Crump (Torrance)
Sergio Carvajal (Caltrans)
Scott Greene (Metro)
Mark Dierking (Metro)
Jacki Bacharach (SBCCOG)

David Leger (SBCCOG)
Constance Turner (SCE)
Vikas Manocha (Econolite)
Darin Johnson (Mark Thomas)
Chris Buscarino (Advantec USA)
Bill Stracker (JM Diaz)
Patricia Spiegel-Giglio (PSG Communications)
Joe Linton (StreetsBlog)

II. Public Comment – no public comments received.

III. Consent Calendar

A. September 12, 2022 Transportation Committee Minutes - APPROVED

B. Transportation Update Covering September 2022 – RECEIVED AND FILED

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

IV. SBCCOG Transportation Working Group Updates

A. Infrastructure Working Group Update – no update

B. Transit Operators Working Group Update – no update

C. Metro Service Council

Mr. Szerlip shared that the Council has not met since last month. The October meeting will take place on the 21st at 9:30am. The November and December meeting dates will be determined at the October meeting.

V. Caltrans District 7 South Bay Projects Update

Mr. Carvajal reported that the Q1 SHOPP project book is about to be approved by District 7 and includes a list of projects. That list of projects should be available to share in November.

VI. Measure R/M Annual Update Process & Lead Agency One-on-One meetings

Mr. Leger reported that the SBCCOG is currently meeting individually with Measure R and Measure M project lead agencies to review project progress and potential funding needs as part of the annual program update process.

VII. Presentation: Metro South Bay Service Council

Mr. Greene and Mr. Dierking provided an overview of the South Bay Service Council and detailed the history of service councils; the membership qualifications and appointment process; and responsibilities. The Service Councils help metro identify transit user experience issues, monitor key performance indicators, conduct public hearings for major bus service changes, review route planning studies, and more. For more detail, the full presentation is available here: https://southbaycities.org/wp-content/uploads/2021/11/PRESENTATION_Metro-South-Bay-Service-Council.pdf

VIII. Three Month Look-Ahead – Received and Filed

IX. Announcements / Adjournment

Committee Chair Pimentel adjourned the meeting at 11:53 a.m. to November 14, 2022 at 10:30 a.m.



MONTHLY SBCCOG TRANSPORTATION REPORT

COVERING OCTOBER 2022

Edited by Steve Lantz
SBCCOG Transportation Director

FEDERAL

USDOT Increases TIFIA Lending Limit For Transit Projects

The U.S. Department of Transportation announced in early October that it is increasing the loan limit under its Transportation Infrastructure Finance and Innovation Act or TIFIA credit program specifically for transit and Transit-oriented Development or TOD projects.

This new initiative, “*TIFIA 49*,” allows borrowing up to 49 percent of eligible project costs specifically for transit projects that meet certain eligibility requirements. Although federal law allows all eligible highway and transit projects to receive up to 49 percent of project costs, USDOT in recent years have limited TIFIA loans to only cover up to 33 percent of project costs. This initiative would apply to transit projects but would not apply to highway projects.

Rising Prices, Labor Shortages Threaten IJIA Implementation

The U.S. Department of Transportation needs to recruit, develop and retain an expanded staff to oversee the implementation of \$660 billion in funding for programs authorized under the Infrastructure Investment and Jobs Act (IIJA), while dealing with supply chain issues, rising prices and a shortage of the skilled labor required to build the many capital projects the IIJA will enable, according to an October 5th report by the federal Office of the Inspector General.

Over the next year, states, territories, tribes and local governments will begin work to improve 65,000 miles of road and 1,500 bridges; invest in 600 airport infrastructure projects; purchase 15,000 new buses, ferries and subway cars; and buy 75 new locomotives and 73 intercity train sets for Amtrak. On top of that, the administration’s five-year goal is to build half a million electric vehicle charging stations.

The transportation department is actively hiring to meet the demands of the infrastructure law, with a goal of adding 1,700 employees over the next five years. But state and local governments, which apply for and receive IIJA funds, “are facing historic shortages of workers with expertise in important areas, such as auditing, procurement, and acquisitions,” the report says.

Labor shortages also extend to the construction industry, particularly in skilled trades. That could affect the ability of grant recipients to complete projects on time and on budget. Administrative issues and inflation will also challenge the DOT, with the report noting that the infrastructure law appropriated funds for 15 new discretionary grant programs and made significant changes to existing programs.

Public Transit Ridership Hits 70% of Pre-Pandemic Levels

Continuing an upward trend, the public transportation industry saw ridership rebound to more than 70% of pre-pandemic levels in September, according to APTA’s Ridership Trends Dashboard. Since July, Metro average weekday ridership rose from 743,000 to 841,000. Today Metro’s overall ridership is at 70 percent of what it was in 2019.

Supreme Court Leaves TSA Mask Requirement Ruling In Place

The Supreme Court on October 31st let stand a ruling that allows the Transportation Security Administration (TSA) to require mask-wearing on planes, trains and other forms of transport. California lawyer Jonathan Corbett had argued that the TSA did not have the authority to mandate masks on airlines and surface transportation, like buses and trains, when it did so during the COVID-19 pandemic.

