

South Bay Cities Council of Governments

Infrastructure Working Group (IWG)

AGENDA

Wednesday, April 13, 2022

12:00 pm – 1:30 pm

NOTE: The meeting will be conducted via Zoom

ACCESSING THE MEETING:

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

<https://us06web.zoom.us/meeting/register/tZYoce-ppjMsHNDt3mur9Jcx0Uud3D3dSa3l>

Future IWG meetings are scheduled to be held:

May 11, 2022 (Public) June 8, 2022 (Agency-Only)

- 12:00 pm March 9, 2022 IWG Meeting Notes (Attachment A)**
- 12:02 pm Agency & Other Update Reports**
- **SBCCOG Program Update – Jacki Bacharach**
 - **Local Travel Network**
 - **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**
- 12:20 pm Measure M MSP Subregional Equity Program Guidelines & South Bay Commitments (Attachment B) – Steve Lantz**
- 12:25 pm Spotlight Presentation #1: LA County DPW Pedestrian ITS App – LACDPW**
- 12:55 pm Spotlight Presentation #2: Econolite Priority Solution – Mike McIntee, Michael Villafuerte, & Marc Porter, Econolite**
- 1:25 pm March 2022 SBCCOG Transportation Update (Attachment C)**
- 1:27 pm 3-Month Look Ahead (Attachment D)**
- 1:30 pm Announcements / Adjournment**

NOTE: To propose an item for the May 11th agenda, e-mail to DavidL@southbaycities.org by May 1st, 2022.

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**South Bay Cities Council of Governments
Infrastructure Working Group Meeting Notes – March 9, 2022 (Held via Zoom)**

Attendees: Chair Ted Semaan (Redondo Beach); Vice-Chair John Ickis (LA County DPW); Kevin Kwak (Gardena); Julian Lee (Lawndale); Erick Lee, Katie Doherty, & Erik Zandvliet (Manhattan Beach); Jacki Bacharach, Steve Lantz, Aaron Baum, David Leger & Amina Karwa (SBCCOG); Constance Turner (SCE); Maggie Cheung (LA County DPW); John Leney & Simon Arazi (ParkNav)

I. Self-Introductions and Approval of February 9, 2022 IWG Meeting Notes – Mr. Semaan called the meeting to order at 12:04 pm. The February 9, 2022 meeting notes were approved without objection.

II. Agency & Other Update Reports

A. SBCCOG Program Update

Ms. Bacharach reported that SBCCOG is preparing for the General Assembly this month. She also informed the group that in response to requests from member cities, the SBCCOG will consider taking over the administration of Alert South Bay starting May 1. SBCCOG is working on contracts with the cities and Mr. Leger provided the Alert South Bay meeting registration link to the group in the chat.

Ms. Bacharach also informed the group that Metro Service Council nominations deadline is March 25.

Ms. Bacharach reported that SBCCOG is working on two pieces of legislation for the Local Travel Network and a rebate for micromobility vehicles. The bills will be sent out with a fact sheet to all cities. SBCCOG hopes every city will endorse the legislation.

Mr. Baum informed the group that SBCCOG has an RFP for wayfinding and signage for the Local Travel Network that will be distributed this week and also will be circulated through the working group. Mr. Baum invited the group to share the RFP to help the SBCCOG get as broad a share of responses as possible. Ms. Bacharach added that after the General Assembly the Local Travel Network sub-committee is planning to convene to get more elected official involvement in next steps for implementation .

Mr. Baum updated the group on the South Bay Fiber Network: SBCCOG has completed its third work order in terms of lateral connections and moving into the construction phases for work order #4. The Regional Communications Center should be operational by April or earlier and the two Lomita sites are on track as well. SBCCOG is now entering Phase 2 of the South Bay Fiber Network and working with its consultant team to implement a Pilot Project to provide wireless internet service to bridge identified gaps starting with underserved commercial areas.

B. L.A. County DPW – South Bay Traffic Forum Update

No status updates or changes this month. The report is available here: https://southbaycities.org/wp-content/uploads/2021/11/HANDOUT_ITS-TSSP-status-March-2022-Final.pdf

C. L.A. Metro Updates

1. L.A. Metro Board Actions:

Ms. Bacharach reported that SBCCOG met with Metro staff on their proposed operating plan for the Crenshaw-LAX line. Metro is expected to bring the item to the April Transportation Committee meeting and Metro Board. The SBCCOG Transportation Committee may consider taking a position to the SBCCOG Board.

2. Metro TAC & Streets and Freeway Subcommittee Actions

No updates this month.

Mr. Semaan announced that Elias Sassoon and Gilbert Marquez have accepted their position in the TAC sub-committee as member and alternate respectively.

