

# South Bay Cities Council of Governments

## **Transportation Committee Meeting**

**Monday, July 10, 2023 @ 10:30 a.m.**

**In Person at 2355 Crenshaw Blvd., #125, Torrance, CA 90501 &  
Virtually via Zoom**

*SBCCOG Board Members: pursuant to the end of the State's COVID-19 emergency declaration, your attendance is required to be in-person or follow the provisions of AB 2449 available [here](#).*

### **PUBLIC COMMENTS:**

The Public Comment portion of the meeting is the Public's opportunity to provide comments on non-agenda items within the jurisdiction of the SBCCOG/cities and each speaker is limited to three (3) minutes. Comments on agenda items may be made following the staff report on the item and each speaker is limited to three (3) minutes per item. Time allotments may be reduced due to time constraints at the discretion of the Chair. When called on, please state: Your name and residence and the organization you represent, if appropriate. To address the SBCCOG Transportation Committee on any item or a matter within the Transportation Committee's purview in writing, please provide written comments by 9 a.m. on the day of the meeting via email to [davidl@southbaycities.org](mailto:davidl@southbaycities.org). All written comments submitted will become part of the official record.

### **ACCESSING THE MEETING:**

For the public and guests, to receive Zoom meeting credentials in advance of the meeting, register by using the following link: <https://us06web.zoom.us/meeting/register/tZYpdOyvqzstHdxcNhUBqDIFEZxtJ-UBdOeL>

**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. June 12, 2023 Transportation Committee Minutes (Attachment A) – Approve**
  - b. Transportation Report covering June 2023 (Attachment B) – Receive and File**
  - c. Quarterly Inglewood Transit Connector Project Update (Attachment C) – Receive and File**
- 10:40 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 – Agency & South Bay Projects Updates – Sergio Carvajal, Caltrans**
- 10:55 a.m. Overview of Metro Regional Connector Project and A/E Line Changes – Matthew Marquez, Metro**
- 11:10 a.m. Three Month Look Ahead & Discussion of Possible Topics for Future meetings (Attachment D) – Receive and File**
- 11:20 a.m. Announcements**
- 11:25 a.m. Decide whether to meet in August**
- 11:30 a.m. Adjournment**

*Next Transportation Committee meeting – Monday, August 14, 2023, 10:30 a.m. or DARK?*

*To propose an item for the agenda, e-mail to: [DavidL@southbaycities.org](mailto:DavidL@southbaycities.org)*

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South Bay Cities Council of Governments

Transportation Committee

June 12, 2023

Meeting Minutes

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

**COMMITTEE CHAIR PIMENTEL BEGAN INFORMATIONAL ITEMS AT 10:19AM. THE MEETING WAS CALLED TO ORDER AT 10:25 A.M.**

**I. Welcome / Self-Introductions**

**In attendance were the following voting SBCCOG Board Members:**

Chris Pimentel, Chair (El Segundo)	Zein Obagi Jr. (Redondo Beach) (10:25 arrival)
Bill Uphoff (Lomita) (10:25 arrival)	Lilly O'Brien (LA County D-2)
John Cruikshank (Rancho Palos Verdes) (10:29 arrival)	Luke Klipp (LA County D-4)

**Non-Voting Representatives**

Don Szerlip (Metro SB Service Council)	Viviana Gomez (LA County D-4)
James Butts (Inglewood – virtual)	

**Also in attendance:**

Daniel Rodman (LA City)	Steve Lantz (Metro Deputy to Mayor Butts)
Elias Sassoon (El Segundo)	Mark Dierking (Metro)
Erick Lee (Manhattan Beach)	Joseph Forgiarini (Metro)
Helen Shi (Manhattan Beach)	Scott Greene (Metro)
Cathy Bui (Torrance)	Michel'le Davis (Metro)
Brenda Moun (Torrance)	Mark Llinsenmayer (Metro)
Sergio Carvajal (Caltrans)	David Leger (SBCCOG)
Leona Green (LA County PW)	Ray Hollar (Public)
Andrew Choie (LA County PW)	Holly Osborne (Public)
Mike Bohlke (Metro Deputy to Mayor Butts)	

**II. Public Comment**

No public comment was received.

**III. Consent Calendar**

- A. May 8, 2023 Transportation Committee Minutes - APPROVED**
- B. Transportation Update Covering May 2023 – RECEIVED AND FILED**

Mr. Leger shared a set of revised minutes ([available here](#)) that included a comment from Committee Member Klipp during the C Line Operating Plan discussion regarding reference to Torrance being the end of the C Line. Given that the line has not been extended and the South Bay has not yet taken a position on the extension itself, Committee Member Klipp had recommended referring to it more generally as the “southern” or “South Bay” terminus of the C Line in the item that goes to the SBCCOG Board of Directors.

