

South Bay Cities Council of Governments

Infrastructure Working Group (IWG)

AGENDA

Wednesday, October 12, 2022

12:00 pm – 1:30 pm

ACCESSING THE VIRTUAL MEETING:

After registering, you will receive a confirmation email containing information about joining the meeting.

[https://us06web.zoom.us/meeting/register/tZYoce-ppjMsHNDt3mur9Jcx0Uud3D3dSa3l](https://us06web.zoom.us/join/https://us06web.zoom.us/meeting/register/tZYoce-ppjMsHNDt3mur9Jcx0Uud3D3dSa3l)

Future IWG meetings are scheduled to be held:

November 9, 2022 (Public) December 14, 2022 (Agency Only)

- 12:00 pm** September 14, 2022 IWG Meeting Notes (Attachment A)
- 12:02 pm** Agency & Other Update Reports
- SBCCOG Program Update – Jacki Bacharach
 - Local Travel Network Updates
 - Wayfinding Design Preferences (Attachment B)
 - L.A. County DPW – South Bay Traffic Forum Update
 - L.A. Metro Updates
 - L.A. Metro Board Actions – Steve Lantz
 - Metro TAC & Streets and Freeway Subcommittee Actions
 - Caltrans South Bay Projects Update
- 12:25 pm** Measure R SBHP / Measure M MSP FY 2023-24 Annual Program Update/Lead Agency Meetings
- 12:35 pm** Caltrans: Sustainable Transportation Planning Grants & Funding Sources – Caleb Brock, Regional Planning Branch Chief, Caltrans District 7
- 12:55 pm** Spotlight Presentation: California Local Technical Assistance Program – Dr. Tom O’Brien, Executive Director, Center for International Trade & Transportation at CSULB
- 1:25 pm** SBCCOG Transportation Report covering September 2022 (Attachment C)
- 1:28 pm** 3-Month Look Ahead (Attachment D)
- 1:30 pm** Announcements / Adjournment – *Next meeting November 9th (public meeting). To propose an item for the November 9th agenda, e-mail to DavidL@southbaycities.org by November 1st, 2022.*

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**South Bay Cities Council of Governments
Infrastructure Working Group Meeting Notes – September 14, 2022 (Held via Zoom)**

Attendees: Kevin (Gardena); Kimberly Venegas (LA City); Carla Dillon (Lomita); Erik Zandvliet, Helen Shi, Katie Doherty (Manhattan Beach); Sergio Carvajal (Caltrans); Jeff Pletyak, Nicole Mi, Maggie Cheung, TJ Moon (LACDPW); Ed Alegre (Metro);, Steve Lantz, Aaron Baum & David Leger (SBCCOG); Jory Wolf (Magellan Advisors)

I. **Self-Introductions and Approval of August 10, 2022 IWG Meeting Notes** – Mr. Leger called the meeting to order at 12:07 pm. The August 10, 2022 meeting notes were approved without objection.

II. **Agency & Other Update Reports**

A. SBCCOG: Mr. Leger reported that the SBCCOG Board will be hearing presentations from LA County Dept. of Public Health and Beach Cities Health District at the upcoming Board meeting. BCHD will be presenting on their Allcove Youth Wellness Center. The Board will also be considering a request to LA County for additional funding for the SBCCOG’s Client Aid program which provides funding to homeless outreach workers for people experiencing homelessness for particular services that will help get them into permanent housing. The SBCCOG’s program was initially established as part of the Measure H Innovation Funds program and has seen a high success rate thus far.

Mr. Baum announced that the South Bay Fiber Network implementation continues with what may be the final work order of the existing project. A lateral connection to the Torrance Transit Center is being built right now and should be operational by the end of the year. A final work order is being considered for potential connections in Hawthorne to facilitate data on the County’s IEN and a connection to Manhattan Beach’s new fire station. A separate wireless pilot project is also being developed with Carson and Torrance to connect underserved areas of those cities.

B. Local Travel Network: Mr. Baum reported that the wayfinding/signage design is currently underway. The SBCCOG hopes to get Measure M applications from cities involved in the first two corridors (El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Hawthorne, Gardena, Lawndale) as part of the upcoming call for projects. The 2nd wayfinding design charette will be taking place on September 22nd at 2:30pm.