D. Caltrans South Bay Projects Update

No updates this month.

III. Measure R and Measure M Metro Budget Request Updates

Mr. Lantz informed the group that the SBCCOG Board approved the Measure R and Measure M Metro budget requests in February. Mr. Lantz expects Metro to accept the Measure R budget requests in June/July and Measure M around August/September. Once the Metro board has approved the projects' funding requests, project lead agencies may initiate funding agreements with Metro staff.

IV. Metro Construction Market Analysis – Construction Cost Increase Index (Attachment B)

Mr. Lantz explained that after numerous cost overruns on its capital projects, the Metro Board requested an assessment of what construction projects can reasonably be completed without facing new budget shortfalls. There is also concern that Metro does not have adequate funding to operate the expanded network it is currently planning/building.

Ms. Bacharach added that Metro needs to not only evaluate what it costs to build the network but operate it at an effective level of service. Infrequent or badly maintained service due to lack of operational funds would not be attractive to riders.

V. Metro I-405 CMCP Projects List

Mr. Lantz explained that Metro is drafting a Comprehensive Multi-Modal Corridor Plan which is required to be eligible for State SB-1 Solutions for Congested Corridors Program funding. Metro's project team has prepared a list of hundreds of potentially eligible local projects. Mr. Lantz urged the group to verify the projects listed and return any corrections to Mr. Leger by April 11. Mr. Leger explained that the goal is to not eliminate projects from the list because they would then be ineligible for funding even if the scope was potentially eligible under the grant program or other grant programs.

VI. Spotlight Presentation: ParkNav “Intelligent Parking Solutions for Smart Cities” – John Leney, Vice President, ParkNav

Mr. Leney and Mr. Arazi introduced the group to ParkNav's services and products which use big data, machine learning, and artificial intelligence to predict parking availability information for both on/off street parking. Local jurisdictions can use the service for parking management and planning studies. Their full presentation is available online here: <https://southbaycities.org/wp->

[content/uploads/2021/11/PRESENTATION_Parknav-Overview-South-Bay-Cities-Council-09Mar2022-.pdf](https://southbaycities.org/wp-content/uploads/2021/11/PRESENTATION_Parknav-Overview-South-Bay-Cities-Council-09Mar2022-.pdf)

VII. Transportation projects supporting 2028 South Bay Olympic Venues

Mr. Lantz asked if any of their cities are currently expecting to host Olympic venues, and if they will need improvements to their transportation network system before the 2028 Olympics. Metro is currently working with the Olympics Committee to develop a potential list of projects. Mr. Lantz encouraged interested local jurisdictions to coordinate their plans with Metro. Mr. Leger shared documents from Metro that are available here: https://southbaycities.org/wp-content/uploads/2021/11/HANDOUT_Motion-42-2028-Games-Mobility-Concept-Plan-Progress-Report-Jan-2022.pdf

VIII. March 2022 SBCCOG Transportation Update: No verbal updates.

IX. 3-Month Look Ahead: The IWG will have two presentations at the next meetings. No other verbal updates.

XI. Announcements / Adjournment: Mr. Semaan adjourned the meeting at 1:25 p.m. until April 13th, 2022, at noon. To propose an item for the agenda, please email David Leger (DavidL@southbaycities.org) by April 1, 2022.

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South Bay Cities Council of Governments

Attachment B

April 2, 2022

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

FROM: Steve Lantz, SBCCOG Transportation Director

RE: Measure M Sub-Regional Equity Program (SEP) Guidelines
Letter to Metro

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

Measure M includes four South Bay sub-regional programs including the Sub-Regional Equity Program (SEP). The ordinance restricts use of funding available within each category to the annual amounts programmed in the Measure M Expenditure Plan. The expenditure planned assigned the South Bay SEP \$130 million in FY 2015 revenues, with escalation accruing until the funds are spent. The Metro Long Range Transportation Plan programs the SEP expenditures in FY 2043.

In 2018, the SBCCOG Board recommended using its entire \$130 million in SEP funds to partially fund the \$250 million Centinela Grade Separation Project on the Metro Crenshaw/LAX (CLAX) light rail line based on an understanding that Metro would deliver the project using the SEP contribution and other regional, state or federal funds.

In April 2020, Metro determined there was a \$90 million cost overrun on the CLAX project, not including the unfunded share of the Centinela Grade Separation Project. Phillip Washington, Metro's CEO, sent Jacki Bacharach a letter (See Exhibit 1) requesting that a proportionate share of one-half of the \$90 million CLAX shortfall (approximately \$23 million) be taken from South Bay SEP funds or South Bay Measure R transit funds. Inglewood Mayor James Butt, who represents the South Bay on the Metro Board, expressed SBCCOG's willingness to support the use of an estimated \$23 million of South Bay SEP funds for the CLAX cost overrun so long as the City of Los Angeles provided its proportionate share and Metro staff recommended to the Metro Board that Metro commit the additional funding needed to complete the Centinela Grade Separation project from regional, state or federal sources.