**MOTION** by Committee Member O'Brien, seconded by Committee Member Klipp to **APPROVE** the consent calendar with the revised minutes. Approved without objection.

**IV. SBCCOG Transportation Working Group Updates**

**A. Infrastructure Working Group Update**

Mr. Leger reported that the IWG will be meeting on Wednesday. A speaker from the California Infrastructure Delivery Coalition (Cal-Infra) will be presenting on alternative project delivery methods. Cal-Infra is a public-private-labor group that aims to provide education and information on tools available to deliver infrastructure projects as quickly and efficiently as possible. There will also be a discussion on a potential sub-regional application for Safe Streets 4 All funding to create a safety action plan which, if adopted by cities, would give them the ability to apply for implementation funds in a future grant cycle.

## **B. Transit Operators Working Group Update**

Mr. Leger shared that the group met earlier in the month, but no major issues were discussed. Torrance announced that they would be opening their regional transit center on June 10<sup>th</sup>.

## **C. Metro Service Council**

Mr. Szerlip reported the Service Council did not have a quorum at its last meeting, but heard public comment on the C/K Line Operating Plan.

## **V. Caltrans District 7 South Bay Projects Update**

Mr. Carvajal announced that Nemrata Sen who had been providing updates to the Committee was transferred back to her permanent position from the temporary one she had been in. Until further notice, Mr. Carvajal will share the monthly reports. The written update on Caltrans projects is available here:

[https://southbaycities.org/wp-content/uploads/2023/06/HANDOUT\\_Caltrans-Project-Status-Report-June-2023.pdf](https://southbaycities.org/wp-content/uploads/2023/06/HANDOUT_Caltrans-Project-Status-Report-June-2023.pdf)

## **VI. Metro ExpressLanes Net Toll Revenue Grants**

Ms. Davis presented a brief overview of the ExpressLanes program, previous grant cycles, and funding capacity for Round 3. State law requires net toll revenues be invested within the corridors in which they are collected.

Round 3 will award \$72.5M in grant funds towards projects that improve transit uses, system connectivity, and roadway improvements within 3 miles of the 110/10 freeways. Applications for funding are due August 6th. The full presentation is available online here:

[https://southbaycities.org/wp-content/uploads/2022/12/PRESENTATION\\_Net-Toll-Revenue-Grant-Program.pdf](https://southbaycities.org/wp-content/uploads/2022/12/PRESENTATION_Net-Toll-Revenue-Grant-Program.pdf)

## **VII. C Line (Green)/K Line (Crenshaw-LAX) Operating Plan – APPROVED**

Mr. Forgiarini provided the Committee a brief overview of Metro's outreach regarding the C/K Line Operating Plan and the results of those efforts. Mr. Forgiarini reviewed survey results which indicated broad support for Option 2 throughout all the responses, particularly in those coming from South Bay and West Side Cities areas. Gateway city riders tended to slightly prefer Option 1. Mr. Forgiarini also reviewed the evaluation criteria used to evaluate each option including the simplicity of the network; direct access to LAX People Mover; matching regional travel patterns; minimized extra resources (rail cars, operating costs); and north-south line development. He went on to explain that Option 2 scored very highly among all criteria, but came in slightly more expensive than Option 1 to operate. However, Option 1 did not match regional travel patterns as well nor did it create a new north-south line when coupled with future rail expansion. In addition to the survey results, the evaluation criteria led Metro Staff to recommend the Board approve Option 2 as the C/K Line operating plan. The presentation is available here:

[https://southbaycities.org/wp-content/uploads/2022/12/PRESENTATION\\_C-K-Line-Operating-Plan.pdf](https://southbaycities.org/wp-content/uploads/2022/12/PRESENTATION_C-K-Line-Operating-Plan.pdf)

Mr. Leger briefly reviewed the agenda item, noting that the SBCCOG staff is recommending Option 2 as the preferred operating plan because it creates a one seat ride between the Expo line and the southern terminus of the C Line. When the line is expanded south to Torrance, and north to Hollywood, this would provide South Bay residents a one seat ride from Torrance to Hollywood while also reaching key destinations and job centers such as LAX and the Inglewood Entertainment District on the way.

Committee Member Obagi asked if the options were explained to individuals surveyed. Mr. Forgiarini confirmed that in addition to the maps, there were written descriptions of what each operating plan entailed.

Committee Member Klipp noted that in 2018, minimizing transfers was part of the criteria, and asked why it was not included as part of this evaluation. Mr. Forgiarini explained that since Option 1 or 2 both required a transfer, staff determined it was not as important to have this time around.

