



MONTHLY SBCCOG TRANSPORTATION REPORT

COVERING SEPTEMBER 2022

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FHWA To Provide \$384 million For EV Fast Charging Network In CA

The Biden Administration announced on September 27th it will provide \$5 billion under the National Electric Vehicle Infrastructure (NEVI) Formula Program over the next five years to help build EV chargers covering approximately 75,000 miles of interstate highways across the country. California is allocated nearly \$384 million over the five-years. NEVI funds can be used for projects directly related to the charging of a vehicle, including:

- Upgrade of existing and construction of new EV charging infrastructure
- Operation and maintenance costs of these charging stations
- Installation of on-site electrical service equipment
- Community and stakeholder engagement
- Workforce development activities
- EV charging station signage
- Data sharing activities
- Related mapping analysis and activities

More information on the NEVI Formula program is at: [FHWA's NEVI web site](#) and [DriveElectric.gov](#).

USDOT Makes \$160 Million Available For Transportation Technology

The U.S. Department of Transportation announced on September 16th that it is accepting applications for two programs that will make approximately \$160 million available annually for the next five years for projects that use technology to improve transportation infrastructure and make communities safer.

The first program, titled Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program, will offer up to \$100 million in grants annually over the next five years for projects that use data and technology to solve real-world challenges facing communities today. The SMART program will fund purpose-driven innovation and focus on building data and technology capacity and expertise. The Program seeks proposals from public sector entities that will carry out demonstration projects in the following domains to address key transportation priorities:

- Vehicle technology, like automation and connectivity
- Systems innovation, like delivery and logistics, traffic signals, smart grid, and data integration
- And new ways to monitor and manage infrastructure, like sensors and UAS

The second program, the Federal Highway Administration's \$60 million Advanced Transportation Technology and Innovation (ATTAIN) program, will promote advanced technologies to improve safety and reduce travel times for drivers and transit riders. ATTAIN-eligible projects also will be evaluated on how they consider climate change and environmental justice impacts – including how they reduce transportation-related air pollution and address the disproportionate impacts on disadvantaged communities. In addition, projects are evaluated on their economic impact and potential to create jobs.

The SMART Notice of Funding (NOFO) is open now and can be found at www.grants.gov. Applications must be submitted by 5:00 PM EDT on Friday, November 18, 2022. For more information, visit <https://www.transportation.gov/grants/SMART>

Applications for the ATTAIN NOFO can also be found at www.grants.gov. **Applications must be submitted by Friday, November 18, 2022.** For more information, visit the [FHWA web site](#).

STATE

California Bans Mandated Parking Near Major Transit Stops

California Gov. Gavin Newsom on September 22nd signed AB 2097 that prohibits parking minimums for housing, retail and other commercial developments within a half-mile of major public transit stops. By not requiring parking spaces, which can cost builders between \$40,000 and \$100,000 per space, the bill aims to lower construction costs for new housing.

When the bill becomes law in January, parking minimums will no longer be allowed for housing, retail and other commercial developments within a half-mile of major public transit stops. Cities can impose parking for hotel developments, and developers can still build parking spaces for any type of project if they choose to. The law also allows cities to impose parking minimums near transit if they found the lack of parking requirements would hurt the city's ability to meet state goals for low-income housing.

CARB Proposes Phase Out Of Most Diesel / Gas-Fueled Trucks By 2040

A proposed California Air Resources Board (CARB) regulation would phase out sale of new diesel or gasoline fueled trucks by 2040. In addition, large trucking companies would have to gradually convert their existing fleets to zero-emission vehicles, buying more over time until all are zero emissions by 2042.

The air board will hold a public hearing on the proposal on Oct. 27, after a 45-day public comment period. It comes just a few weeks after the air board passed another far-reaching mandate that bans sales of gas-powered cars by 2035.

About 1.8 million heavy-duty trucks on California's roads would be affected by the regulation. Truckers worry about "the practical unknowns," such as the high cost of the trucks, a lack of charging stations and the limited range of the vehicles.

The provisions requiring turnover of existing fleets would apply only to federal agencies and so-called "high-priority fleets," which are owned or operated by companies with 50 or more trucks or \$50 million or more in annual revenue. Included are trucks weighing 10,001 pounds or more and package delivery vehicles of 8,500 lbs or more, including U.S. Postal Service, FedEx, UPS and Amazon fleets.

These large companies and federal agencies would have a choice on how to comply: They could purchase only zero-emission vehicles beginning in 2024 while retiring diesel trucks at the end of their useful life. Or they could phase-in zero-emission trucks as a percentage of their total fleet, starting with 10% of delivery trucks and other types that are the easiest to electrify in 2025, then ramping up to 100% between 2035 and 2042. In addition, half of all new trucks purchased by state and local governments would be zero-emission in 2024, increasing to 100% by 2027. Some exemptions are allowed, if there is a lack of available models. The new rule banning sale of diesel vehicles would not apply to emergency vehicles, such as ambulances.

California Won't Forgive Homeless Parking Tickets After Newsom Veto.

On September 29th Governor Newsom vetoed AB 1685, a proposed law that would have required local governments and universities to forgive at least \$1,500 in parking tickets each year for Californians who

are homeless. The bill aimed to block attempts by local agencies to seek collections from the Department of Motor Vehicles, which puts holds on vehicle registrations due to unpaid parking tickets, a policy that can lead people unable to pay to lose their vehicles altogether.

Newson pointed to existing local programs that already forgive some parking ticket debt for those who are homeless, and to “safe parking” programs designed to support Californians living out of their cars.