Metro staff has recently requested comment on proposed policy guidelines for the SEP program (See Exhibit 2). With the change in leadership at Metro since 2018 and 2020 discussions occurred regarding the CLAX cost overrun and Centinela Grade Separation funding, SBCCOG staff believes it is prudent to send a letter to Metro staff refreshing our understanding of the conditions attendant to use of South Bay SEP Funds (See Exhibit 3).

RECOMMENDATION

Approve and send to Metro the letter in Exhibit 3.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

Phillip A. Washington
Chief Executive Officer
213.922.7555 Tel
213.922.7447 Fax
washingtonp@metro.net

April 23, 2020

Attachment B, Exhibit 1

Jacki Bacharach
Executive Director
South Bay Cities Council of Governments
2355 Crenshaw Blvd., # 125
Torrance, CA 90501

Dear Ms. Bacharach:

This letter supercedes the prior, related correspondence dated April 22, 2020.

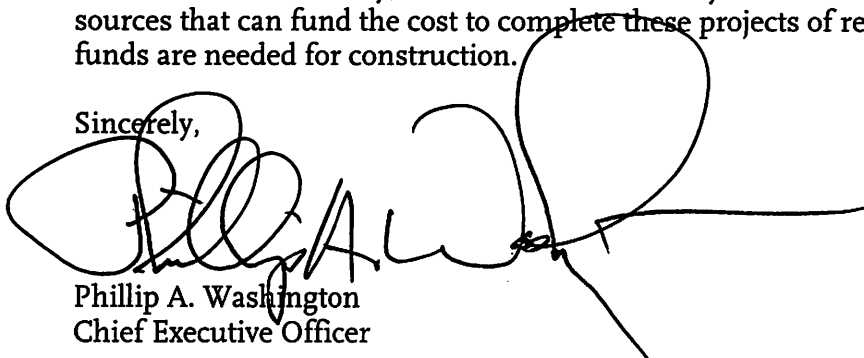
With regard to funding cost increases on the Crenshaw/LAX Transit Project, I have discussed this matter with the Chair, Mayor Butts who is representing the City of Inglewood and the South Bay Cities Council of Governments (SBCCOG). I understand the SBCCOG is willing to support the use of local funds to pay its proportionate share of the \$90 million cost increase for the Crenshaw/LAX Transit Project.

The Project requires additional funding to address a \$90 million increase in the budget. Metro Board policy requires that staff evaluate the use of local funding sources to address a cost increase to a Measure R or M project prior to other countywide sources that could impact other subregions. Our analysis has found that there are Measure M Subregional Equity Program (SEP) funds and Measure R highway funds that might be potentially available from the South Bay and other applicable subregions.

Mayor Butts has conveyed to me that he and the SBCCOG will support the use of the subregional equity program for the South Bay's share of the \$90 million cost increase, so long as Metro staff commits to recommending the funding for the Centinela Grade Separation Project which serves the region. This plan has been agendized for the April 23rd SBCCOG Board meeting. I would like to request from the SBCCOG, in a letter, the approval to apply the South Bay's proportional percentage of subregional equity dollars that the SBCCOG has already earmarked for the Centinela Grade Separation Project. Metro staff will be presenting a progress update including their draft recommendation that the Centinela Grade Separation Project meets Metro's Grade Separation criteria and a proposed full funding strategy and project timeline at the May Metro Planning and Programming Committee meeting.

Because of the local funding support for the Crenshaw/LAX Transit Project and the Centinela Grade Separation Project from Mayor Butts and the SBCCOG, I have committed to the Mayor my leadership in pursuing funding for the Centinela Grade Separation Project and will work with Metro staff, the city, and SBCCOG to identify available local, state, and federal funding sources that can fund the cost to complete these projects of regional significance at the time funds are needed for construction.

Sincerely,



Phillip A. Washington
Chief Executive Officer

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Subregional Equity Program (SEP) Guidelines Policy Paper

Metro Board Motion 38.1 from May 2020 requests “Standard and explicit criteria for how and when a subregion’s SEP allocation may be accelerated to meet their needs”. Metro staff will propose newly created guidelines that identify how the funds can be programmed and the administration of the program.

BACKGROUND

FASANA AMENDMENT: To provide equivalent funding based on the original allocation of funding (i.e. \$180 million is 13% of such funding based on the San Fernando Valley's share) to each of the other subregions to assure and maintain equitable funding.