Committee Member O'Brien shared that Supervisor Mitchell's office received some more detailed data that indicated broad support for Option 2 from riders in stations throughout SD-2.

**MOTION** by Committee Member Obagi, seconded by Committee Member O'Brien, to **RECOMMEND BOARD SUPPORT** for C/K Line Operating Plan Option 2. Opposition by Committee Member Klipp. Motion passed.

It was brought to the Committee's attention that the Metro Operations Committee will be voting on the item on Thursday, with the Metro Board voting on it at their meeting later in the month. Mr. Leger shared with the Committee that instead of going to the Board of Directors, the recommendation will be presented to the Steering Committee later in the day as an emergency action so that the SBCCOG may have an adopted position in time to submit to Metro.

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

**IX. Announcements**

Committee Member O'Brien announced that Supervisor Mitchell is hosting a CicLAvia event in conjunction with the Juneteenth celebration on June 18<sup>th</sup>. The event will take place in South LA near Jesse Owens Park.

**X. Adjournment:** Committee Chair Pimentel adjourned the meeting at 11:09 a.m. to July 10, 2023 at 10:30 a.m.

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# MONTHLY SBCCOG TRANSPORTATION REPORT

A summary of recent federal, state, regional and local  
developments and trends in transportation

**COVERING JUNE 2023**

Edited by David Leger  
SBCCOG Senior Project Manager

## FEDERAL

### **Biden-Harris Administration Announces Funding for 63 Projects in 32 States That Will Help Reduce Train-Vehicle Collisions and Blocked Rail Crossings in the U.S.**

The U.S. Department of Transportation's Federal Railroad Administration (FRA) announced on June 5 it has awarded more than \$570 million in Railroad Crossing Elimination (RCE) Grant Program funding to projects in 32 states. This inaugural round of funding will address more than 400 at-grade crossings nationwide, improve safety, and make it easier to get around railroad tracks by adding grade separations, closing at-grade crossings, and improving existing at-grade crossings where train tracks and roads intersect.

Last year, there were more than 2,000 highway-rail crossing collisions in the U.S. and more than 30,000 reports of blocked crossings submitted to FRA's public complaint portal. These delays and disruptions can prevent first responders from getting to emergencies quickly. The projects selected for funding in the first year of this program will greatly improve the quality of life in communities big and small, creating safer rail crossings and allowing people to get to and from their homes, schools, businesses, hospitals, fire stations, and workplaces without being stranded and delayed by a standing train.

Along with projects that build or upgrade physical infrastructure at railroad crossings, FRA awarded \$15.7 million for planning activities and \$33.1 million for project development and design activities that will build a pipeline of projects for future funding. Twenty two percent of all funding, \$127.5 million, was awarded to projects in rural areas or on Tribal lands.

Los Angeles County was awarded \$600,000 for a Rail Crossing Elimination Master Plan. The proposed planning study will help identify and evaluate all railroad crossings and corridors within unincorporated areas of Los Angeles County. The study seeks to prioritize a list of grade separations and propose solutions for other crossings (of which there are 112 within the study area). Los Angeles County is providing a 20 percent non- Federal match.

Over each of the next four years, additional RCE Program funding will be made available annually. Project selections for other grant programs that will improve freight rail safety and efficiency, strengthen supply chains, and expand the passenger rail network – representing billions of dollars in infrastructure law investments – will be announced in the coming months.

### **Biden-Harris Administration Announces More Than \$11 Million in Grants to Support Automated Technology Research That Improves Bus Safety**

The U.S. Department of Transportation's Federal Transit Administration (FTA) today announced \$11.6 million to support six transit bus automation research projects that will improve safety, efficiency, and accessibility on the road and in bus maintenance yards. Examples of projects include strategies for avoiding collisions with pedestrians, improved emergency braking, and precision movement for bus fueling, charging, and maintenance.

As part of the programs, recipients will demonstrate technologies that reduce bus collisions, improve facility operations, and improve the accessibility and efficiency of service. Many of the projects include workforce analysis and training activities to address how automation may impact existing jobs and help operators and maintenance workers develop new skills.



## **Biden-Harris Administration Opens First Round of \$85 Million Competitive Grant Program to Fund Digital Construction Technologies That Save Time and Money**

The U.S. Department of Transportation's Federal Highway Administration (FHWA) announced that the application period is open for the first year of a new, \$85 million grant program under President Biden's Bipartisan Infrastructure Law. The Advanced Digital Construction Management Systems (ADCMS) grant program will focus on digital construction, such as computer modeling and 3D design, to encourage state-of-the-art practices in project delivery. It complements President Biden's Investing in America agenda that is rebuilding our nation's infrastructure and creating a manufacturing and innovation boom.