C. South Bay Traffic Forum (LACDPW): Mr. Pletyak reported that the construction contract for the Prairie Ave TSSP project is expected to be awarded in December. Plans are being reviewed for the other TSSP projects. He also provided brief updates on the County’s Centracs and System Detection Analysis projects. The detailed updates are included in a written report available here:

https://southbaycities.org/wp-content/uploads/2021/11/HANDOUT_ITS-TSSP-status-September-2022-final.pdf

D. LA Metro

1) LA Metro Board Actions

Mr. Lantz reported that the SBCCOG’s Measure M budget request is on the Metro Board’s consent calendar for approval on September 22. After approval, cities may begin working with Metro on funding agreements.

2) Metro TAC & Streets and Freeways

Mr. Zandvliet noted that the Streets and Freeways subcommittee did not meet in August. He also shared that Metro is working on the Active Transportation Strategic Plan and recently held a workshop to go over their strategy and priority system which focusses on pedestrian districts, bike routes, and first/last mile. Comments are being solicited. The Metro Board is expected to adopt the plan in spring 2023. He will send the information to Mr. Leger who will distribute it to the IWG mailing list.

E. Caltrans South Bay Projects

Mr. Carvajal reported that District 7 is working to implement Federal IJIA programs. The state is expected to receive more than \$5.5B in funding focused on climate action, zero-emission vehicle deployment, multi-modal transportation projects, equity projects, and more. The state is also looking to implement broadband facilities as a middle-mile network along the state highways to improve access throughout the state. Mr. Carvajal shared the following links with the group:

<https://dot.ca.gov/programs/design/wired-broadband>

<https://calsta.ca.gov/subject-areas/infrastructure-investment-act>

III. **Potential South Bay Fiberoptic Network Transportation Technology Applications**

Mr. Wolf provided a brief presentation on state and federal broadband funding opportunities as well as potential transportation applications that could be use the South Bay Fiber Network. His presentation is available online here: https://southbaycities.org/wp-content/uploads/2022/09/PRESENTATION_Magellan-Advisors-SBFN-Transportation-Applications.pdf

IV. **Measure R SBHP/Measure M MSP FY2023-24 Annual Program Update/Lead Agency Meetings**

Mr. Lantz reported that SBCCOG staff will be scheduling one-on-one meetings with project lead agencies to review project progress and needs for additional funding, as well as potential new project ideas. Updated funding requests for current projects are due December 1, new project requests are due in mid-January.

V. **Spotlight Presentation: InfrastructureLA and Updates on Funding Opportunities**

Mr. Moon provided an overview of the new federal Bipartisan Infrastructure Law which will provide nearly \$1 trillion over 5 years. It includes \$48B in formula funding to the state, as well as \$195B in competitive grants for funding for projects including transportation, water, energy, resiliency, sustainability, and others. Mr. Moon also touched on longstanding federal priorities as well as new Biden Administration priorities including resiliency/climate change, racial equity, and multi-modal transportation. He then proceeded to explain that InfrastructureLA hopes to bring in as many federal dollars to the County as possible and could help facilitate multi-jurisdictional grants that create competitive project packages. Mr. Moon's full presentation is available here: https://southbaycities.org/wp-content/uploads/2021/11/PRESENTATION_InfrastructureLA-Grant-Opportunities.pdf

VI. **Open Discussion: recommendations for future IWG presentation topics, local priorities, etc.**

Mr. Leger shared that Mr. Zandvliet is currently the only appointee to the Streets and Freeways subcommittee, so an alternate appointee is needed. Interested individuals should contact Mr. Leger.

VII. **SBCCOG Transportation Report Covering August 2022** – Received and filed.

VIII. **Three-Month Look Ahead** – Received and filed.

IX. **Announcements & Adjournment**

Mr. Lantz adjourned the meeting at 1:30 p.m. until October 12th, 2022 (public meeting). To propose an item for the agenda, please email David Leger (DavidL@southbaycities.org) by October 1, 2022.