On July 25, 2019 the Board approved the Motion by Fasana, Garcetti, Solis and Barger that the Board consistent with the June 2016 Board action that created the Subregional Equity Program, reaffirms that each subregion's Subregional Equity Program allocation as listed in the Measure M Expenditure Plan (line item 68, note s.) is listed in 2015 dollars, consistent with all other figures in the "Most Recent Cost Estimate" column of the Measure M Expenditure Plan. These allocations shall be escalated to year-of-expenditure in accordance with the escalation policies in the Measure M expenditure plan.

The Subregional Equity Program (SEP) is in the Measure M Expenditure Plan and is eligible for Measure M and other funding sources. The total spending available for the SEP is \$1,196 million from FY 2018 to FY 2057. The SEP was added late to the Expenditure Plan after all other projects and programs were included and is currently programmed in the Long Range Transportation Plan (LRTP) financial forecast beginning FY 2043 using Measure M revenues. However, this is only one scenario of the potential funding sources and timing of investments within the SEP.

In four prior instances, SEP funds have been programmed for use prior to FY 2043 – for cost overruns on Foothill 2B in July 2019, Crenshaw/LAX in May 2020, Eastside Access in March 2021, and Westside Section 1 in May 2021. The existing Measure M Final Guidelines and Administrative Procedures do not specifically describe how or when the SEP funds can be programmed. On June 24, 2021 the Board approved the Motion by Hahn, Garcetti, Solis, Butts, Dutra, and Najarian that eliminated the consideration of SEP for project cost increases during construction.

THE PROPOSAL

The proposed process for allocating SEP funds to the subregions will be comparable to the process for other Multi-year Subregional Programs (MSP). Staff will prepare five-year SEP funding estimates for the subregions, including inflation adjustments. The five-year estimate will be updated each October and reflect any funding capacity that Metro staff has identified and could allow the programming of SEP funds during the five-year period. Metro staff has identified additional funding capacity for SEP from the November 2021 Bipartisan Infrastructure Law. Funding capacity could also occur from a reduction in Measure M programmed for a capital project resulting from a decrease in project cost, cancellation or defunding of a project, or provision of other local funds to supplant the Measure M, as identified and requested by a subregion.

The guidelines propose programming of SEP funding outside of the annual MSP process if recommended by Metro staff and in accordance with Board-adopted notice and approval requirements, which include 120 day written notice to affected subregions prior to any recommendation and formal approval by the subregion. The Measure M guidelines require Subregional approval of subregional funding prior to staff making recommendations to the Metro Board. Metro has previously approved the programming of SEP allocations when Board policy required consideration of funding from a subregion and or corridor to address a project cost increase.

The guidelines would also allow advancing the programming if requested by a subregion or other stakeholder and in compliance with existing Board policies, including the Measure M Early Project Delivery Strategy (EPD) from November 2017 and the MSP inter-program borrowing provisions in the Measure M Final Guidelines. The EPD requires scoring of proposals to accelerate funds based on factors including the amount of local match and the status of the project in its development process, so long as the acceleration does not negatively impact the funding of other Measure M projects and programs. Metro staff will evaluate the financial impact of any proposed SEP programming and consider the potential use of debt to finance the SEP that may reduce the immediate cash flow requirement. Metro will accept all proposals by subregions, provide recommendations, and submit the proposals and recommendations to the Metro Board for consideration, which could involve an amendment to the Measure M ordinance. The subregions may also request SEP funding to deliver a project by borrowing, or exchanging, from another MSP that has programmed funding in earlier years, in accordance with the "Cashflow Management" section of the Measure M Final Guidelines. Metro staff will be available to provide technical assistance to the subregions in preparing any proposal to program SEP funds.

Upon adoption by the Metro Board, staff propose to incorporate the SEP guidelines into the Measure M Final Guidelines and post these for public dissemination. Metro staff will be available to accept and review any proposals to program funding in consideration of the provisions of the Ordinance and Board-adopted policies including the EPD.

April 28, 2022

Ms. Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, Ca 90012

SUBJECT: SBCCOG Comments Re. Draft Metro Subregional Equity Program Guidelines

Dear Ms. Wiggins:

This letter is sent in response to comments requested by L. A. Metro staff on the draft Measure M Subregional Equity Program (SEP) guidelines. The South Bay Cities Council of Governments (SBCCOG) wants to ensure that the proposed guidelines do not constrain Metro's commitments to fund the Crenshaw/LAX light rail project and the Centinela Grade Separation project using South Bay SEP funds.

In 2018, the SBCCOG made a commitment of the entire \$130 million in our local South Bay SEP funds as a component of a Metro full-funding plan for delivery of the Centinela Grade Separation project on the Crenshaw/LAX line.