The ADCMS program is one aspect of FHWA's multifaceted Technology and Innovation Deployment Program (TIDP) and provides funding as an incentive for state departments of transportation. It promotes access to more meaningful, accurate, and easy-to-use data by construction professionals with enhanced software modeling tools and features. Better and more consistent modeling allows the seamless sharing of design and construction plans. The program goals include:

- accelerated adoption of advanced digital construction management systems to boost productivity and manage complex projects;
- more timely and productive information-sharing;
- the development and deployment of best practices; and,
- increased transparency as the result of the real-time sharing of information.

The ADCMS grant program will award up to \$34 million for combined Fiscal Years 2022 and 2023 and up to \$17 million each Fiscal Year thereafter through Fiscal Year 2026.

The funding opportunity announced today will focus on projects that promote information-sharing, reduce reliance on paper, improve productivity and savings during project delivery, and can serve as models for the adoption and deployment of digital construction technologies. While state departments of transportation, the District of Columbia and Puerto Rico are eligible to apply, they are encouraged to partner with local governments, tribes, and private industry in designing their proposed projects.

## **STATE**

### **State awards more funding for Inglewood people mover, C Line platform extensions**

Staff recommendations to the California Transportation Commission signaled the arrival of nearly \$60 million in new state funding for transportation projects in L.A. County. The money, sourced from the 2022 Solutions for Congested Corridors Program, is a sliver of the roughly \$500 million in recommended funding awards statewide. The recommendations are to be considered at the June 28th and 29th meeting of the Transportation Commission.

The three projects which will receive funds in L.A. County include:

- I-405 Corridor Community Bus Service Improvement Program: Metro is expected to receive \$32 million in funding for two projects, lumped together under the I-405 branding. North of the Santa Monica Mountains, Metro will use the money for the purchase of 75 new battery-powered electric buses, which will be used as part of the enhanced bus east-west bus service planned for Nordhoff Street, Roscoe Boulevard, and other corridors through the North San Fernando Valley Transit Corridor. While that project had originally been pitched as a full bus rapid transit line, the Metro Board ultimately approved a scaled-back plan that only incorporates peak-hour lanes and signal priority. Approximately \$25 million of the money will go toward the bus procurement - representing the full amount requested. The total cost of the buses is listed at \$75 million in a fact sheet. A contract award for purchasing the vehicles is expected in June 2024. The remaining \$6.5 million awarded to Metro under the I-405 program will go toward the construction of 38 new bus boarding islands with 27 shelters featuring real-time information displays along Venice Boulevard between Culver City Expo Line Station (8817 Washington Boulevard) and Lincoln Boulevard. A large portion of that corridor, between Culver Boulevard and Inglewood Boulevard, has recently seen the addition of dedicated bus-only lanes.
- Inglewood Transit Connector: Inglewood will see an additional \$6.3 million go toward the project. That supplements other state funding awards, including \$68.7 million through the 2023 Transit and Intercity Rail Capital Program. More than \$750 million has been raised for the project to date, with the goal of building it prior to the 2028 Summer Olympics.
- Los Angeles Metro Light Rail CORE Capacity and System Integration Project: Metro has also secured \$20 million for a project that aims to improve passenger capacity on the C Line. In addition to the replacement of aging track, catenary wire, and power substations, the project will extend passenger platforms at Aviation/LAX, Mariposa, Douglas, and Redondo Beach Stations to accommodate three-car trains. According to a project fact sheet, the \$195-million project is expected to begin construction in early 2025, and is also targeting completion prior to the Olympics.

## **Why California Transit Agencies Are Rebounding at Such Different Rates**

In California, already famous for its love of automobiles, our dependence on cars only deepened during the coronavirus pandemic, as millions of people stopped commuting by train or bus.

Bay Area Rapid Transit, which for decades catered to workers headed to downtown San Francisco from the suburbs, has been hit particularly hard by the shift to remote work, and it is now scrambling for ways out of a deep financial hole. The ridership on the 131-mile network these days is only about 35 percent of what it was before the pandemic, according to the American Public Transportation Association.

This dismal rebound isn't universal across California. The San Francisco-focused Muni system, Los Angeles's buses and trains, and the AC Transit bus service based in Oakland have all been doing much better in 2023 so far, carrying closer to two-thirds of their pre-pandemic ridership.

On the other hand, Caltrain, the Silicon Valley commuter rail service, has been faring even worse than BART, attracting only one-quarter of its former ridership, according to the transportation association.

The variance among these transit systems reveals something about how public transportation functions in our state — and perhaps offers some clues as to its future.

For example, take Los Angeles’s sprawling Metro system. Compared with BART, largely a commuter rail line for affluent workers, the Metro agency in Los Angeles, which offers bus, subway and light rail service, serves a lower-income population that is less likely to be able to work from home or to afford a car. Metro’s rebound has been much greater than BART’s in part because so many of its customers have no other option.