The TSA stopped enforcing a mask mandate in April of this year after the Centers for Disease Control and Preventions' mask mandate was struck down by a federal judge in Florida. The U.S. Court of Appeals for the D.C. Circuit found no merit in Corbett's claim and affirmed the TSA did have the agency to maintain security and safety within the transportation system, including imposing the masking requirement. The Supreme Court's decision leaves the precedent in place, denying Corbett's request to consider "the D.C. Circuit's broad expansion of agency authority."

STATE

Did California Just Kill Shared E-Scooter Companies?

California is undermining its own stated goals to shift to sustainable transportation with the passage of A.B. 371, which imposes new insurance and tracking requirements on shared mobility devices.

Although the bill exempts bikeshare companies, it imposes insurance requirements on shared e-scooter companies far beyond what the state currently requires of private car owners or even car rental companies. The bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille to identify the device for the purpose of reporting illegal or negligent activity. It also makes the e-scooter companies liable for the behavior of anyone using their service.

California Approves CEQA Exemptions for Active Transportation Projects

Governor Gavin Newsom has signed into law Senate Bill 922 that expands provisions of SB 288 (Wiener, 2020) by extending statutory exemptions to The California Environmental Quality Act (CEQA) for transportation projects that "significantly advance the state's climate, public safety, and public health goals".

Bill To Give Free Transit To Students Vetoed By Governor Newsom

Gov. Gavin Newsom vetoed a bill in September that would have allowed many California students to ride public transit for free. The proposed Assembly Bill 1919 would have allocated funds for transit agencies to provide students attending K-12 schools, California community colleges, California State Universities or University of California campuses with free transit passes.

In the bill's veto decision, Newsom said that although he agrees with the bill's goal of supporting public transit, there is not an allocation of funding in the current state budget to finance the proposed grant

program. He also wrote that California should emphasize other priorities in the state budget such as education and public safety.

California Forms Statewide Alliance to Apply for Federal Hydrogen Grants

Governor Gavin Newsom has established a broad statewide alliance to apply for a stake of \$7 billion in federal grants earmarked for national hydrogen hubs. The Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) is a nonprofit public-private partnership recently launched by Newsom's Office of Business and Economic Development (GO-Biz), the president's office of the University of California, state and local officials and others.

The US Department of Energy (DOE) will solicit proposals for each of the program's four phases in establishing hydrogen hubs. The first phase will involve initial planning and analysis to ensure projects are technologically and financially viable. The second phase calls for finalizing engineering designs and business development, site access, labor agreements, permitting and community engagement to prepare for construction activities in Phase 3. The final phase will deal with full operations and data collection to analyze hub operations, performance and financial viability.

ARCHES will be governed by a board and key advisory committees, including environmental justice groups, organized labor, cities, public sector projects and private industry representatives. Members include the state transportation agency, energy commission and air resources board as well as the Port of Long Beach and cities of Carson, Lancaster, Long Beach and Lodi. Private sector participants represent such companies as ABS, Acumen Building Enterprise Inc., Crowley and West Coast Biofuel.

REGION

Metro To Hold Public Hearing Re.: Proposed Fare Changes

Metro will hold a public hearing on Monday, November 14th at 5pm to get community input on potential fare changes and a simplified fare structure. Learn more about the significant restructuring and simplification of fare categories, fare capping, proposed new low-income fares, and Senior/Disabled fares, at: <https://www.metro.net/about/simplefares/>.

Submit written testimony by email to SimpleFares@metro.net,
Subject: Public Hearing on Metro Fares,
or by mail, postmarked by November 14, 2022, to:
Metro Board Clerk
RE: Public Hearing on Metro Fare Changes
1 Gateway Plaza, 99-3-1
Los Angeles, CA 90012

\$2.1 Billion Metro K Line Connects E (Expo) Line To Inglewood

The \$2.1 billion Metro K Line, previously known as the Crenshaw/LAX Project, has officially opened seven stations to serve Southwestern Los Angeles and Inglewood. The northern-most point of the line is at the E Line Expo/Crenshaw station at the intersection of Crenshaw and Exposition boulevards. The line heads

south along Crenshaw Boulevard, with stations at Martin Luther King Jr. Boulevard, in Leimert Park and Hyde Park. The southern half of the line uses the Harbor Subdivision right-of-way, with stations on Florence Avenue in Fairview Heights and downtown Inglewood, ending at the Westchester/Veterans Station, near La Cienega Boulevard and Florence Avenue.

An eighth station is scheduled to connect the K Line with the Green Line Aviation and Century in late 2023 while a ninth station will open connecting to the LAX people mover at 96th Street / Aviation in 2024.

Carson Celebrates Reopening Of 189th St. Pedestrian Bridge

The City of Carson held a ribbon-cutting ceremony for the 189th St. Pedestrian Bridge in Carson on October 6th. The repaired bridge will provide a safe means of passage to the pedestrians and bicyclists who use the bridge as their daily access to Victoria Community Regional Park and Towne Avenue Elementary School from the neighborhood to the northwest. The project cost \$471,711.82 and was completed using a combination of money from the city's Utility User's Tax, the South Coast Air Quality Management District and Caltrans.