That commitment was modified in 2020 when, at Metro's request, the SBCCOG supported use of an appropriate proportionate share of the South Bay SEP funds for the Crenshaw/LAX line cost overrun with the following four conditions:

- 1 The SBCCOG's proportionate share of the cost overrun is approximately \$23 million;
2. Since the balance of the Crenshaw/LAX line is in the City of Los Angeles, the South Bay SEP funding is contingent on Metro securing the \$45 million in state or federal funds and approximately \$23 million from the Central Area Subregion and Westside Subregion SEP funds or from another City of Los Angeles local funding source;
3. This contribution share constitutes a one-time contribution on the condition and pursuant to subsequent Metro Board Policy that no further "cost containment policy" requests for additional South Bay sub-regional funding for the Crenshaw/LAX line or any other capital project will be sought by Metro; and,
4. Consistent with Phillip Washington's commitment to Metro Chair and Inglewood Mayor James Butts, the SEP contribution to the Crenshaw/LAX cost overrun is contingent on Metro Board approving a full-funding strategy and implementation timeline for the regional Centinela Grade Separation project that includes the remaining escalated balance of the South Bay SEP funding.

The SBCCOG Board of Directors reiterates its commitment to work with Metro to ensure that construction of the Crenshaw / LAX line is not delayed further and that the Centinela Grade Separation project will be delivered in a timely fashion. We look forward to all of the parties participating.

Sincerely,

Drew Boyles
SBCCOG Chair
Mayor, City of El Segundo

South Bay Cities Council of Governments

Attachment C

April 1, 2022

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

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering March 2022

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

Congress Finalizes Federal FY 2022 Omnibus Spending Bill; \$81 Billion For Transportation

On March 8th, Congress sent to the President the Federal Fiscal Year 2022 omnibus spending bill which includes \$81 billion in funding for federal transportation programs – largely consistent with the new Bipartisan Infrastructure Law (BIL). The spending bill – which would provide funding for federal agencies for the balance of the federal fiscal year (ending September 30, 2022) includes the following earmarks for mobility projects in Los Angeles County: \$5 million for East San Fernando Valley Light Rail Transit Project (FTA/Transit Infrastructure Grants); \$3.5 million for the Sepulveda Transit Corridor (FTA/Transit Infrastructure Grants); and \$1 million for West Santa Ana Branch Transit Corridor Project (OST/Transportation Planning, R&D). The bill also includes a number of earmarks for other mobility projects as requested by other entities across Los Angeles County including a project to improve SR 91.

Biden's FY 2023 US DOT Budget Request Includes More Than \$1 Bil. For L. A. County Priorities

On March 28th, President Biden submitted to Congress a \$142 billion federal transportation budget for fiscal year 2023. The request recommends appropriations of \$59.5 billion for FHWA highway programs, \$18.6 billion for FAA aviation programs, \$16.9 billion for transit programs, and an additional \$37 billion in guaranteed Advanced Appropriations provided under the Bipartisan Infrastructure Law (BIL). The proposed projects would address the Administration's key policy objectives, including: economic strength and global competitiveness, safety, equity, and climate and sustainability.

The Budget proposed by the White House includes placing the West Santa Ana Branch (Metro's #1 new federal funding rail priority) on the federal Capital Improvement Grant Program's Project Development Phase list. The Administration also requested \$250 million for the East San Fernando Valley Transit Corridor Project and over \$800 million (total) for sections 1, 2 and 3 of the Westside Purple Line Extension Transit Project.

Biden sold last year's \$550 billion BIL plan for new infrastructure spending by promising it would spur transformative climate and equity programs nationwide. However, about 75 percent of BIL revenues will be distributed to states via a complicated formula set by existing statute, including the bulk of federal highway dollars.

Federal agencies are trying to nudge states to support the administration's goals and address funding inequities. EPA issued a 56-page memo earlier this month outlining recommendations and requirements to ensure the revolving funds hit equity targets, such as setting aside a portion of those funds for technical assistance to identify communities in need, help them develop projects and assist with applications. The Federal Highway Administration, similarly, is "encouraging" states to invest their formula dollars on repair and improvements before building new highways, but its statutory and regulatory tools to ensure compliance are limited.

The effort comes as the administration has decided against including race as a determining factor in the president's promise to steer 40 percent of the benefits from federal programs to disadvantaged communities. The Administration will use an environmental justice screening tool in the portion of the law not bound by statutory formulas that automatically dispense cash to states to identify which communities are eligible for the 40 percent of benefits intended for "disadvantaged" areas.

For more information on the FY 2023 Budget, visit: <https://www.whitehouse.gov/omb/budget/>.