South Bay Cities Council of Governments

October 10, 2022

TO: SBCCOG Steering Committee
SBCCOG Transportation Committee
SBCCOG Infrastructure Working Group

FROM: Jacki Bacharach, Executive Director
Aaron Baum, Senior Project Manager
David Leger, Senior Project Manager

SUBJECT: South Bay Local Travel Network Wayfinding Signage Branding Update

BACKGROUND

South Bay Cities Council of Governments (SBCCOG) staff has been working to implement the South Bay Local Travel Network (LTN) since July 2021. One of the major tasks in the process is the development of a brand for the LTN that will be used on wayfinding signage on network-designated routes. In Spring 2022, the SBCCOG released a request for proposals for a technical consultant to assist in the implementation process, including the branding exercise. In May 2022, the SBCCOG Board of Directors approved a contract with Fehr and Peers to serve as the project's technical consultant.

Fehr and Peers proposed a design charrette process to develop the network brand. A charrette is a planning meeting of all stakeholders in a project to work through a specific issue or topic. Although the SBCCOG is focusing LTN implementation on two corridors at this time, staff invited representatives from all SBCCOG member agencies as the branding will be used throughout the subregion.

Two charrettes were held. The first in August had 23 participants and the second, in September had 21 participants. A total of 16 different cities and agencies were represented as part of this process. At the August meeting, Fehr and Peers reviewed wayfinding system examples; existing South Bay wayfinding and common colors/themes; and a wayfinding design elements brainstorm that produced key ideas and concepts that could be used by the Fehr and Peers team to develop an initial series of design ideas. Following the meeting, Fehr and Peers developed three proposed brands/logos.

The second charrette built upon information and feedback gathered from the first meeting and involved the Fehr and Peers team live-editing design ideas based on feedback from the group.

NEXT STEPS

The revised design ideas resulting from the second charrette will be distributed to charrette participants for a rank-order preference survey. Separate rank-order surveys to the October Infrastructure Working Group, Transportation Committee, and Steering Committee will be solicited. The design ideas will be shared with the respective groups during their meetings with the survey links distributed following the meeting. SBCCOG Board members will be tasked with consulting their respective city council colleagues to inform their vote for a final design at

the November 17th Board of Directors meeting; Staff report to the Board will include rank order preferences, by group.

RECOMMENDATION

Review the final design ideas, complete the rank-order preference survey, and consult with their city council colleagues to inform a final vote at the November 17th SBCCOG Board of Directors meeting.



MONTHLY SBCCOG TRANSPORTATION REPORT

COVERING SEPTEMBER 2022

Edited by Steve Lantz
SBCCOG Transportation Director

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.

SBCCOG 3-Month Look Ahead

Attachment D
Updated 9/29/22

October 2022	November 2022	December 2022
<p>10. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> • Presentation by Metro South Bay Service Council on role/workplan • LTN Wayfinding Design/Branding Updates <p>10. SBCCOG Steering Committee Meeting</p> <ul style="list-style-type: none"> • LTN Wayfinding Design/Branding Updates <p>12. IWG Meeting</p> <ul style="list-style-type: none"> • Caltrans Sustainable Planning Grant presentation • Local Technical Assistance Program presentation • LTN Wayfinding Design/Branding Updates <p>13. Transit Operators Working Group Meeting</p> <p>21. Metro South Bay Service Council Meeting</p> <p>27. Metro Board Meeting</p> <p>27. SBCCOG Board Meeting</p>	<p>3. Transit Operators Working Group Meeting</p> <p>9. IWG Meeting</p> <ul style="list-style-type: none"> • Metro presentation on objectives for multimodal highway investments <p>11. Metro South Bay Service Council Meeting</p> <p>14. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> • Metro presentation on C-Line (Green)/other rail lines state of good repair • Metro & Gateway Cities presentation on I-710 efforts • Introduction of new Caltrans D7 Director (<i>potential item</i>) <p>14. SBCCOG Steering Committee Meeting</p> <p>17. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> • SBCCOG Open House • LTN Wayfinding Design/Branding Decision <p>27. Metro Board Meeting – DARK, meets Dec. 1</p>	<p>1. Metro Board Meeting</p> <p>8. Transit Operators Working Group – dark?</p> <p>9. Metro South Bay Service Council Meeting</p> <p>12. SBCCOG Transportation Committee Meeting – dark?</p> <p>12. SBCCOG Steering Committee Meeting</p> <p>14. IWG Meeting – dark?</p> <p>22. SBCCOG Board Meeting – dark</p>

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