In April, ridership on buses in Los Angeles — by far the most popular mode of mass transit in the city — was almost 80 percent of what it had been in April 2019, according to agency data. The Mercury News reported last summer that more people were using public transportation in Los Angeles than in the Bay Area, a historic reversal.

Brian D. Taylor, director of the Institute of Transportation Studies at U.C.L.A., noted that public transit had long sought to serve two distinct populations: workers with means, who can be lured out of their cars if public services are convenient enough, and lower-income people who rely on public transit as their only way to get around.

Up until the pandemic, BART was thriving alongside a booming tech industry, making a good case for the power of the first group, noted Taylor. Ridership on BART and Caltrain, which also served technology workers, was growing while other California transit agencies were lagging, he said.

There’s also been a shift in the kinds of trips people are making. Instead of commuting to the office in rush hour every morning, people might be more likely to pop out in the middle of the day to run to the grocery store or pick up their children from school, or get on the train to meet friends in the evening. To adapt, BART is planning to shift its schedule to reduce weekday rush-hour service and offer more weekend and evening trips instead.

There’s also the question of where a bus or train makes stops. Rail systems tend to serve fewer, more concentrated destinations, while bus systems stretch farther into neighborhoods and reach a more diverse set of locations. BART mainly shuttles people between the suburbs and San Francisco’s downtown commercial centers, while the Los Angeles bus system stretches into all pockets of the city.

## **REGION**

### **Torrance opens new ‘state of the art’ transit center for buses, Metro trains**

After almost 20 years in the making, Torrance’s new transit center has arrived. The City of Torrance held a ribbon cutting ceremony on Friday, June 9th for its new Mary K. Giordano Regional Transit Center, which will serve as the future southern terminus for Metro C-Line light rail and greatly enhance the city’s access to the greater Los Angeles region.

Funding for the facility came from a combination of grants from federal, state and local levels. LA Metro and the South Bay Cities Council of Government provided \$25.7 million for its construction. Most of that money came from Measure R, the half-cent sales tax measure county voters approved in 2008. The state’s Department of Transportation and the governor’s Office of Emergency Services provided another \$2.5 million and \$115,740 towards construction and security measures such as electronic door locks and

security cameras. Additional funding was made possible by former Rep. Jane Harman, the state's Low Carbon Transit Operations Program and the South Coast Air Quality Management District. In addition, Rep. Maxine Waters helped secure \$6.28 million from the Federal Buses and Bus Facilities Grant Funds to purchase all-electric buses that will operate from the new facility.

It will be fully operational on Sunday, June 11<sup>th</sup>. In addition to providing LA Metro services, the facility houses eight bus bases with six routes that will connect riders from Torrance to multiple transit systems in the region, including Gardena's GTrans and Beach Cities Transit. The city is also in talks with Greyhound, Hollywood Bowl Shuttle and FlixBus to bring their services to the center.

The five-acre facility will include amenities such as: eight level boarding platforms, passenger information kiosks and maps, fare vending machines, a security office, a transit store, public restrooms, a training facility, as well as restaurants and coffee shops. It currently boasts around 250 parking spaces, but more than 1,000 additional spaces will be added with a new multi-level parking structure, which is anticipated to be completed in around 36 months.

This part of the project, estimated to cost around \$35 million, will provide a safe and convenient location for commuters to park their cars before they jump on the Metro C-line or take a bus to the airport.

The transit center got started in 2004, when Del Amo Fashion Center, located around 2 miles from the site, wanted to expand their stores, which created a need for street connection. Then Mary K. Giordano, a former assistant manager at Torrance, whom the center is named after, spearheaded the purchase of the 15-acre site that the transit hub sits on in 2008. It took several years to secure funds at both federal, state and local levels, before the center broke ground in 2015.

## **Metro is capping its fares at \$5 a day**

Starting Saturday, July 1, Metro is introducing fare capping, a new way to pay your fare that makes riding more convenient and less expensive.

For those who pay regular fare:

- The regular fare remains \$1.75 with two hours of free transfers.
- No one will pay more than \$5 a day to ride or \$18 in a seven day period— after you reach the 1-day and 7-day caps, you can continue to ride free.
- You need to have a TAP card and pay for fare with Stored Value. You can still pay with cash, but will not receive benefits of the fare capping program.
- Metro's 1-Day, 7-Day and 30-Day passes are being discontinued beginning July 1 as they're longer necessary with fare capping.

For seniors and riders with disabilities:

- The base fare for seniors and customers with disabilities will remain at 75 cents during peak hours and 35 cents during off-peak hours.
- The daily cap remains at \$2.50 and the seven-day cap will be \$5.