EPA Restores California's Ability To Set Stricter Clean Car Standards

The Environmental Protection Agency (EPA) on March 8th said it would reinstate California's authority to set its own clean car standards. In 2013, the EPA granted California a waiver to set vehicle rules. Under former President Donald Trump, it revoked the waiver in 2019.

The California standards, which had been adopted by other states, are more stringent than federal standards and are expected to push the market toward electric vehicles. More than 80 environmental groups and other organizations are urging the California Governor to impose tougher rules promoting electric vehicles even as the state is moving faster than President Joe Biden's administration. The groups are calling for the Governor to mandate a 7% annual increase in emissions reductions for gasoline vehicles compared with 5% on average under standards adopted under President Barack Obama.

US DOT Tells States To Consider Safety For BIL-funded Road Projects

The federal government has a fresh warning to states seeking billions of dollars from the BIL to widen roads: Protect the safety of pedestrians and bicyclists or risk losing funds. In a new report submitted to Congress, the Department of Transportation says it will aim to prioritize the safety and health of the multiple users of a typical 21st century roadway, from riders of public transit and electric scooters to Uber rideshare pickups and people delivering goods.

Projects such as bike paths and traffic roundabouts, enhanced sidewalks, pedestrian pathways to bus stops and transit lanes will be favored in the distribution of funds. In doing so, the department seeks to change a longtime focus by the states to direct federal money toward adding lanes to relieve congestion and speed car flow. The report was written in response to a request by the House a year ago to address record-high spikes in U.S. roadway deaths during the COVID-19 pandemic.

State

Governor Newsom Proposes \$11 Billion Package for Californians Facing Higher Gas Prices

On March 23rd, the California Governor issued a two-part proposal to address soaring fuel costs representing the latest development in negotiations with the Legislature over how to use state surplus revenues to offset soaring fuel costs.

The cornerstone of the Governor's proposal calls for a \$9 billion tax refund in the form of a \$400 direct payment to each registered vehicle owner per vehicle, capped at two vehicles, whether the vehicle is gas or electrically powered. The tax refund would be issued as a debit card. Eligibility will be based on vehicle registration, not tax records, and will not include an income cap.

In addition to the \$9 billion tax refund, the Governor's proposed package which provides more \$2.2 billion in broader relief including:

- \$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months,
- Up to \$600 million to pause a portion of the sales tax rate on diesel,
- \$523 million to suspend the annual inflationary adjustment on gas and diesel excise tax, and
- \$500 million to support active transportation programs, like walking and biking projects.

The Governor's proposal would also fast-track \$1.75 billion of the Governor's historic \$10 billion ZEV package to get more ZEV vehicles and more charging infrastructure throughout the state.

The Democratic leaders would only extend The tax refund to California households earning less than \$250,000 per year in an effort to target Californians most in need. It would be tied to individuals, not cars. They also do not support the suspension of the inflation-tied gas tax increase.

In a related move, after twice refusing to consider AB 1638, a bill to suspend California's excise gas tax for six months, a key Assembly committee gutted the bill and inserted an entirely new measure that would, among other things, impose a new tax on gas suppliers when the price of a gallon of gas is "abnormally high" compared to the cost of a barrel of crude oil — and send the tax revenue back to California drivers via a rebate.

Region

Most Of Crenshaw / LAX Line Is "Substantially Complete"; Segment To Open in Fall 2022

On March 30th LA Metro celebrated "substantial completion" of the bulk of its 8.5-mile, 8-station Crenshaw/LAX Transit Corridor Project. A partial line opening is expected by this coming Fall.

The approximately \$2 billion project ultimately will extend light rail service from the E Line (Expo) at Expo/Crenshaw Station and merge with the C Line (Green) at the Aviation/LAX Station, connecting the Crenshaw Corridor, Inglewood and El Segundo stations.

The first two segments are substantially complete between the C Line/Green and 48th Street in Inglewood; the final segment, between 48th Street and the E Line/Expo is slated to be substantially complete in Fall 2022.

"Substantial Completion" means the contractors have completed the required intensive system integration testing to validate the proper operation of all equipment and systems, including train control signals,

underground station and tunnel ventilation, radio systems, back-up power, fire and smoke alarms and electricity to trains and stations, among other functionality. Next, L. A. Metro will begin its own five-to-six-month testing period for the new line. The agency has already started training operations and maintenance staff.

Due to ongoing construction of a new Airport Metro Connector Station at Aviation Boulevard/96th Street, the Crenshaw/LAX Line is anticipated to first open seven stations, operating between Expo/Crenshaw and Westchester/Veterans stations. A bus bridge will link the Crenshaw/LAX Line at Westchester/Veterans Station to the C Line (Green) Aviation/LAX Station.