FEDERAL, STATE & LOCAL TRENDS / INNOVATION

Building EV charging through public-private partnerships

For cities to enable widespread electric vehicle adoption, they must make charging accessible to people living in multifamily housing or condos. For residents that lack a garage or carport where they can charge vehicles overnight, there is a need for city leaders to partner with private companies to install chargers curbside in the public right of way.

Cities need to evaluate their growing need for more chargers to keep up with the forecasted increase in EVs locally. They should reference commitments laid out in their climate and clean air plans, then enter into a public-private partnership in which chargers are installed at some city-owned sites such as libraries, parks and parking garages, and curbside.

For city officials that are unsure about whether to invest in charging infrastructure for a specific area, letting a private company come in and take ownership of the effort can help the city "get their feet wet" in that area. To install curbside charging, EV charging companies need to work with cities and utilities to understand where the power's coming from and determine where they can "pull more in." It's also not possible for companies to install chargers along the public right of way without working with the local government and their local neighborhood or community councils.

Federal funds can help expand the charger networks in underserved areas through the bipartisan infrastructure law that was passed last year. Additional support will come from the Inflation Reduction Act that was passed in August. There are also technology companies that allow people to rent out private EV chargers — it's similar to the Airbnb model.

What We Do With The Time Freed up by Working From Home

The COVID-19 pandemic has dramatically changed the way Americans spend their time. One of the most enduring shifts has occurred in the workplace, with millions of employees making the switch to work from home. Even as the pandemic has waned, more than 15 percent of full-time employees remain fully remote and an additional 30 percent work in hybrid arrangements; in the aggregate, Americans now spend 60 million fewer hours traveling to work each day.

The biggest changes from substantially reduced time spent commuting to work is a decrease in time spent working. Second, researchers found younger workers had notable increases in leisure time at social events, eating at restaurants or bars, exercising and sleeping. Older age groups, on the other hand, tended to allocate more time to nonmarket work, such as activities related to childcare, the maintenance of the household, repairs, and meal preparation.

9 in 10 Companies Will Require Return To Office By 2023

Ninety percent of companies said they will require employees to return to the office at least part of the week in 2023, according to a Sept. 26th report from Resume Builder. A fifth said they will fire workers who do not return. And in Monster survey results released Sept. 26, 40% of workers surveyed said they would quit if they were forced to return to the office even one day a week.

For companies currently functioning under a hybrid work policy, 77% said that policy will change in the next year. 40% said they will require workers to come in four days a week and 31% said three days a week. Notably, nearly three-quarters of companies surveyed said they still intend to hire remote workers in the future.

Gas Stations and Electric Cars: How Do They Change Cities

Climate change concerns have led governments in California, Canada and the EU to demand the end of gasoline car sales by 2035. By 2030, there could be 26 million electric cars in the U.S., which means that more than 10 times the number of electric vehicle chargers that exist today will be needed.

In 2021, Petaluma, California became the first city in the world to ban new gas stations. Since then, at least four more cities have permanently banned new gas stations, and at least six more (including Los Angeles) are developing policies accordingly.

Starbucks, with its 15,000 locations across the country, thinks it could help fill some of the gap. In a pilot launched this year, the company is partnering with Volvo and Chargepoint to install EV chargers in their parking lots along a 1,350-mile route from Denver to Seattle, with stops available every 100 miles or so.

SBCCOG 3-Month Look Ahead

Attachment C
Updated 11/4/22

November 2022

December 2022

January 2023

3. Metro South Bay Service Council Meeting

3. Transit Operators Working Group Meeting

9. IWG Meeting

- Metro presentation on objectives for multimodal highway investments
- New administrative procedures for Measure M MSPs and Measure R Highway Programs
- ADUs and impacts on infrastructure

14. SBCCOG Transportation Committee Meeting

- Metro & Gateway Cities presentation on I-710 efforts

14. SBCCOG Steering Committee Meeting - dark

17. SBCCOG Board Meeting

- SBCCOG Open House
- LTN Wayfinding Design/Branding Decision

27. Metro Board Meeting – DARK, meets Dec. 1

1. Metro Board Meeting

8. Transit Operators Working Group – dark

9. Metro South Bay Service Council Meeting - dark

12. SBCCOG Transportation Committee Meeting – dark?

12. SBCCOG Steering Committee Meeting

14. IWG Meeting – dark?

22. SBCCOG Board Meeting – dark

5. Transit Operators Working Group

- Measure R/M Metro Budget Request status update

9. SBCCOG Transportation Committee Meeting

- Measure R/M Metro Budget Request status update
- Metro presentation on C-Line (Green)/other rail lines state of good repair

9. SBCCOG Steering Committee Meeting

11. IWG Meeting

- Measure R/M Metro Budget Request status update

13. Metro South Bay Service Council Meeting (2pm)

26. Metro Board Meeting

26. SBCCOG Board Meeting

THIS PAGE LEFT INTENTIONALLY BLANK