For K-12 and College/Vocational students:

- The base fare for K-12 will drop from \$1 to 75 cents and college and vocational students will see their base fare drop from \$1.75 to 75 cents.
- Student fares will be capped at \$2.50/day and \$6 in a seven-day period.

For GoPass participants:

- Continue to enjoy riding free and you don't have to do anything.

For LIFE riders:

- Riders who are enrolled in Metro's Low Income Fare Is Easy (LIFE) program will get 20 free rides per month — each ride will include two hours of free transfers. After taking the 20 free rides in a month, LIFE riders will participate in fare capping, where they can reach their one-day and seven-day fare cap and earn additional free rides.
- Even when paying for fares, LIFE riders will never pay more than \$5 a day or \$18 a week to ride.

For J Line and Express Bus Riders:

- No more upcharges — the cost of riding drops to Metro's regular fare.

## **Metro Service Changes on June 25<sup>th</sup>**

In the South Bay:

- Line 205 will have the last southbound trip between Willowbrook/Rosa Parks Station, Harbor Gateway Transit Center and Vermont/Pacific Coast Highway extended to San Pedro on weekdays and weekends to improve late night access (12:00-12:15am) for riders to San Pedro.
- Between Harbor Gateway Transit Center and USC/Exposition Park, Line 550 will have schedule changes to improve connections with Lines 205, 246 at Harbor Gateway Transit Center.
- J Line/Line 910 — An additional trip will be added early morning (4:37am) on Saturday and Sunday northbound from Harbor Gateway Transit Center to El Monte Station, to improve connections with northbound Line 246.

## **Metro studies the possibility of having its own police department**

As safety continues to be a problem and concern for Los Angeles County Metro riders, the agency is considering the possibility of having its own police department.

Metro asked for a feasibility study to be done back in March, to look into an alternative for the existing policing partnership with the Los Angeles Police Department, Los Angeles Sheriff's Department, and the Long Beach Police Department. Between 1989 and 1997 Metro had its own police, the MTA Transit Police Department. In 1996, the Metro Board chose to merge its MTA police with LAPD and LASD and contract with these agencies for policing services.

The feasibility study came back with the findings that not only could an in-house police department save tens of millions of dollars annually, but also that having its own force would mean the officers would be more connected and dedicated to Metro. The report stated an in-house police department would be able to tailor its strategies and partnerships to matters that are unique to public transportation, such as fare evasion and disorderly conduct.

Metro's annual budget for the three law enforcement agencies is about \$173 million. The model presented to the committee within the study, showed an in-house department could cost around \$135 million annually.

Metro's Executive Management Committee members approved a motion for an implementation plan to be presented to the full board in January, 2024.

## **Pay as you go express lane program removes toll evasion penalties on L.A. Freeways**

Angelenos driving on the 10 and 110 freeways can now use the express lanes without fear of penalty. Previous fines for using the Metro ExpressLanes system without a FastTrak transponder ranged from \$25 for the first violation to more than \$300 if a motorist was pulled over by a CHP officer during illegal use of the toll lanes.

The Los Angeles County Metropolitan Transportation Authority agreed to eliminate all fines relating to toll evasion after hearing the results of a pilot program that seeks to relieve congestion on clogged roadways. Cars traveling in the pair of express lanes are no longer required to obtain a FastTrack transponder. Motorists with the devices can expect to have their toll debited automatically from an account as usual. Those without a transponder can expect to “pay as you go,” plus an \$8 processing fee, according to Metro officials.

The toll system will photograph the vehicle’s license plate and search for the registered vehicle owner’s mailing address with the Department of Motor Vehicles. Once found, Metro ExpressLanes will mail a notice to the vehicle owner with payment instructions for the toll amount in addition to an \$8 fee. Payment can be made online, by phone or in person.

If payment is not made, Metro can ask the DMV to put a hold or lien on the vehicle owner’s registration. Additionally, switchable transponders are the only way for customers to declare themselves as High Occupancy Vehicles if they want to travel toll-free in the express lanes.

Program leaders touted the \$8 pay-as-you-go processing fee, which is designed to cover the costs of operating the new program without being punitive, as a substantial reduction from Metro’s original violation amount.

## **Metro refines its 2028 Olympics wish list**

Last year, Metro staff set out a list of 209 projects which could prove advantageous when the Olympic games return to Los Angeles in Summer 2028. With that once far-off deadline growing closer each day, transportation officials have whittled that wish list down to a more manageable number, seeking Federal funding for 15 projects and programs which would help manage the influx of tourists associated with the games. *(SEE FINAL PAGE OF TRANSPORTATION REPORT FOR PROJECT LIST)*

To move Angelenos and a temporary influx of visitors during the course of the games, Metro is looking to potentially double its bus fleet to meet demand (the supplemental bus system). The agency has reached out to other transit agencies across the country in the hopes of borrowing vehicles - with the bulk of responses coming from within California. According to the staff report, up to 850 buses and 450 staff may be temporarily made available to Metro for use during the games.