The new Aviation/Century Station will not be served by trains until full line operations begin (expected in second half of 2023) once the Airport Metro Connector Station platform structure has been completed for the future automated people-mover that will connect riders between the Crenshaw LAX line and LAX terminals. The Airport Metro Connector is anticipated to be ready for service in the second half of 2024.

Metro Will Share Measure Up! And RIITS Data Sets

Metro, through Measure Up! and RIITS (Regional Integration of Intelligent Transportation Systems), is making the agency's original 2017 NextGen Bus Study data and newly expanded 2019 and 2020 LOCUS data available to transportation professionals and researchers.

LOCUS is a suite of anonymized location-based services (LBS) data sets that use real-time geodata from a smartphone to provide travel information. Metro has licensed LOCUS data for use within the agency, and can now share with other organizations and researchers. Metro's NextGen bus system redesign used LBS origin-destination trip data from cellphones and other connected devices to identify where public transportation trips were occurring and to adjust routes to meet demand. Building on the innovative NextGen model, trip and mode share data for walking, biking, goods movement, traffic, and more are now possible for LA County transportation demand analysis.

Measure Up! establishes baselines for transportation performance metrics and origin-destination data for LA County for use by agencies and stakeholders, with datasets and tools to access historic travel, speed, and volume data, and now, LOCUS. More information on [Measure Up!](#) may be found by visiting [RIITS](#).

LA DOT Begins Issuing Citations To Illegal Users Of Bus Lanes In The City

The Los Angeles Department of Transportation began targeted enforcement of vehicles illegally parked or stopped in designated bus lanes on March 14th. The citations are being written in response to L. A. Metro concerns that drivers in the bus lanes can impede the speed and reliability of its bus service, as well as affect the safety of bus riders, pedestrians and other motorists. In addition to buses, the exclusive lanes are available for emergency vehicles, drivers making right turns, and bicyclists.

Trends

First Self-Driving Car Permits Issued In San Francisco, San Mateo County

California Public Utilities Commission issued its first ever permits on February 28th to allow passengers to ride in self-driving cars in San Francisco and San Mateo County. The permits were granted to self-driving vehicle companies Cruise, a General Motors subsidiary, and Waymo, an Alphabet (parent of Google) subsidiary.

With the Drivered Deployment authorization, both companies are allowed to collect fares from riders and offer autonomous ride-booking services, however, a safety driver must also be present in the vehicle to take control if a situation arises. Cruise can now operate on certain San Francisco roads between 10 p.m. and 6 a.m. at up to 30 miles per hour, while Waymo can operate in designated areas of San Francisco and San Mateo County at up to 65 miles per hour at any time of day. Neither company is allowed to run the self-driving cars in dense fog or heavy rain due to safety issues.

LA City Initiates Data-based Curb Management Program

A group of 160 city, business and tech leaders are building a Curb Data Specification (CDS) program to help cities better manage their street curbs. CDS defines the curb in digital language, monitors curbside players like delivery and ride-sharing vehicles, and measures and reports that activity back to the city. The hope is that delivery and ride-sharing companies are able utilize CDS to build their own curb management systems.

The specification hopes to address a gap between the real-time value that the curb holds for private stakeholders and the ability of cities like L.A. to enforce rules and regulations on its public property. Because companies like UPS and FedEx consider parking tickets part of the cost of doing business, local jurisdictions are pursuing either a pricing or enforcement mechanism for public-benefit curb management that provides priority for electric vehicle charging infrastructure, public transit and community social spaces while managing curb-side deliveries.

GM Electric Vehicles To Power Homes In A New California Pilot Program

General Motors on March 8th announced a pilot program with Pacific Gas and Electric Co. that will make its electric vehicles capable of powering a home in the event of a power outage or grid failure.

The move matches similar capabilities by other automakers, including Ford Motor with its upcoming electric F-150 Lightning pickup that's due out this spring. Ford has partnered with solar company Sunrun for charging and energy accessories to allow such capabilities. EV start-up Lucid Group also has announced similar features for its \$169,000 Air sedan.

Select PG&E utility customers will take part in the pilot this summer, Barra said. The companies are working to scale the pilot to open it up for larger customer trials by the end of 2022.

Urban Heat Project To Assess Impact Of Scaling Up Cool Pavements

GAF, which manufactures roofing and other materials, announced on March 18th it's launching a multi-phased research project in Los Angeles to better understand how urban heat affects residents' quality of life and how cooling solutions such as reflective pavement coatings might address the problem when implemented across a community.