REGION

Where Metro And Caltrans Are Widening The 405 Freeway

In the next couple years, Metro and Caltrans plan to add auxiliary lanes to the 405 Freeway through southwest and south L.A. County. The agencies’ current 405 Freeway expansion is broken up into at least four projects. East to west, Metro’s four current 405 Freeway expansion projects are:

- Add two new lanes between Wilmington Avenue and Main Street – in the city of Carson
- Add two new lanes between Western Avenue and Crenshaw Boulevard/182nd Street – in the city of Torrance
- Add two new lanes between Artesia Boulevard and the 105 Freeway – in the cities of El Segundo Torrance, Hawthorne, Redondo Beach, Lawndale, El Segundo
- Add one new northbound lane from El Segundo Boulevard to Imperial Highway – in Hawthorne and unincorporated Del Aire

One thing that all the projects have in common is that they all add what are called “auxiliary lanes.” These “aux lanes” generally run between one freeway on-ramp and the next off-ramp, so Caltrans engineers define them as “supplementary to through movement.”

When California reformed its CEQA (California Environmental Quality Act) standards in late 2018 – a change that largely shifted environmental studies from Level of Service (LOS) to Vehicle Miles Traveled (VMT) – it included a legal loophole for aux lane projects. The regulation states that induced driving does not need to be studied for “projects that would not likely lead to a substantial or measurable increase in vehicle travel,” specifically including “addition of an auxiliary lane of less than one mile in length designed to improve roadway safety.

L.A. County Ends Mask Order On Public Transit, In Airports

Los Angeles County on September 23rd ended its local health order requiring masking while aboard public transit or inside transportation hubs, such as airports. For months, L.A. has been the only California county to still mandate widespread masking in such settings. Masking is still strongly recommended in interior transit settings. L.A. County officials said they would reinstate a mask mandate on public transit and in transportation hubs should daily case rates again surpass 100 and remain above that threshold for 14 straight days.

LA Council President Seeks 100 Miles of New Bus Lanes in 5 Years

A motion supporting adding at least 100 miles of bus lanes in Los Angeles City within the next five years was introduced on September 28th to LA City Council by Council President Nury Martinez. Martinez asked for a report from the city’s Department of Transportation and Metro on plans and strategies to build the

bus-only lanes with a focus on communities with the highest ridership and are the most dependent on transit.

FEDERAL, STATE & LOCAL TRENDS / INNOVATION

Tech Companies Vie to Monetize, Reinvent Street Parking

Startups are scrambling to disrupt the post-pandemic parking sector, arguing that real-time data will mean less traffic and more revenue for cities. A new breed of curb-savvy startups is disrupting the estimated \$20 billion US parking industry by wooing city officials with real-time data on how their curb space is being used.

Regina and the Populus team are replacing parking meters and parking tickets with data infrastructure. Cities pay a subscription fee to use the platform, and Populus takes a slice of the net revenue they gain by using it. Populus' [Mobility Manager](#) and [Curb Manager](#) platforms use GPS data from more than 40 different mobility operators, such as ride-hailing companies, to give cities access to real-time parking data about bikes, scooters and cars. With that, the software maps a city's street grid to visualize how curb space could be better utilized.

Another company, the Los Angeles-based startup Automotus, relies on battery-powered cameras mounted on streetlight poles to collect data on curb parking activity. The cameras snap 30 images every second — Automotus blurs faces to ensure privacy — and then the software aggregates its insights into a computer dashboard that cities can view to set policy. Like Automotus, the Austin-based startup [Vade](#) uses solar-powered camera technology to identify vehicles, track how long they park, and collect other key metrics to help cities automate billing and enforcement of their curb space.

Not everyone agrees that directing municipal funds to accommodate venture-backed private companies is the best way to handle the nitty-gritty of city parking. Since curb management firms generate revenue from delivery and ride-hailing giants like Uber and Amazon, it's not even clear the city is the primary customer. There's always going to be a conflict there.

Don't Let Flying Taxis Be The Next Scooters, City Planners Warn

Air taxi services from private companies could be operating as soon as 2024, and they could wreak havoc on urban transportation systems if cities do not plan for them.

Miami, Los Angeles, Orlando, Pittsburgh and other [U.S. cities have started planning for urban air mobility](#), but most have not. Los Angeles City established [its policy framework for urban air mobility](#) in September 2021, aiming to improve equity among the city's residents by giving them more ways to get around. The FAA also just released [its vertiport design standards](#), addressing crucial considerations such as airspace requirements for approach and departure.

The city has worked closely with residents, real estate developers, the Federal Aviation Administration, the California Department of Transportation and other key stakeholders to better understand their needs and communicate its own needs.

A coordinated approach is a departure from the usual planning process, which typically does not involve much communication between city planners and air transportation authorities. But the complex nature of urban air mobility has made it necessary. Urban air mobility is more complex than other transportation types, requiring greater communication and coordination among aviation and ground transportation officials, land use planners, vehicle manufacturers, service operators and the public.

The Incentives To Get Workers Back To The Office Aren't Working

When millions of office employees started working from home in 2020, the plan for most was to return to their worksite once the epidemic subsided, not stay remote forever. But two and a half years later, many workers really don't want to go back to the office, and companies are struggling to figure out how to convince them to return, offering unsuccessful enticements like free food, prizes, and even flexible working arrangements to draw workers back.

The past two and a half years have shown many people—although certainly not everyone—that they don't *need* to be in an office to get their work done. They don't *need* to sit in traffic for an hour or two a day to commute, or pay for the gas needed to do that. And if their employers can't counter with good reasons why those things are in fact necessary to get their work done, some workers just aren't going back.

Part of this is a messaging issue. Employers with legitimate reasons to want people back haven't figured out how to communicate those reasons in a convincing way. Some teams *are* more productive in-person, and some remote workers underestimate the impact that staying remote has had on their team's workflow, or how others might be picking up some of their responsibilities that are more easily done on-site. But when that's the case, employers need to spell that out.