Those extra buses would have greater ease of movement throughout the region through the implementation of a Games Routes Network, which would link event venues with the Athletes Village and Media Village. Metro expects to make use of existing and planned ExpressLanes and bus-only corridors, largely based on the agency's NextGen Tier 1 network, the BRT Vision and Principles Study, and

routes which serve venues. Some bus-only lanes along arterial roads could be retained after the games conclude, serving as a physical legacy to the 2028 Olympics.

An enhanced bus network would be complemented by a series of temporary and permanent mobility hubs, including those located at event venues and Metro rail and bus rapid transit stations, as well as smaller neighborhood hubs with micro-mobility options. Those micro-mobility options would tie into proposed first/last mile connections to the venues, which will allow visitors to walk or bike to the games from transit hubs.

Some of the key hubs near major event venues - including 7th Street/Metro Center Station, Pico Station, and Union Station - are also expected to receive permanent and temporary enhancements to handle crowds. That could include temporary platforms and overcrossings, portable ramps, or more robust wayfinding and signs. Several of those elements echo a decade-old plan from AEG for augmenting the at-grade Pico Station to handle crowds anticipated in the never-built Farmers Field project.

Metro is also expected to use the games as an opportunity to address some of the sluggish street running operations on the A and E Lines, particularly as the new Regional Connector subway begins serving passengers. Most notably, traffic signal improvements have been considered to address the troubling Washington Wye, where the A and E Lines now meet at the intersection of Washington Boulevard and Flower Street in Downtown. A permanent fix involving a grade separation for the junction has also been proposed, but could not likely be completed prior to the games.

Not to be forgotten, though not addressed at length in the staff report, is Inglewood's planned automated people mover system, which would connect the K Line to events at Sofi Stadium, and the initial phase of Metrolink's SCORE program, which would allow for faster and more frequent service on the 500-mile regional rail network.

Olympic Project list:

Project Name	ROM Cost	Lead Agency for Implementation Plan Development	Partner / Stakeholder Agencies for Implementation Plan Development, Project Delivery, and/or Operations
Countywide Bus Only Lanes & TSP Improvements	\$1,125M	Metro	LADOT, Caltrans, local agencies
Transit to Venue First/Last Mile	\$75M	City of LA	Metro, local agencies
Regional Mobility Hubs	\$165M	Metro	Caltrans, LADOT, Metrolink, LA28
Key Station Improvements (SOGR)	\$900M	Metro	City of LA
Light Rail Speed and Operational Improvements	\$450M	Metro	LADOT
Supplemental Bus System	\$500M	Metro	LA28, LADOT, muni transit agencies
Games Route Network Design & Implementation	\$85M	Metro	LA28, Caltrans, LADOT, local agencies
Open Street to Uplift Arts, Culture, and Recreation	\$10M	Metro	City of LA, LA28
Phase I Zero Emissions Bus Program	\$340M	Metro	LA28
Countywide and Freight TDM Program	\$90M	Metro	City of LA, Caltrans, Ports, Freight RRs
Universal Basic Mobility	\$40M	Metro	LADOT, Caltrans
Access Services EV Fleet and Infrastructure	\$40M	Metro	Access Services
ATSAC/LARTMC Integration & Operations Enhancements	\$150M	LADOT	Caltrans, Metro, local agencies
Inglewood Transit Connector	\$1,400M	City of Inglewood	Metro
Metrolink Fleet and Track Capacity Improvements: SCORE Phase I Completion	\$1,450M	Metrolink	Metro





## **ITC JUNE, 2023 UPDATE**

*Prepared by Karly Katona, Managing Director, Trifiletti Consulting*

Significant progress continues to be made to advance the ITC Project (Project). The following provides a brief summary of updates, activities and milestones.

### **ENVIRONMENTAL ANALYSIS**

On March 16, 2023, the City of Inglewood (City) received a Finding of No Significant Impact from the Federal Transit Administration (FTA). Based on feedback from community members and the further vetting of ideas that were identified during the feedback sessions from the prequalified bidders and during FTA-required risk reduction process, on April 11, 2023, the Inglewood Mayor and City Council approved an addendum to the Final Environmental Impact Report (EIR) for the Project, which analyzed the relocation the Maintenance and Storage Facility from its originally proposed location, adjacent to a newly constructed Vons Supermarket, on the site of the existing market and shopping center, to be integrated into and adjacent to the Market Street station. The analysis demonstrated that the proposed change would not result in any new significant impacts nor any substantial increase in the severity of any significant impacts identified in the EIR. Staff is now working with the FTA to complete a reevaluation of the Finding of No Significant Impact to analyze and document this change.