Roads and other dark, paved surfaces contribute to the urban heat island effect. "Cool pavements" are paved surfaces coated with lighter-colored materials designed to reflect more solar energy and enhance water evaporation to reduce that effect. By testing the pavement in a larger adjoining area and across multiple surface types compared with some earlier pilots, stakeholders hope to get a better idea of whether the potential benefits from cool pavements are amplified when implemented at scale. The research effort will assess not just the before-and-after conditions in a neighborhood where cool pavements are installed but also those of an untreated adjoining neighborhood as a control.

LA Metro Area Would Benefit The Most In The Country From A 100% ZEV Vehicles Fleet

In a report released on March 30th by the American Lung Association, Los Angeles-Long Beach was listed as the top metro area in the country that would benefit from the transition to zero-emission vehicles. The report, "Zeroing in on Healthy Air," reveals that in California alone, a widespread transition to vehicles powered by clean electricity generation would result in up 15,300 avoided deaths, 440,000 avoided asthma attacks, and 2,160,000 avoided lost work days to illness, and \$169 billion in public health benefits.

The potential health and climate benefits assume that all new passenger vehicles sold are zero-emission by 2035 and all new trucks and buses are zero-emission by 2040. The report also assumes the nation's electric grid will be powered by clean, non- combustion electricity replacing fossil fuels by 2035.

Cities Grapple With Expected Revenue Declines As Fewer Workers Commute Downtown

As of September 2021, almost half of U.S. full-time employees were working remotely, either part or all of the time, Gallup found. Moreover, 91% of full- and part-time remote workers across the U.S. hoped to partially or fully work from home after the pandemic.

This shift impacts not just workers and their employers, but many cities, which face revenue declines as fewer people commute to downtown offices. On average, cities' constant-dollar general fund revenues declined about 1% in fiscal year 2020, and many cities anticipate a decline of 2% in FY 2021, the National League of Cities found. It's likely the pandemic's full financial impact will only fully impact city revenues once their American Rescue Plan one-time emergency revenues are expended by the local jurisdictions.

Given the end of emergency federal assistance and the likelihood that the commuters' sales tax revenues will continue to decline, cities need to rethink how they will generate the revenue those workers provided. One step is to work more closely with their state counterparts. While fewer people may be commuting to cities for work, most will remain within the state. States could distribute more aid to cities, even modestly raising state taxes — like an income or sales tax.

In addition to identifying new revenue sources, city leaders need to identify parts of their local government that could operate more efficiently. For example, New York Mayor Eric Adams asked most city agencies to trim their budgets by 3%. NYC's goal is to "right-size for the longer term".

Like their counterparts in private industry, some city employees may be able to continue to work remotely which might reduce office expenses. And city services that moved online during the Pandemic could remain online. A new vision for downtowns might include converting office space to residential, using new federal infrastructure funding to improve walkability and access, expanding green space, and implementing flexible zoning to allow work/live residential districts.

Reimagining cities so they're places where people want to live, work, and play will be key to resident loyalty and increased revenue.

SBCCOG 3-Month Look Ahead

Attachment D
Updated 4/3/22

| April 2022 | May 2022 | June 2022 |
|--|---|--|
| <p>7. Transit Operators Working Group Meeting</p> <ul style="list-style-type: none"> • Crenshaw Operating Plan update • Measure M SEP Draft Guidelines <p>8. Metro South Bay Service Council Meeting</p> <p>11. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> • Olympics Mobility Plan presentation • Crenshaw Operating Plan Update • Measure M SEP Draft Guidelines • I-105 Express Lane Funding Letter <p>11. SBCCOG Steering Committee Meeting</p> <p>13. IWG Meeting</p> <ul style="list-style-type: none"> • Econolite Priority Solution technology presentation • LA County presentation on pedestrian ITS project • Measure M SEP Draft Guidelines <p>28. Metro Board Meeting</p> <p>28. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> • SBCCOG Letter re: SEP Guidelines and SBCCOG commitments • SBCCOG Letter re: I-105 ExpressLane funding | <p>5. Transit Operators Working Group Meeting</p> <ul style="list-style-type: none"> • Crenshaw Operating Plan update <p>9. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> • Crenshaw Operating Plan discussion <p>9. SBCCOG Steering Committee Meeting</p> <p>11. IWG Meeting</p> <ul style="list-style-type: none"> • Metro I-105 ICM Project Presentation <p>13. Metro South Bay Service Council Meeting</p> <p>26. Metro Board Meeting</p> <p>26. SBCCOG Board Meeting</p> | <p>2. Transit Operators Working Group Meeting</p> <p>8. IWG Meeting</p> <p>10. Metro South Bay Service Council Meeting</p> <p>13. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> • Metro I-105 ICM Project Presentation <p>13. SBCCOG Steering Committee Meeting</p> <p>23. Metro Board Meeting</p> <p>23. SBCCOG Board Meeting</p> |

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