### **PROJECT DEVELOPMENT WITH FTA**

Over the past few months, as part of the Project Development phase, the team has engaged in a risk assessment process with the FTA. On June 21<sup>st</sup>, the project team submitted an official request for a project rating, which is required as part of the Capital Investment Grant process. Subsequent to receiving a favorable rating, the team will submit all documentation needed to officially seek entry into the Engineering Phase of the project.

### **FUNDING UPDATES**

On January 31, 2023, the City received notice of award of \$407 million through the California State Transit Agency's Transit and Intercity Rail Capital Program Grant Program. This funding is contingent upon the project receiving a credible rating from the FTA and receiving Entry into Engineering.

On April 27, 2023 the South Bay Cities Council of Government voted to reprioritize Subregional Equity Program Funding to be used as financial backstop for the project. This vote was affirmed by the Metro Board on May 25, 2023, which approved the reprogramming of \$108 million for this purpose.

On June 20, 2023, the Mayor and City Council approved a funding agreement for up to \$9.1 million annually to support the operations and maintenance of the ITC Project, and the City is working with the sports and entertainment venues on funding commitments that would also support operations and maintenance costs. Funds will also be generated

from farebox, concessions and advertising revenues, as well as state and federal grants and other local funding sources.

## **PROCUREMENT**

The team continues to refine the solicitation documents and engage the three pre-qualified proposing teams and anticipates a summer release of the RFP.

## **COMMUNITY ENGAGEMENT**

The project team continues to conduct robust outreach with the community at large by hosting open houses and attending community meetings, and staff will continue this effort to ensure local stakeholders are apprised of the status of the project and next steps.

## **3-MONTH LOOK AHEAD**

Over the next 3 months, the team anticipates entering into the engineering phase of the Capital Improvement Grant grantmaking process, continuing efforts to secure full funding for the project, releasing the RFP, advancing right of way acquisitions and utility relocations, and making preparations for the ITC Joint Powers Authority to assume full responsibility for the Project.

**Updated 6/27/23**

July 2023	August 2023	September 2023	October 2023
<p>6. Transit Operators Working Group - DARK</p> <p>10. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> <li>• Metro presentation on Downtown Regional Connector</li> <li>• Inglewood Transit Connector quarterly update</li> </ul> <p>10. SBCCOG Steering Committee</p> <p>12. Infrastructure Working Group</p> <ul style="list-style-type: none"> <li>• South Bay MR/MM project spotlight - MBATS</li> </ul> <p>14. Metro South Bay Service Council</p> <p>27. Metro Board</p> <p>27. SBCCOG Board</p>	<p>3. Transit Operators Working Group – dark?</p> <p>9. Infrastructure Working Group – dark?</p> <p>11. Metro South Bay Service Council</p> <p>14. SBCCOG Transportation Committee - dark?</p> <p>14. SBCCOG Steering Committee</p> <p>24. Metro Board – dark</p> <p>24. SBCCOG Board</p> <ul style="list-style-type: none"> <li>• Presentation on LA28 Olympic &amp; Paralympic Games</li> </ul>	<p>7. Transit Operators Working Group</p> <ul style="list-style-type: none"> <li>• Measure R/M Annual Program Update overview/kickoff</li> </ul> <p>8. Metro South Bay Service Council</p> <p>11. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> <li>• Measure R/M Annual Program Update overview/kickoff</li> </ul> <p>11. SBCCOG Steering Committee</p> <p>13. Infrastructure Working Group</p> <ul style="list-style-type: none"> <li>• Potential in-person meeting</li> <li>• Measure R/M Annual Program Update overview/kickoff</li> </ul> <p>28. Metro Board</p> <ul style="list-style-type: none"> <li>• Expected South Bay Measure M MSP FY23-24 program approval</li> </ul> <p>28. SBCCOG Board</p> <ul style="list-style-type: none"> <li>• Justin Erbacci, LAX General Mgr, guest presenter</li> </ul>	<p>5. Transit Operators Working Group</p> <p>13. Metro South Bay Service Council</p> <p>9. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> <li>• Inglewood Transit Connector quarterly update</li> </ul> <p>9. SBCCOG Steering Committee</p> <p>11. Infrastructure Working Group</p> <p>26. Metro Board</p> <p>26. SBCCOG Board</p> <ul style="list-style-type: none"> <li>• Stephanie Wiggins, guest presenter</li> </ul>

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